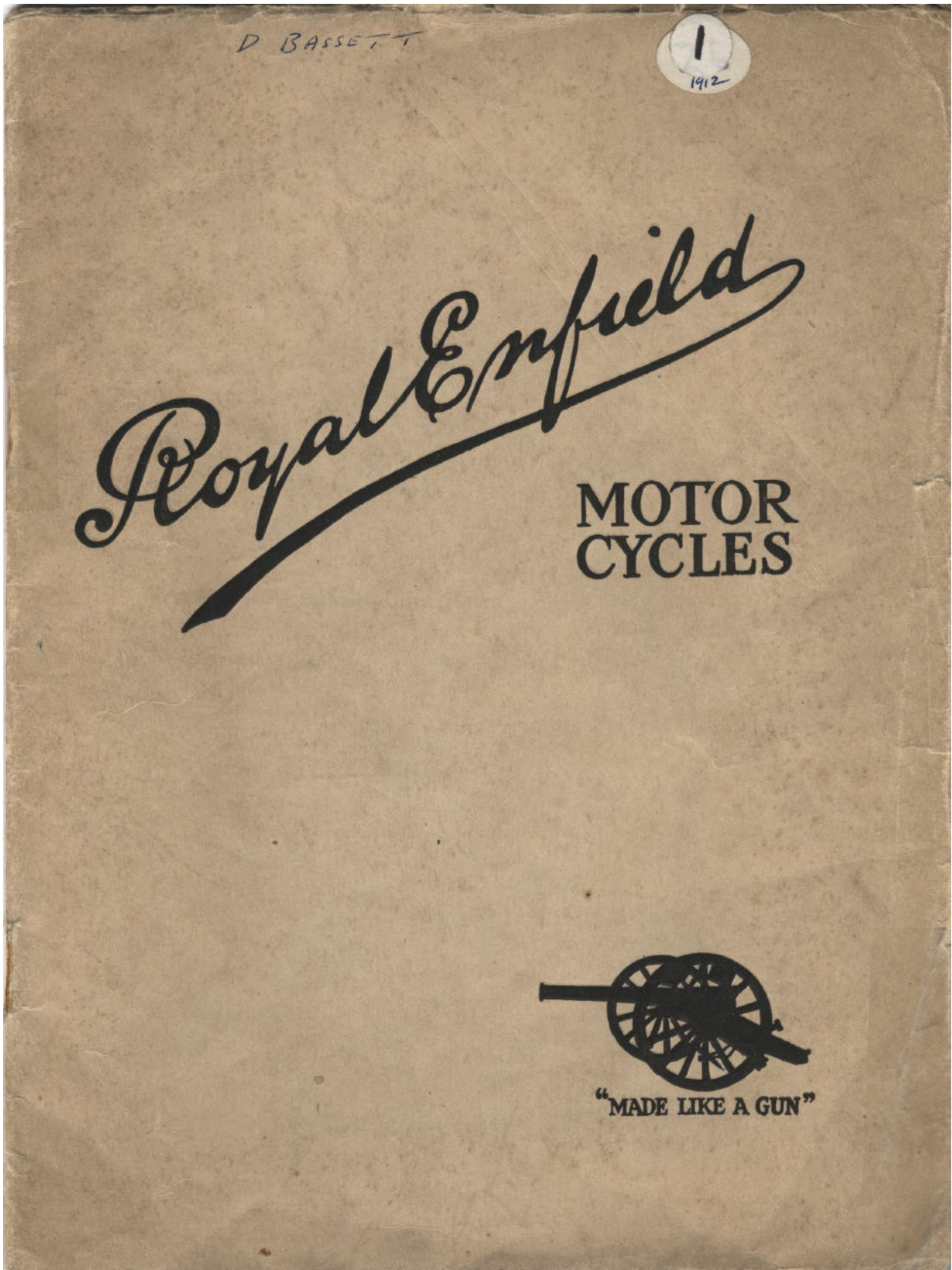


1912 Royal Enfield Sales Brochure



[Return to Index](#)

The Enfield Cycle Co., Ltd.

REDDITCH.

Contractors to H.M. Government, Army, Navy and Reserve Forces.

Show Rooms :

48, HOLBORN VIADUCT, LONDON, E.C.

Directors :

LORD ERNEST SEYMOUR (Chairman).
GEORGE HOWARD CARTLAND.
ROBERT WALKER SMITH M.I.M.E.
THOMAS EVANS.
J. W. DAVIS (Managing Director)

Bankers :

METROPOLITAN BANK OF ENGLAND & WALES LIMITED.

Solicitors :

TUNBRIDGE & CO., Redditch and Birmingham.

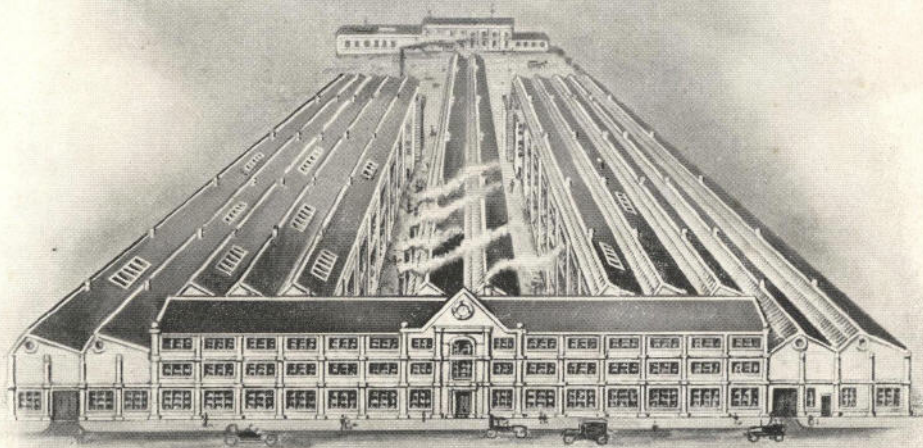
Auditors :

AGAR, BATES, NEAL & CO., Birmingham and London.

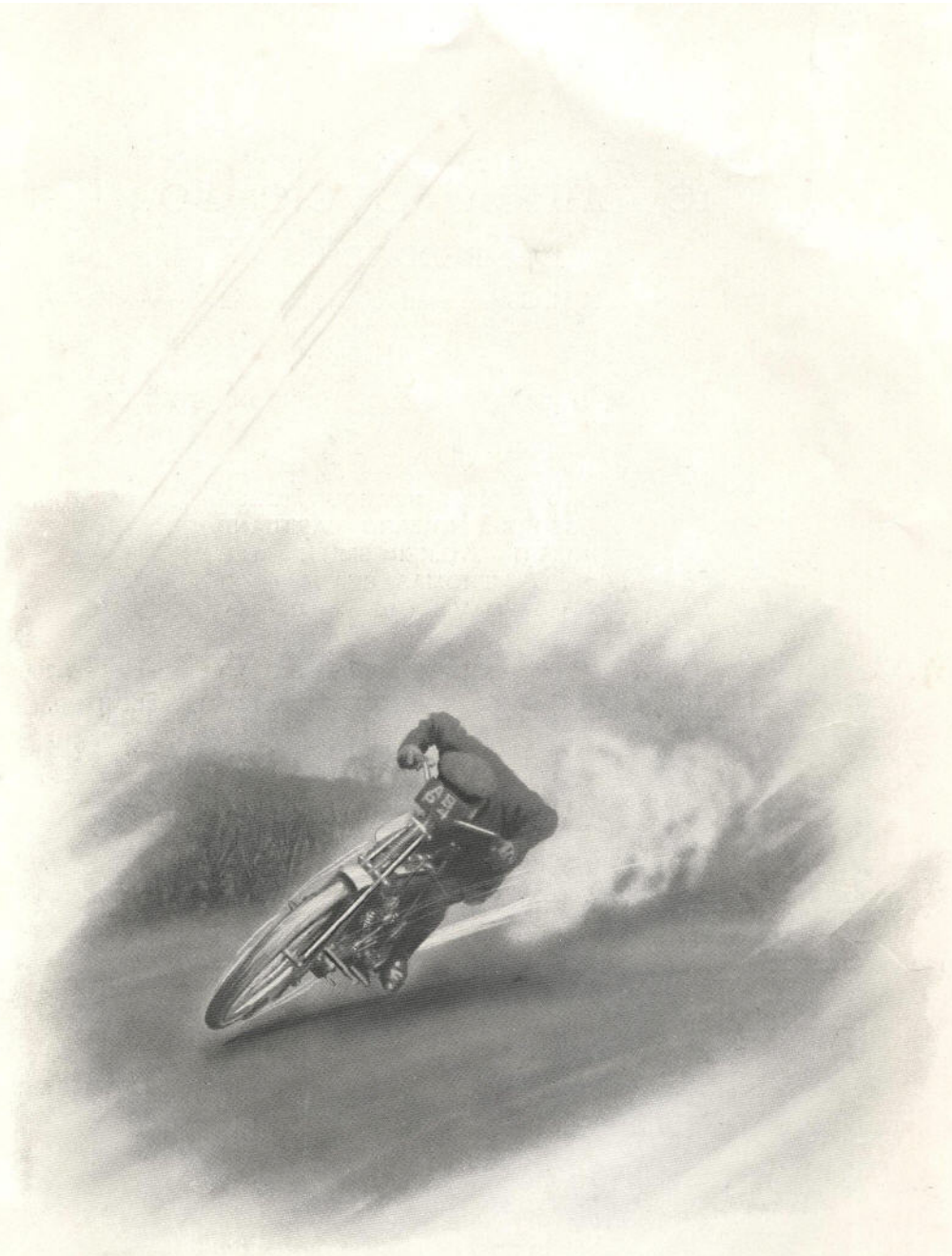
Secretary :

T. C. PATCHETT.

Telegrams : "CYCLES REDDITCH" "JIGGER, LONDON."
Telephones : No. 6, REDDITCH No. 424, HOLBORN.



Royal Enfield Works, Redditch.



Testing for Speed at 50 miles an hour
on the Enfield Private Track.



Foreword.

THE 1912 Royal Enfield Motor Cycles are worthy successors of the 1911 models. To those familiar with the large number of notable achievements during the past season in reliability, hill climbing and speed contests accomplished on Royal Enfields, no further encomium is necessary---other readers we would refer to later pages of this book, where will be found a list of the more important successes, extracts from a small proportion of the large number of letters of testimony received from our clients, and opinions of some of the most expert motor journalists of the day.

These are facts which prove more convincingly than any bare statements on our part, the absolute efficiency, simplicity, comfort and superiority of Royal Enfields.

We have increased our range of models by the inclusion of Passenger and Open Frame machines, so that now every class of motor-cyclist is provided for.

Complete specifications of each of these splendid Motor Cycles, and particulars of the many Royal Enfield exclusive features are given on the following pages, to which we direct the readers' particular notice.

We only desire to add that the careful attention to detail, close inspection of component parts during every stage of manufacture, use of best material by skilled workmen, very severe bench, road and track tests, etc., which have so enhanced the reputation of Royal Enfields in the past will be strictly adhered to in the future.

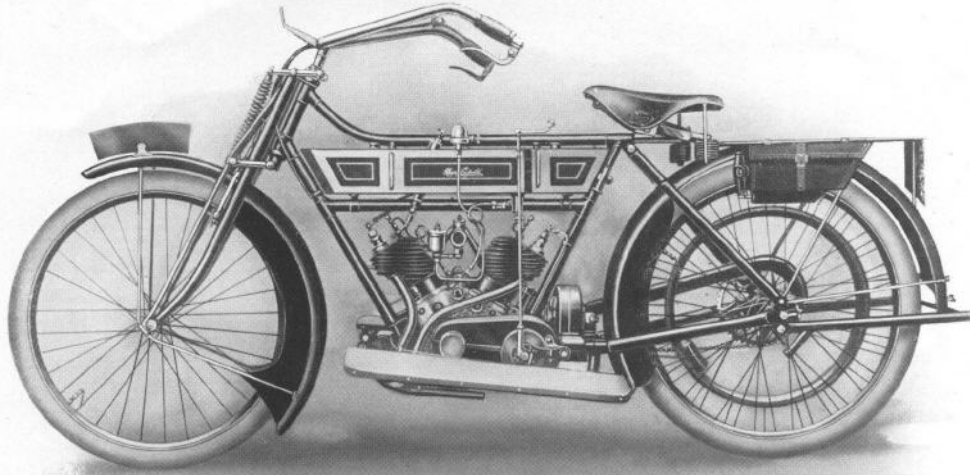
The Two-Speed and Free Engine 2 $\frac{3}{4}$ h.p. Royal Enfield.

MODEL No. 160.

THIS is a most luxurious solo mount; so far as general design is concerned, it follows the lines of its famous 1911 prototype, but with additional refinements, such as automatic drip feed lubrication, foot-boards, improved saddle, etc., which will still further enhance its splendid reputation.

The Royal Enfield Patent Two-Speed and Free Engine Gear is one of the most efficient devices of its kind ever produced, and by its use the hill-climbing capability and flexibility of the engine are greatly increased; to be able to start the engine with a handle as in car practice, sit astride one's stationary mount, slip in the clutch and glide away at walking pace, picking up to over 40 miles an hour almost at once if desired, is a boon appreciated to the full by all who have experienced it.

A fully illustrated description of the mechanism is given on pages 17 and 18.



Two-Speed & Free Engine $2\frac{3}{4}$ -h.p. Royal Enfield.

MODEL 160.

Engine	Royal Enfield Twin Cylinder; bore and stroke 54 × 75 m/m; mechanically operated inlet valves; large silencer.
Two-Speed & Free Engine	Royal Enfield patent; internal clutch type; handle starting.
Transmission	Hans Renold Chain in conjunction with Royal Enfield slipping clutch.
Ignition	Bosch Magneto—shaft driven; waterproof terminals.
Carburettor	AMAC Multiple Jet.
Lubrication	Automatic drip feed and auxiliary hand pump.
Tank	Two compartments; petrol capacity 1 gallon; oil capacity 1 quart (Regd. fitting supports which obviate any possibility of leakage)
Petrol Consumption	About 120 miles to gallon
Frame	Royal Enfield design; exceptionally low but with plenty of ground clearance; fitted with footboards and registered spring forks.
Tyres	Dunlop studded—front 26 × 2; rear 26 × $1\frac{3}{4}$.
Mudguards	Strong & wide, front extension; side shields on both guards.
Carrier	Made of specially strong steel tube.
Stands	For front and rear wheels.
Handlebar	Royal Enfield, regd. design; carburettor control and lamp bracket integral with bar; concealed cables.
Brakes	Powerful front rim actuated from handlebar, and rear pedal brake.
Saddle	Well sprung with large seat.
Tool Bags	Two leather pannier bags, containing set of tools.
Finish	Enamelled naval grey; usual parts heavily plated
Weight	About 130lbs.

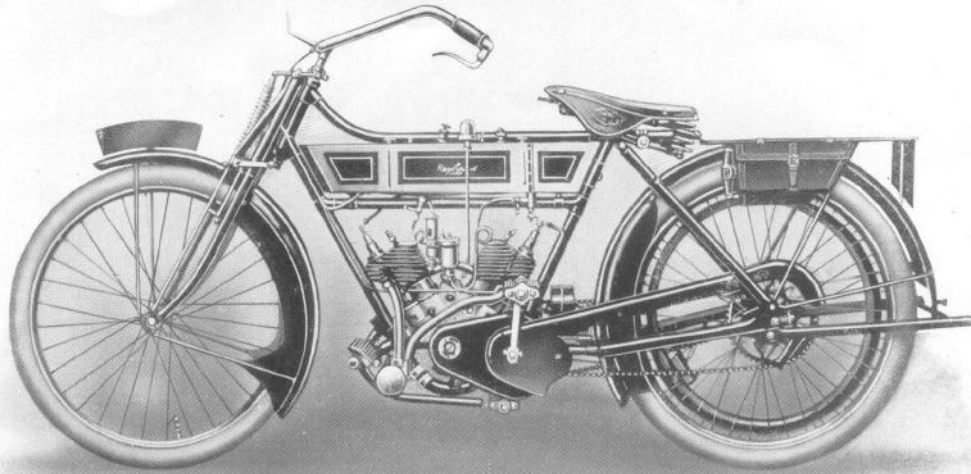
The Single-speed Chain-driven 2 $\frac{3}{4}$ h.p. Royal Enfield.

MODEL No. 150.

THIS is modelled on similar lines to Model 160, described on the previous pages, but is of the single gear variety.

The drive, which is by Hans Renold chains, is extremely smooth, and the very efficient slipping clutch employed on the engine shaft makes the machine exceedingly flexible and minimises tyre wear.

Pedalling gear, to facilitate starting, and footrests—so arranged as to give most comfortable riding positions—are fitted to this mount.



Single Speed Chain Driven 2 $\frac{3}{4}$ h.p. Royal Enfield.

MODEL No. 150.

Engine	Royal Enfield Twin Cylinder; bore and stroke 54 × 75 m/m; mechanically operated inlet valves; large silencer.
Transmission	Hans Renold Chain in conjunction with Royal Enfield slipping clutch.
Ignition	Bosch Magneto; shaft driven; waterproof terminals
Carburettor	Brown & Barlow.
Lubrication	Automatic drip feed and auxiliary hand pump
Tank	Two compartments; petrol capacity 1 gallon; oil capacity 1 quart, (Registered fitting supports which obviate any possibility of leakage).
Petrol Consumption	About 110 miles to gallon.
Frame	Royal Enfield design; low built but with plenty of road clearance; fitted with pedalling gear, footrests, and registered spring forks.
Tyres	Clincher Motor Cycle, 26 × 2in.
Mudguards	Strong and wide; front extension; side shields on both guards.
Carrier	Made of specially strong steel tube
Stands	For front and rear wheels.
Handlebar	Royal Enfield registered design; carburettor control and lamp bracket integral with bar; concealed cables.
Brakes	Powerful front rim actuated from handlebar, and rear pedal brake
Saddle	Gough's; large seat; excellently sprung.
Tool Bags	Two leather pannier bags, containing set of tools.
Finish	Enamelled Naval Grey; usual parts heavily plated.
Weight	About 120 lbs.

The 6 h.p. Side Car Royal Enfield.

NUMEROUS Enfield riders having approached us to produce a machine embodying the features of the famous, $2\frac{3}{4}$ h.p. Model, but to carry two persons, we present this model after long and exhaustive tests, with the assurance that no finer Side Car combination is possible.

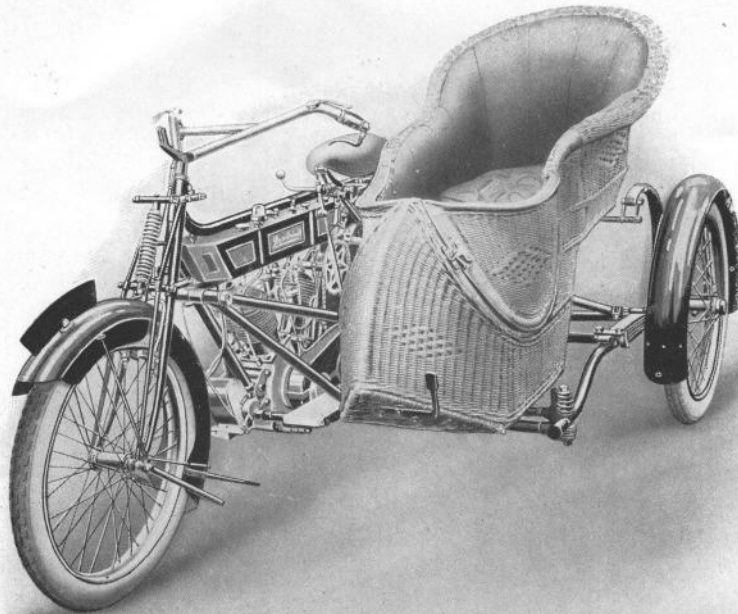
We have solved the problem of true running of the side car by building the coupling attachments into the frame ; the side car is therefore practically an integral part of the bicycle, yet can be attached or detached in a few minutes, is always in perfect alignment, tyre wear is reduced to a minimum, and the machine is correctly balanced and easily steered.

The Engine is extremely powerful, and in combination with the Royal Enfield Patent Two-Speed and Free Engine Gear can be relied upon to take the two riders up any gradient with ease.

The Royal Enfield Patent Cush Drive, in conjunction with the Royal Enfield Slipping Clutch, absorbs all engine shocks, ensures sweet running and greatly adds to the life of the tyres. "Motor Cycling" says, of this device, "That it is extremely simple and at the same time very effective, we can assert from actual experience."

The fitment of a motor-car tyre (650 x 65 m/m) on the rear wheel is a feature worthy of particular note, and greatly reduces cost of tyre maintainance.

The side car chassis is of our own design, very strong and excellently sprung ; considerable attention has been devoted to the upholstering of the bodywork, ensuring a maximum of comfort.



6-h.p. Side Car Royal Enfield,

Fitted with Royal Enfield Patent
Two-speed and Free Engine Gear.

MODEL No. 180.

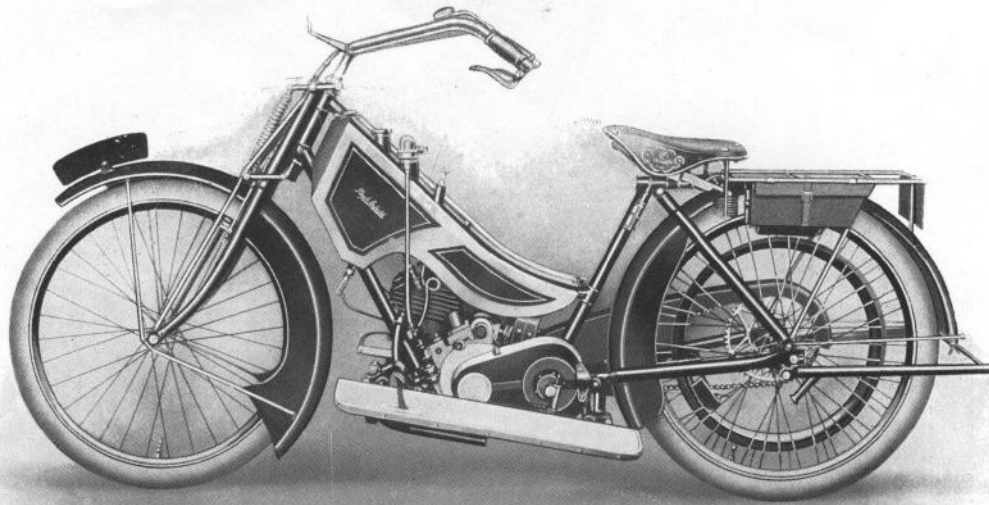
Engine	Royal Enfield Twin Cylinder; bore and stroke 76 × 85 m/m; mechanically operated inlet valves; exceptionally large silencer situated under footboard.
Two-Speed & Free Engine	Royal Enfield Patent; internal clutch type; handle starting.
Transmission	Hans Renold Chain in conjunction with Royal Enfield Slipping Clutch and patent Cush Drive.
Ignition	Bosch Magneto; waterproof; chain-driven; controlled from handlebar; waterproof terminals.
Carburettor	Amac Multiple Jet.
Lubrication	Automatic drip feed and auxiliary hand pump.
Tank	Two compartments; petrol capacity 1½ Galls. Oil capacity 1½ qts.
Petrol Consumption	Approximately 80 mile to a gallon.
Frame	Royal Enfield design; plenty of ground clearance; side car attachments are built into frame, which is fitted with footboards and our registered spring forks.
Tyres	Dunlop studded 26 × 2½ on front and side car wheels; 650 × 65 m/m grooved voiturette on rear wheel.
Mudguards	Strong and wide, front extension and side shields. Back guard is divided so that a portion will swing down to facilitate tyre repair.
Carrier	Made of specially strong steel tubing.
Stands	For front and rear wheels and Side car.
Handlebar	Royal Enfield registered design; carburettor and magneto controls, and lamp bracket integral with bar; concealed cables.
Brakes	Powerful front rim actuated from handlebar, and rear pedal brake.
Saddle	Large and comfortable pan seat with excellent springs.
Tool Bags	Two pannier bags with complete set of tools in roll up.
Finish	Best black enamel, usual parts heavily plated.
Side Car	Chassis, Royal Enfield design; very strong. Body work, cane, torpedo front and side door, beautifully upholstered, complete with apron and mat, excellently sprung.

PRICE—Complete with Side Car - - Net Cash

The 2½-h.p. Open Frame Royal Enfield.

THE elegant design of this mount and the thorough manner in which all working parts are guarded so that the rider's clothes cannot possibly become entangled and always remain perfectly clean, make an immediate appeal to motor cyclists ; it would be difficult to imagine a machine more suitable for the use of ladies, medical and commercial men.

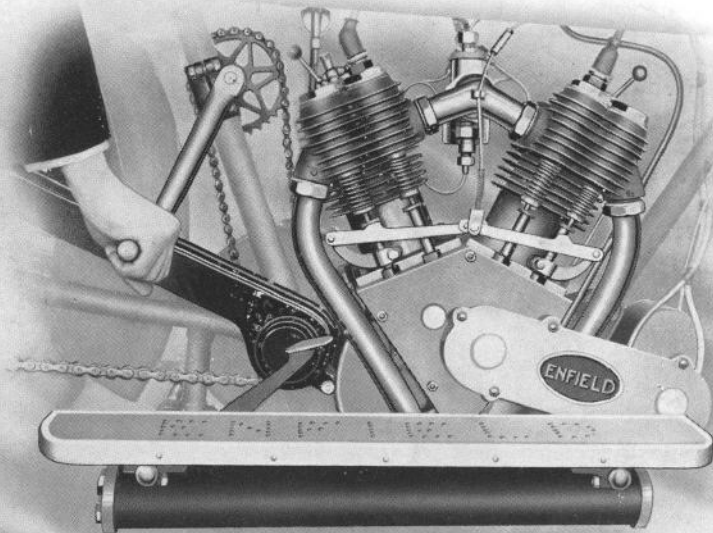
It is mounted and dismounted with the greatest ease, the engine develops surprisingly high power, and this, in combination with our Patent Two-speed and Free Engine Gear, makes an ideal lightweight machine, extremely flexible, easy to control and comfortable as an armchair. Engine shocks are reduced to a minimum by the Royal Enfield Patent Cush Drive (described on page 18), so ensuring sweet and easy running and long tyre life.



Two-Speed and Free Engine $2\frac{1}{2}$ h.p. Open Frame Royal Enfield.

MODEL No. 170.

Engine	Royal Enfield Single Cylinder; bore and stroke 64×75 m/m; mechanically operated inlet valve; large silencer.
Two-Speed & Free Engine	Royal Enfield Patent; internal clutch type; foot pedal control; handle starting and declutching hand lever.
Transmission	Hans Renold Chain, in conjunction with Royal Enfield Slipping Clutch and Patent Cush Drive.
Ignition	Bosch Magneto; gear driven.
Carburettor	AMAC Multiple Jet.
Lubrication	Automatic drip feed and auxiliary hand pump.
Tank	Made in two parts; petrol capacity $1\frac{1}{2}$ gallons; oil capacity 1 quart
Petrol Consumption	Approximately 120 miles to gallon.
Frame	Royal Enfield open frame design; with efficient detachable guardings over engine and other working parts; fitted with footboards and registered spring forks.
Tyres	Dunlop studded, 26×2 .
Mudguards	Strong and wide; front extension; side shields to front and rear guards.
Carrier	Made of specially strong steel tube.
Stands	For front and rear wheels.
Handlebar	Royal Enfield registered design; carburettor control and lamp bracket integral with bar; concealed cables.
Brakes	Powerful front rim actuated from handlebar, and rear pedal brake.
Saddle	Large seat, with excellent springs.
Tool Bags	Two leather pannier bags, containing set of tools in roll up.
Finish	Enamelled Naval grey; usual parts heavily plated.
Weight	About 120 lbs.

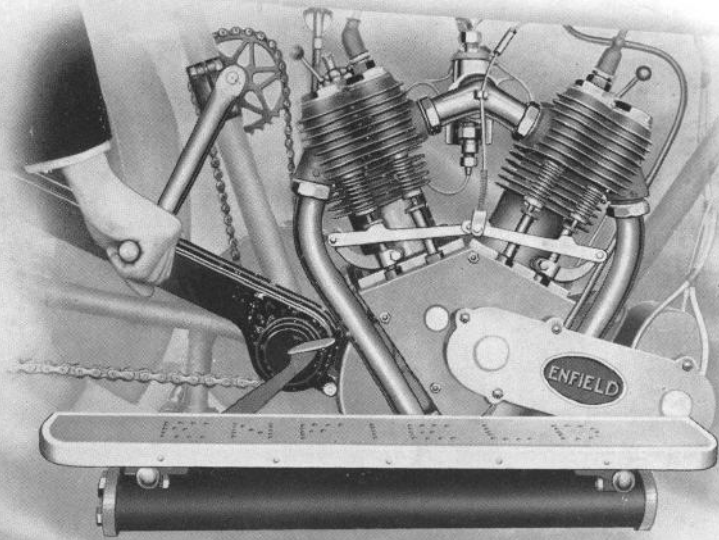


The 6 h.p. Royal Enfield Engine.

has given overwhelming proof of its immense power and reliability innumerable times on road and track. It is of the twin cylinder type, bore and stroke 76×85 m/m. and its magneto, which is waterproof, is chain driven; a large and effective silencer is fitted under the footboard; the engine is handle-started by means of a chain and sprocket affixed to the down tube of the frame.

The $2\frac{1}{2}$ h.p. Royal Enfield Engine.

Except that it is of the single cylinder type, the constructional features are similar to the famous Royal Enfield $2\frac{3}{4}$ h.p. engine. It has a bore and stroke of 64×75 m/m and develops surprisingly high power. The magneto is fixed on the crank case and is gear driven.

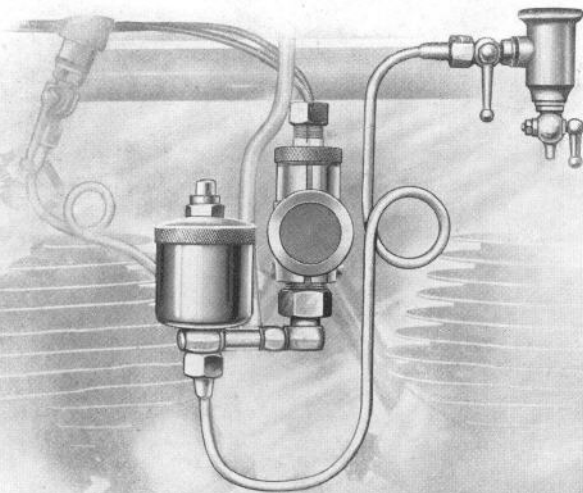


The 6 h.p. Royal Enfield Engine.

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The $2\frac{1}{2}$ h.p. Royal Enfield Engine.

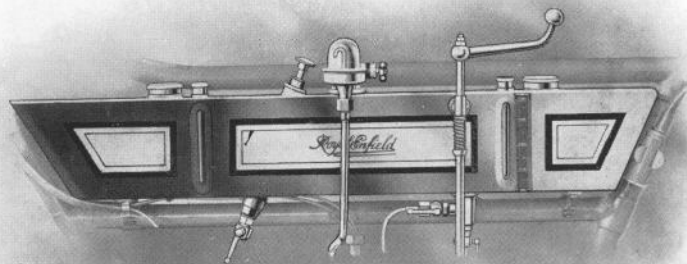
Except that it is of the single cylinder type, the constructional features are similar to the famous Royal Enfield $2\frac{3}{4}$ h.p. engine. It has a bore and stroke of 64×75 m/m and develops surprisingly high power. The magneto is fixed on the crank case and is gear driven.



Magneto.—The famous Bosch Magneto is fitted to all Royal Enfield Motor Cycles.

Carburettor.—AMAC Multiple Jet Carburettor is fitted to all machines in such position that every part is readily accessible. All the air is taken through one port across the five spraying holes which are fed by one jet. As the air slide can be shut right down on to the spraying holes the carburettor will give a very low speed when desired; the throttle and air valves are made from solid brass. The air inlet is covered with wire gauze which prevents dust being drawn into the engine.

Lubrication.—The necessity of using the hand pump when riding is now obviated by the Automatic Drip Feed Lubrication system installed on all models. A partial vacuum in the crank case, maintained by an air release valve in the timing gear cover, causes oil to be drawn from the tank, passing on its way to the crank case, through a glass dome where the

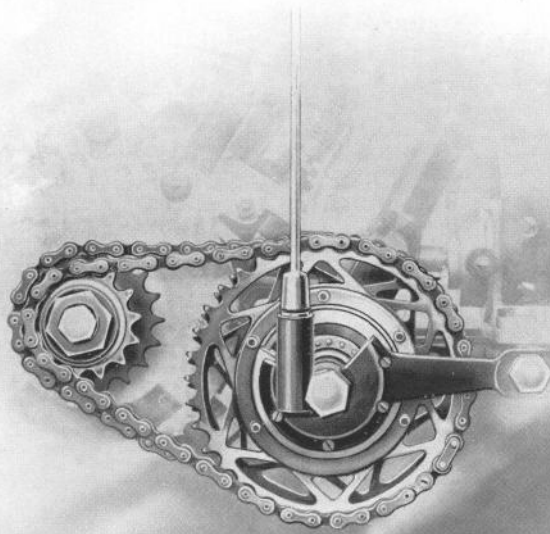


rate of flow can be observed; this is easily regulated by a conveniently placed thumb screw.

An auxiliary hand pump is also fitted, so that the crank case may be easily refilled after cleaning out.

Tank.—On the 2½ and 6-h.p. Models, the tank is attached to the frame by two lugs brazed to the middle tube (our registered design). The weight being supported from the bottom enables us to make the joint at the top of the tank—obviating any possibility of leakage. Gauge glasses for petrol and oil and a most effective petrol filter are fitted.

The tank fitted to the Open Frame Model is made in two pieces (affixed to either side of the frame)—one containing petrol and oil, the other petrol only; petrol taps are fitted to each, so that the petrol in one tank may be kept in reserve.



The Royal Enfield Patent Two-Speed and Free Engine Gear is of the internal expanding clutch type, and during the past season has proved beyond dispute its unequalled reliability, efficiency and simplicity.

The power is transmitted by two chains (on the left side of the machine) from sprockets on the engine shaft, one for each gear, to a counter shaft in the bottom bracket, which contains the two-speed mechanism. The drive from the counter-shaft to the back wheel is by a chain on the other side of the machine, which allows of a narrow chain line.

Midway between the two gears is the free engine position, which is passed through to engage either gear. The drive through both gears is direct, thus obviating that friction which is created when running through gear wheels.

The gear is readily adjustable, the only attention it requires being occasional lubrication with special oil, which we supply for the purpose. (see page 21).

EXPLANATION OF DIAGRAM.

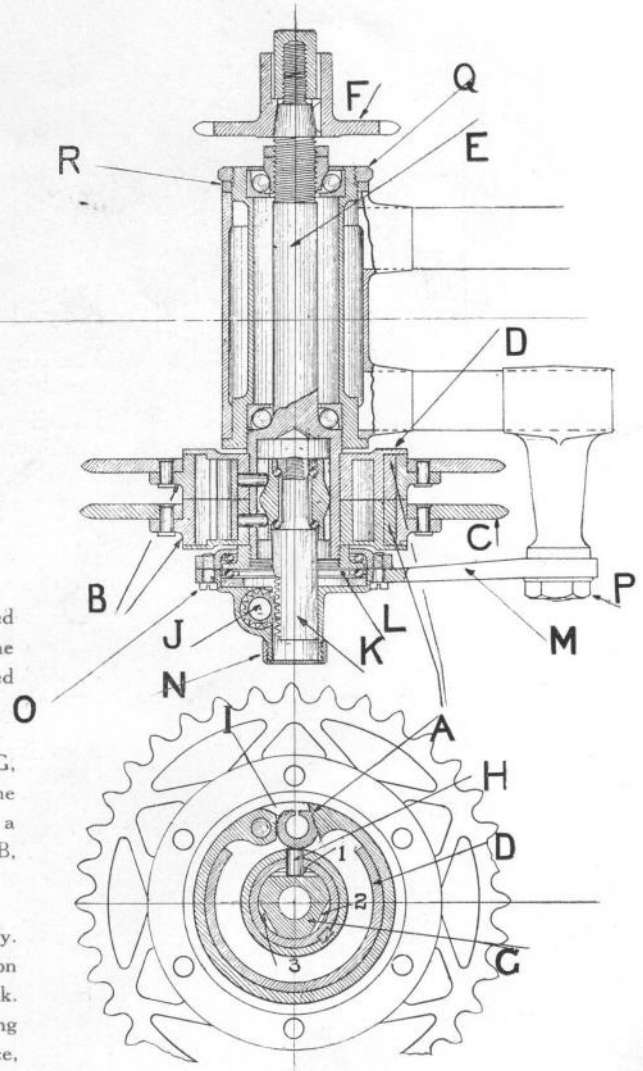
Either gear is brought into action by expanding the hardened steel bands A into one of the drums B, also of hardened steel, and to which the chain wheels C are fixed. These wheels C are of equal size, the change in gear ratio being effected by different sized

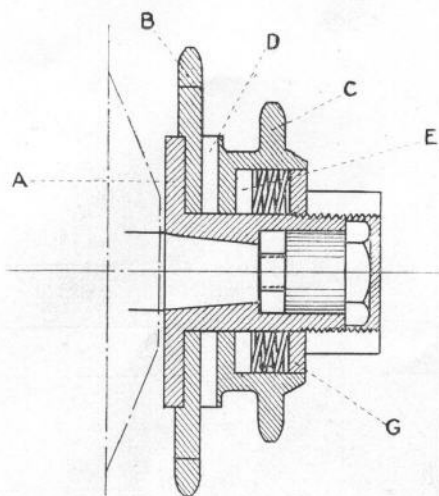
sprockets on the engine shaft. The expanding bands A are carried on internal drums D; these take the drive and are keyed to the shaft E, which runs on ball bearings. The sprocket F is also keyed to E, and transmits the power to the back wheel.

The clutches are engaged by a pair of cams cut in the block G, sliding in either direction, according to which gear is required. The action of sliding the cam is to force one of the pegs H against a split roller I. This forces open the band A and it engages with B, which is rotated by the engine.

The roller I being split, allows the clutch to pick up very smoothly. The block G, containing the cam, is moved by a rack J, and pinion K, operated by a vertical shaft and lever from the top of the tank. Three pairs of cams, numbered 1, 2, 3, are cut in G, each being .005in. higher than the one before it. Should any wear take place, it can be adjusted by engaging the next pair of cams, which is but the work of a few minutes. There is no thrust on the bearings when either in gear or free engine; thrust occurs only when the clutches are being engaged or released; that is only momentary, and is taken up by a ball thrust L.

The chains from the engine to the two-speed gear are adjusted by an eccentric in the bottom bracket, which carries the spindle E; the chain from the two-speed to the rear wheel is adjusted in the slotted fork ends. The guarding of these chains is particularly neat in appearance, easily attached and detached, and effectively protects the gear from wet or dirt



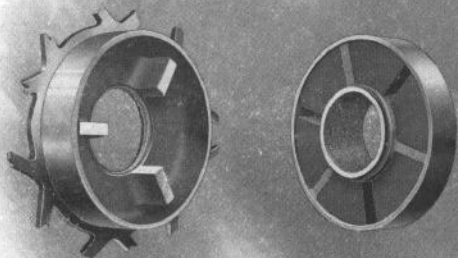


Royal Enfield Slipping Clutch.

The Royal Enfield Slipping Clutch is most efficient and greatly reduces the engine shocks.

The diagram and following description clearly show the working. A is a bush mounted on the engine shaft. B and C, the high and low gear sprockets respectively; these may revolve on the bush A, between friction washers E and D and the flange of A; the whole are held together by 12 springs in the recess of C. The members D, E, and G are so arranged that they may slide, but not revolve, on the bush A.

When properly adjusted, the sprocket "slips" between the friction washers just sufficiently to absorb the explosion shocks; the action is perfectly smooth and without jar. The device used on the single speed model is similar, the difference being that one sprocket only is necessary.



Royal Enfield Patent Cush Drive.

The employment of this exceedingly simple and efficient device, which is situated in the rear hub, ensures perfectly smooth and sweet running, longer engine life, and reduces tyre wear to a minimum.

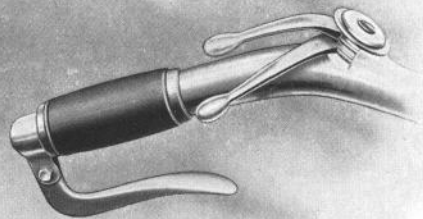
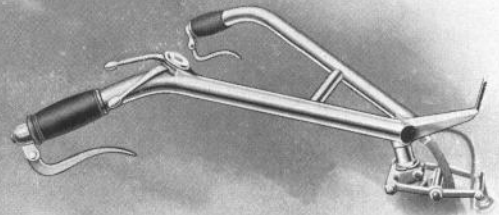
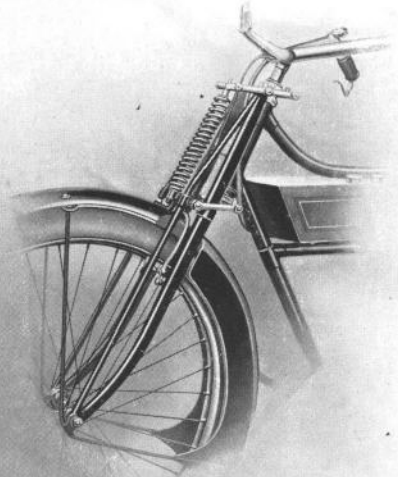
The driving sprocket is made with a cup on its inside in which are set radially three metal vanes; a cap, also provided with three metal vanes, fits into the sprocket wheel, the six vanes thus being in the same plane and all emanating from a common centre. On each side of the vanes is placed a rubber block or buffer and these serve as a cushioning device. The power is transmitted through three of the buffers, the remaining buffers taking the shock of any recoil.

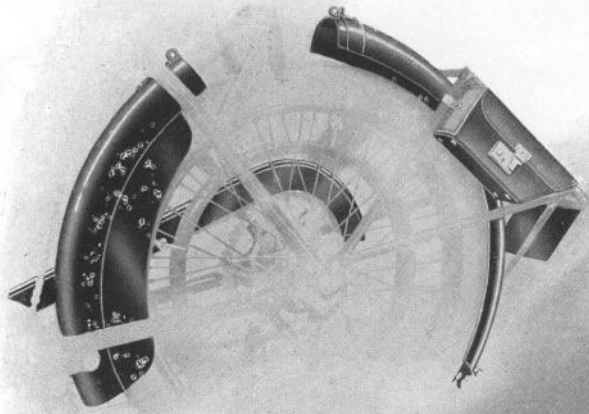
Frame. Many years' experience of cycle building has enabled us to produce a motor cycle frame which is unique in its strength, lightness, and elegance of design. It is built low enough to enable the rider, when in the saddle, to place both feet on the ground, and yet has plenty of road clearance.

Royal Enfield Girder Spring Fork (Patent Design). A feature which calls for special attention is our spring fork. As the illustration shows, it is of the girder type, with one spring in the centre which acts in tension when receiving a shock and in compression when taking the recoil. In this manner the machine is at all times floating on the spring, and all road shocks are most effectively absorbed, thus making the machine most comfortable and easy to drive even over the roughest roads. Though light the Royal Enfield Spring Fork has withstood tests which prove it to be one of the strongest on the market.

Clean Handlebar (Our Registered Design). The absence of unsightly cables and clips on the handlebar is a notable feature. The whole of the control cables are carried inside the bar as far as the head, where they emerge, and are contained in a single housing of flexible tube.

Control. To add to the efficiency and clean appearance, the body of the control and the lamp bracket are integral parts of the bar. The front rim brake and exhaust valve lifter are operated by inverted levers under the handlebar.



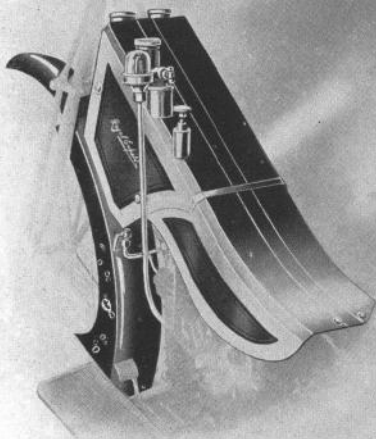


All machines are also provided with a Foot Brake actuating on a special rim fitted to the right-hand side of the back wheel.

Guarding. Both front and back mudguards are made with side shields, which thoroughly protect the rider and prevent dirt or mud being thrown on to the engine or magneto.

On the side-car model, the back mudguard is in two pieces, the rear portion being attached to the luggage carrier the stays of which are pivoted on the fork ends; this allows the guard to swing back (as shown in top photograph) and expose a good portion of the tyre—thus facilitating tyre repair.

As the lower illustration shows, the engine, gears, etc., of the open frame model are thoroughly guarded by covers, which are very easily attached and detached.



Footboards & Front Wheel Stand. The footboards are of ample length and width---suitably covered, and edged with aluminium moulding.

A front wheel stand is fitted to all "Royal Enfields" to facilitate front tyre repair.

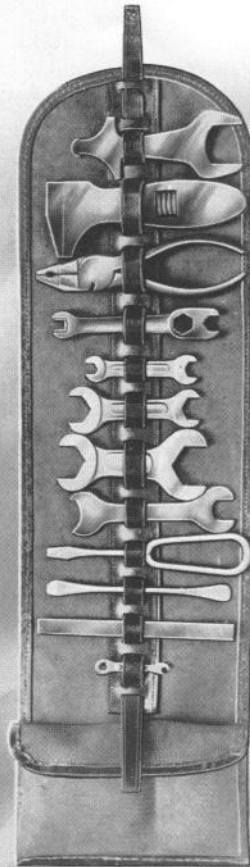
Back Stand. This is very strong and attached to the mudguard by a spring clip when not in use.

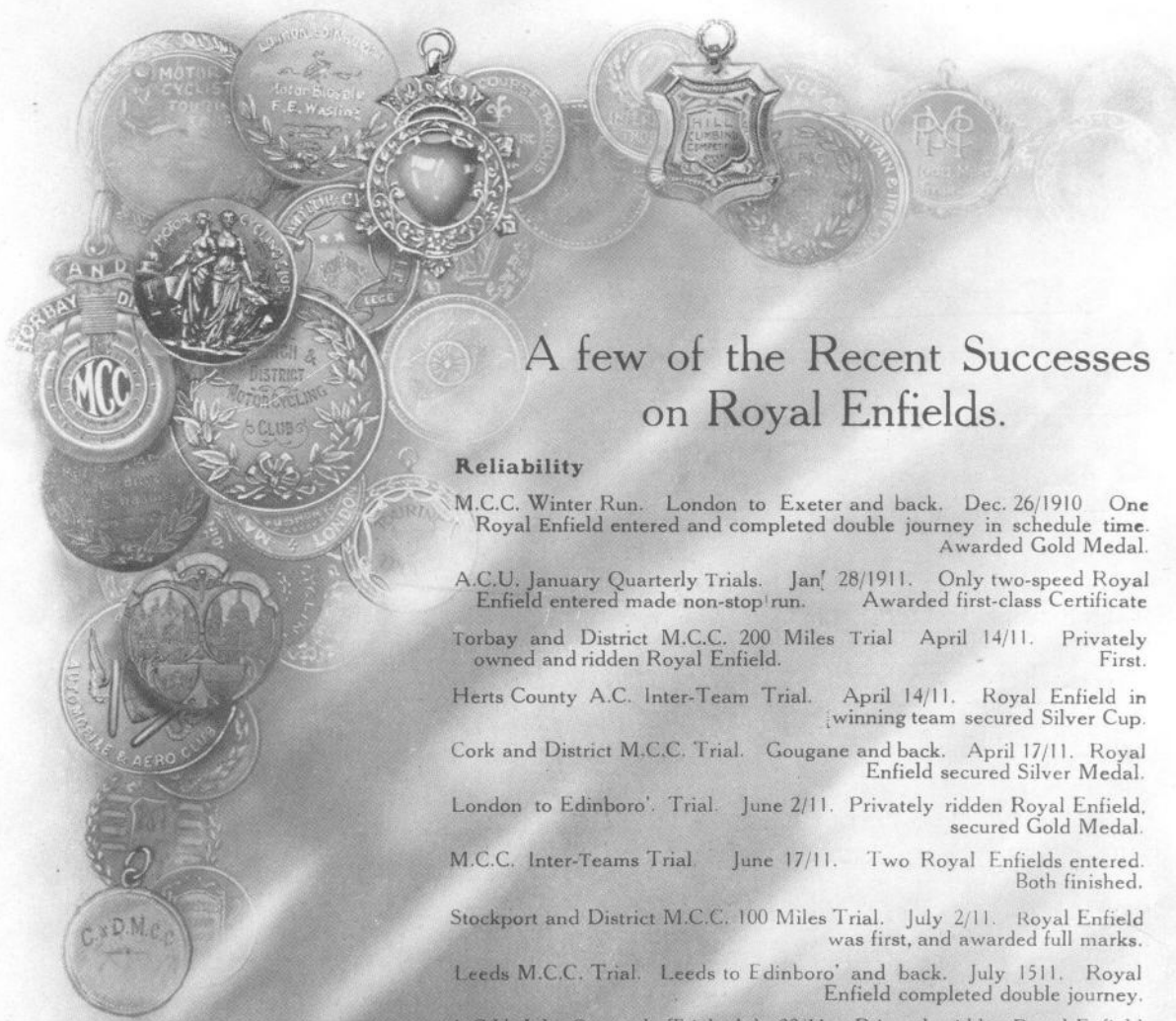
Carrier. The carrier has been strengthened and is made of best tubular weldless steel.

Tool Bags. Two very substantial leather pannier bags are supplied which hang from the carrier on either side of the rear wheel. They are equipped with a complete set of tools in a roll up.

Oil Cans. Two cans are provided, attached to the frame by a neat clip situated behind the tank, one for paraffin and the other for lubricating oil.

"ROYAL ENFIELD" CYLINDER OIL is prepared for us by one of the largest oil refiners in the country, and carries our special recommendation for use in the cylinders and two-speed gear of "Royal Enfield" Motor Cycles.





A few of the Recent Successes on Royal Enfields.

Reliability

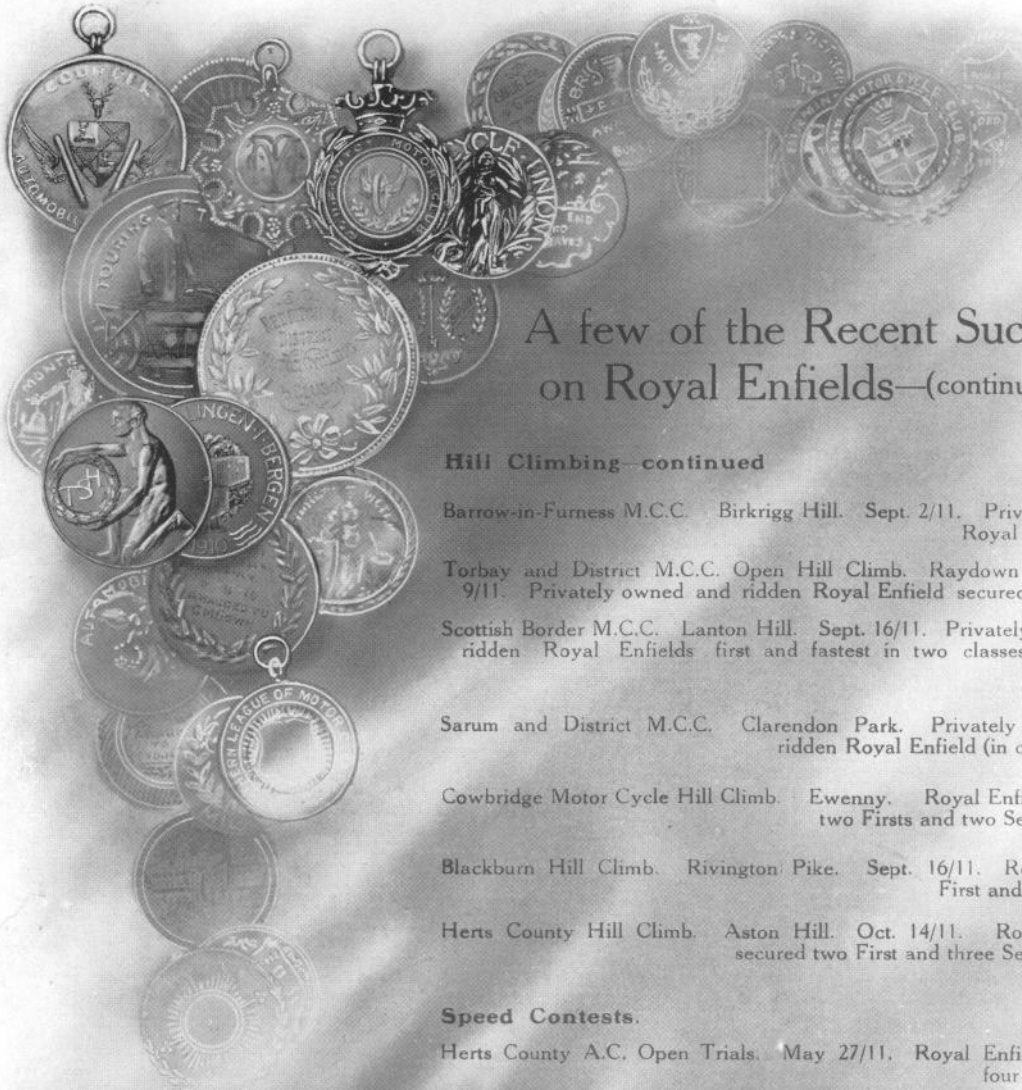
- M.C.C. Winter Run. London to Exeter and back. Dec. 26/1910. One Royal Enfield entered and completed double journey in schedule time. Awarded Gold Medal.
- A.C.U. January Quarterly Trials. Jan' 28/1911. Only two-speed Royal Enfield entered made non-stop run. Awarded first-class Certificate
- Torbay and District M.C.C. 200 Miles Trial. April 14/11. Privately owned and ridden Royal Enfield. First.
- Herts County A.C. Inter-Team Trial. April 14/11. Royal Enfield in winning team secured Silver Cup.
- Cork and District M.C.C. Trial. Gougane and back. April 17/11. Royal Enfield secured Silver Medal.
- London to Edinboro' Trial. June 2/11. Privately ridden Royal Enfield, secured Gold Medal.
- M.C.C. Inter-Teams Trial. June 17/11. Two Royal Enfields entered. Both finished.
- Stockport and District M.C.C. 100 Miles Trial. July 2/11. Royal Enfield was first, and awarded full marks.
- Leeds M.C.C. Trial. Leeds to Edinboro' and back. July 15/11. Royal Enfield completed double journey.
- A.C.U. July Quarterly Trial. July 22/11. Privately ridden Royal Enfield made non-stop run, and secured First-class Certificate.
- Scottish Six Days Trials. July 24 to 29, 1911. Royal Enfield obtained full marks and Gold Medal, and was first in both hill climbs.
- Herts County A.C. Holiday Tour. Aug. 5/11. Royal Enfield secured Silver Cup.
- Dublin and District M.C.C. Holiday Trials. Aug. 7th, and 8th 1911. Royal Enfield secured Gold Medal.
- Harrogate and District non-stop Team Trial. Royal Enfield secured Gold Medal.
- A.C.U. Inter-Club Championship. Sept. 16/1911. Royal Enfield in winning team and secured Gold Medal.
- A.C.U. Six Days' Trials. Aug. 24/30, 1911. Royal Enfield secured Silver Medal and full marks.
- Junior Tourist Trophy Races, Isle of Man. June 30/11. Royal Enfield awarded Gold Medal.



A few of the Recent Successes on Royal Enfields—(continued.)

Hill Climbing.

- Oxford M.C.C. Hill Climb. Kop Hill, April 8/11. Royal Enfields secured two Gold Medals, made fastest time (in class).
- Scottish Border M.C.C. Hill Climb. Lanton Hill, April 22/11. Royal Enfield secured Gold Medal.
- Herts County M.C.C. Hill Climb. Kop Hill. May 6/11. Royal Enfields first in four classes, fastest in two classes.
- Sarum and District M.C.C. Bishopstone Hill. May 31/11. Royal Enfield first and fastest in class.
- Sutton Coldfield A.C. Hill Climb. Coalport Hill. May 20/11. Royal Enfield made fastest time and was first.
- Oxford M.C.C. Hill Climb. Irondown Hill. May 16/11. Royal Enfield in class made fastest time.
- N.W. London M.C.C. Hill Climb, near Dagnall. June 10/11. Royal Enfield (twin cylinder class) first.
- Taunton M.C.C. Hill Climb. Buncombe Hill. July 15/11 Royal Enfield 1st and 2nd. Awarded two Medals.
- Midland Centre A.C.U. Hill Climb. Wenlock Edge. July 15/11. Royal Enfield (variable gear class) first.
- Inter-Club Competition. Kop Hill. July 22/11. Royal Enfields first and fastest, securing four Medals.
- Scottish Six Days Trials. July 24/29, 1911. Royal Enfield first in both hill climbs.
- Border M.C.C. Hill Climb. Redpath Rig. July 29/11, Privately owned and ridden Royal Enfield first.
- North-Eastern A.A. Hill Climb. Quarrington Hill. July 29/11. Privately owned and ridden Royal Enfields (in class) first and third.
- Leven and District M.C.C. Hill Climb. Cadger's Brae. Aug. 26/11. Privately owned and ridden Royal Enfield (in class) first.
- Hellensburgh M.C.C. Hill Climb. Garslake Hill. Aug. 16/11. Privately owned and ridden Royal Enfields first and second.
- Coventry and Warwickshire M.C.C. Open Hill Climb. Newnham Hill Sept. 2/11. Royal Enfield (in class) first.



A few of the Recent Successes on Royal Enfields—(continued.)

Hill Climbing—continued

Barrow-in-Furness M.C.C. Birkrigg Hill. Sept. 2/11. Privately ridden Royal Enfield first.

Torbay and District M.C.C. Open Hill Climb. Raydown Hill. Sept. 9/11. Privately owned and ridden Royal Enfield secured Five Firsts.

Scottish Border M.C.C. Lanton Hill. Sept. 16/11. Privately owned and ridden Royal Enfields first and fastest in two classes. Awarded Gold Medal.

Sarum and District M.C.C. Clarendon Park. Privately owned and ridden Royal Enfield (in class) First.

Cowbridge Motor Cycle Hill Climb. Ewenny. Royal Enfields secured two Firsts and two Second Prizes.

Blackburn Hill Climb. Rivington Pike. Sept. 16/11. Royal Enfield First and fastest time.

Herts County Hill Climb. Aston Hill. Oct. 14/11. Royal Enfields secured two First and three Second Prizes.

Speed Contests.

Herts County A.C. Open Trials. May 27/11. Royal Enfields secured four First Prizes.

Redditch M.C.C. Speed Contest. May 31/11. Royal Enfields secured two First Prizes.

Sutton Coldfield A.C. July 17/11. Royal Enfields made (in class) fastest time.

Sutton Coldfield A.C. Aston Track. Aug. 2/11. Royal Enfields made fastest time in three events.

B.M.C.R.C. Brooklands Track. Royal Enfield first. (Speed of over 54 miles in the hour.)

Hert's County A.C. Open Speed Trials. Luton Hoo. Oct. 21/11. Royal Enfields secured two first prizes



Testimony of Royal Enfield Riders.

A pleasing feature of our business is the large number of letters of appreciation which we are constantly receiving from clients. The following extracts from a few of these are typical of the trend of public opinion.

"Hill climbing powers simply wonderful."

H. F. BENNY, Esq., Capt. Torbay and District M.C.C.

"My 2½ h.p. chain driven Royal Enfield Motor Cycle has now done just on 3,000 miles and has called for no attention. Its hill climbing powers are simply wonderful. I have yet to meet the hill that it will not climb and I have been all over Dartmoor on it. The absence of side slip, the flexibility of the engine and the speed of the machine are simply wonderful. Its reliability under all conditions of weather cannot be excelled."

"Delighted with the ease of riding and control in traffic."

Wm. BENNETTS, Esq., Scorrier, Cornwall.

"I question if there are many of my age (67) venturing on a motor cycle. My experience of the Royal Enfield 2½ h.p. motor cycle has only been for this season, but I am delighted with the ease of riding and control in traffic, and I am quite certain that I shall not wish to be taken over the roads faster than my Royal Enfield can take me."

"Excels in good points."

Mrs. COOKE, Rose Cottage, North Mymms (Hatfield, Herts).

"I should like to say how very pleased I am with the Lady's Enfield Motor Bicycle. It excels in good points. It is neat in design, with the maximum protection for the dress, is delightfully easy to drive and steer and the most comfortable machine possible to ride. The gears are a marvel of neatness and efficiency, combined with the very easiest of manipulation."

"No Devonshire hills that the Royal Enfield will not take."

R. D. BENNETT, Esq., Highbury, London.

"I must write you in appreciation of your 2½ h.p. two-speed and free engine Royal Enfield. While in Devonshire I spent a deal of time searching for steep hills, but could find nothing that the Royal Enfield would not take. I climbed Porlock using the top gear only. The two-speed gear is satisfactory in every way, extremely simple and easy to change."

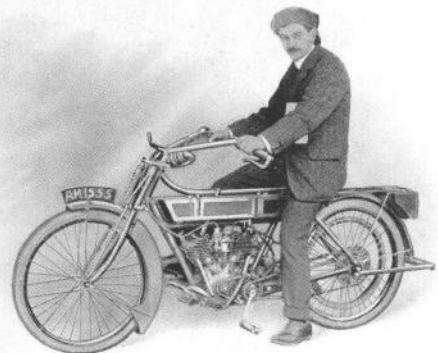
"Safety and comfort."

R. L. JEPSON, Esq., Blackburn.

"The sense of safety and comfort, the exceptional turn of speed with the throttle open and the manner in which the engine purrs along at about three miles an hour when negotiating traffic is a revelation."



Mr. Snape, of Darwen, a satisfied rider of the 2½-h.p. Royal Enfield



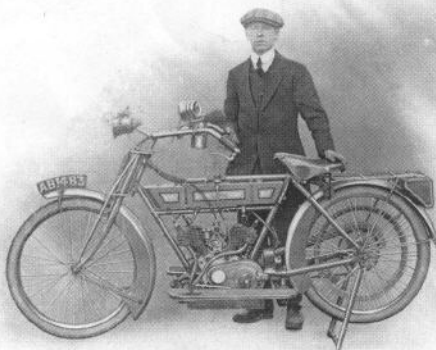
Mr. H. Nash, rider of the Royal Enfield which was first and fastest in the Sarum M.C.C. Hill Climb



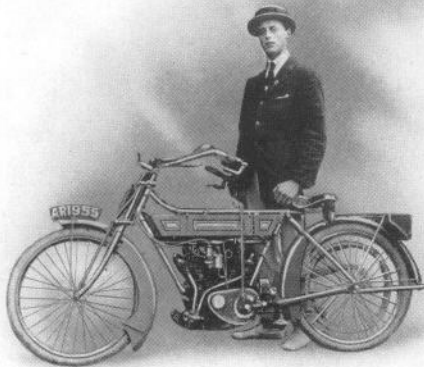
Mr. C. P. Finn, whose splendid performance on a Royal Enfield secured a Gold Medal in the Harrogate and District Team Trial, in addition to many more prizes in other contests.



Mr. S. Hosford, who has been successful in many competitions in Ireland on his Royal Enfield



Mr. R. H. Viggers, a successful competitor in many motor cycling competitions



Mr. M. Down, winner of the Silver Cup in the Herts County A.C. Holiday Tour.

A Few Press Opinions.

MOTOR CYCLE.

"The 2½-h.p. Chain Drive Two-speed Royal Enfield is particularly easy to control owing to its efficient type of change-speed gear and free engine. All semblance to jerkiness is removed on account of the friction clutch on engine shaft. We were considerably surprised at the speed that could be obtained. As regards its hill climbing qualities, these are well known, the combination of the chain drive and two-speeds permitting any hill to be climbed which is met with in the ordinary course of touring."

MOTOR CYCLING.

"The 6-h.p. Side-car Royal Enfield, with two-speed gear, free wheel and chain drive, will be one of the most popular passenger machines."

SCOTTISH CYCLIST.

"For the gentler sex the new Royal Enfield Open Frame Motor Cycle is very well suited, and it is equally adapted for the needs of the traveller or the professional man who prefers to ride in his ordinary attire. All the working parts are so cased in that dirt or oil cannot cause trouble, and the general control ability of the machine makes it quite handy in traffic."

MOTOR CYCLE, replying to a correspondent, says:—"We have a high opinion of the Royal Enfield free engine model."

MOTOR CYCLING.

"The 6-h.p. Royal Enfield Passenger Motor Cycle will command much admiration from all side-car enthusiasts, as well as the regular users of the little twin."

MOTOR CYCLE.

"We found the Royal Enfield side-car model flexible, easy of control, and possessed of plenty of power, while we were particularly struck by the ease of steering."

IRISH CYCLIST.

"With its 2½ h.p. twin cylinder engine, two-speed gear and free engine, the Royal Enfield is as near the ideal machine as any I know of."

MOTOR CYCLING.

Royal Enfield Patent Cush Drive.

"The Enfield people have tackled the problem (transmission system) by fitting into the back wheel of the Royal Enfield side-car model an additional device to soften the kicks of the big twin engine. This cushioning arrangement is extremely simple, and while it serves to tone down the jerks of the engine, it is worth noting that the drive is still absolutely positive. That the device is extremely simple, and at the same time very effective, we can assert from actual experience."

Guarantee.

We give the following guarantee with our motor cycles instead of the guarantee implied by statute, or otherwise, as to the quality or fitness of such machines for the purpose of motor cycling; any such implied guarantee being in all cases excluded. In the case of machines which have been used for "hiring out" purposes, or in respect of which our Trade Mark 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 material and workmanship; but this guarantee is to extend and be in force for three months only from the date of purchase, and the damages for which we make ourselves responsible under this guarantee are limited to the replacement of any part which may have proved defective.

WE UNDERTAKE, subject to the conditions mentioned below, to make good at any time within three months any defects in these respects. As motor cycles 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, among others, the following acts:

The attaching of a side-car to the motor cycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden.

The use of a motor cycle, or a motor cycle and side-car combined, when carrying more persons or a greater weight than they were designed to bear.

Any motor cycle sent to us to be plated, enamelled, or repaired, will be repaired upon the same conditions as if it were a new motor cycle, *i.e.*, we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of material and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed, and this guarantee is in lieu and in exclusion of any common law or statute warranty, 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, it must be sent to us, carriage paid, and accompanied by an intimation from the sender that he desires to have it repaired free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the name of the agent from whom he purchased, and the date of the purchase.

Failing compliance with the above, no notice will be taken of anything which may arrive, but such articles will lie here at the risk of the senders; and this guarantee, or any implied guarantee, shall not be enforceable.

We guarantee only those machines which are bought either direct from us or from one of our duly authorised agents, and under no other conditions.

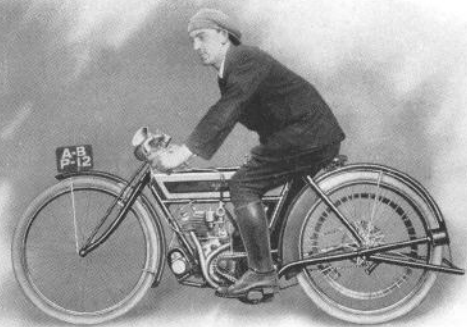
We do not guarantee the specialities of other firms, such as tyres, saddles, chains, lamps, bells, etc., or of any component part supplied to the order of the purchaser differing from our standard specification, supplied with our motor cycles or otherwise.

The Term "Agent"

is used in a complimentary sense only, and those firms whom we style our agents are not authorised to advertise, incur any debts, or transact any business whatsoever on our account, other than the sale of goods which they may purchase from us; nor are they authorised to give any warranty or make any representation on our behalf other than those contained in the above guarantee.



Miss Muriel Hind, the well-known contributor to Motor Cycling journals, on the open frame Royal Enfield



Mr. H. Greaves secured a Gold Medal, in the Junior Tourist Trophy Races, on his Royal Enfield.



Mr. J. Timmins who was awarded first prize in the Barrow-in-Furness M.C.C. Hill Climb

Conditions of Sale.

All goods are sold subject only to the Conditions of Guarantee given on page 27.

PAYMENT. One-third deposit must be paid on our acceptance of the order, and balance upon receipt of our advice that goods are ready for despatch.

The prices appearing in this catalogue are strictly net.

CARRIAGE Carriage in all cases must be paid by the customer.

All goods are delivered free on rail at Redditch, and are signed for by the Railway Company as being received in good condition. The Railway Company then becomes the agents of the customer, who should make immediate claims on the carriers in case of damage.

PACKING. Motor cycles are packed in specially constructed crates, which being charged at cost price are not returnable.

Crates for Models 150, 155, 160, and 170 - 5/- each.
Crates for Model 180 - - - - - 10/- ..

Case for export charged at cost price.

REPAIRS AND SUNDRIES. These cannot be booked; our terms being Net Cash on receipt of *pro forma* invoice.

Machines or parts for repair must be sent carriage paid, and the name of the sender attached, or they cannot be received. Full instructions with advice as to mode of despatch should be posted same day.

When ordering sundries, customers are respectfully requested to quote the identification number for each part required, which will be found in our Spare Parts Catalogue; it is also desirable that the number of the machine, which will be found on seat pillar lug, and number of engine (which is stamped on left side of crank case) should in all cases be given.

Please mark communications "Motor Repairs and Sundries."

NOTE. We reserve the right to alter the prices, designs, specifications, etc., of any of the machines or parts in this catalogue, and to withdraw or substitute patterns without notice.