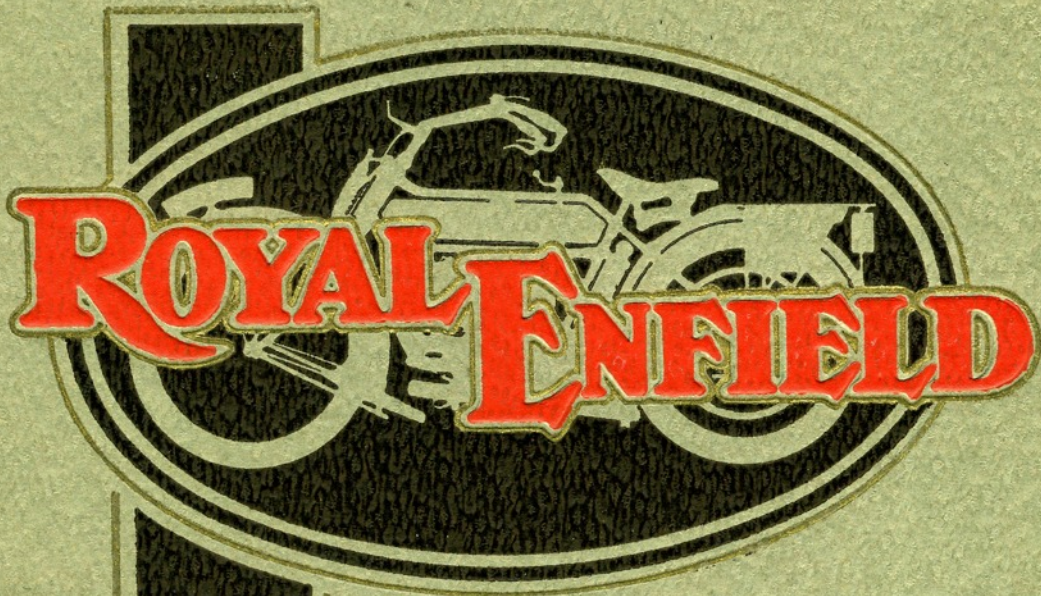
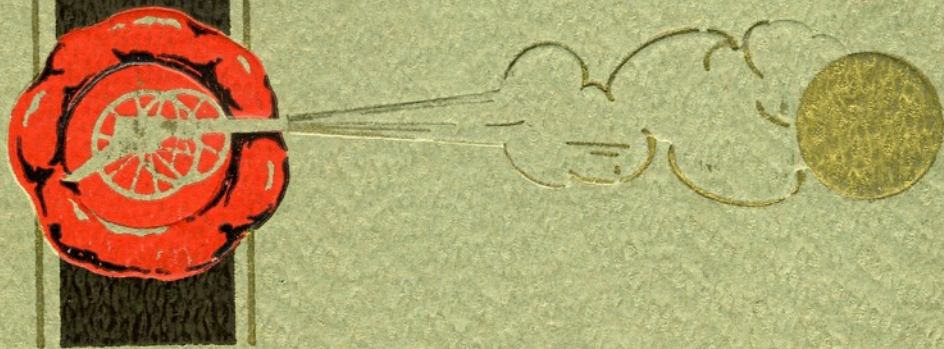


c1913 Royal Enfield Cycles & Motorcycles

1913



Cycles
and
Motor
Cycles
"Made like a Gun"





HUNT END WORKS.

THE ENFIELD CYCLE CO.

Limited, :: 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.
THOMAS EVANS.

Managing Director:

ROBERT WALKER SMITH, M.I.M.E.

Bankers:

METROPOLITAN BANK
(OF ENGLAND & WALES), LTD.

Solicitors:

TUNBRIDGE & CO., Redditch and Birm

Auditors:

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

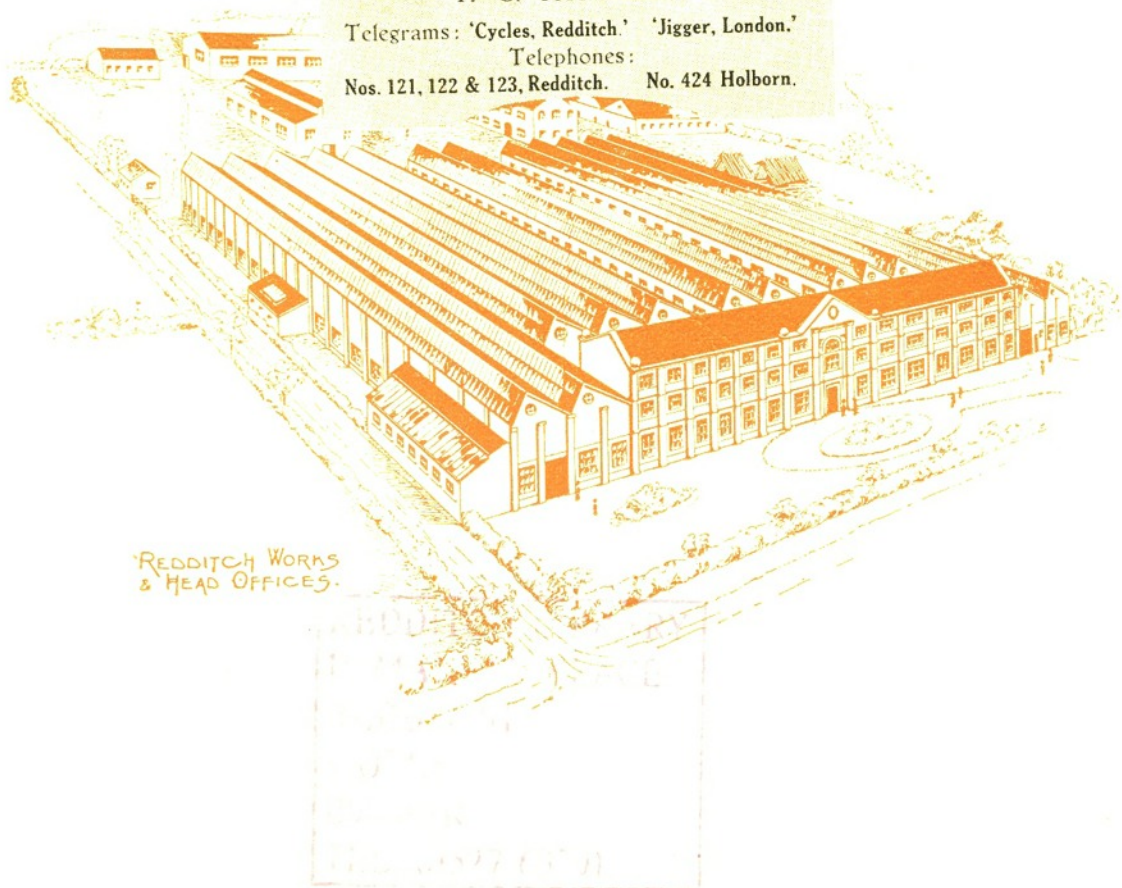
Commercial Manager and Secretary:

T. C. PATCHETT.

Telegrams: 'Cycles, Redditch.' 'Jigger, London.'

Telephones:

Nos. 121, 122 & 123, Redditch. No. 424 Holborn.



REDDITCH WORKS
& HEAD OFFICES.

ROYAL ENFIELD

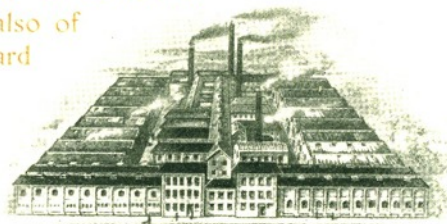


Cycles and Motor Cycles.

ROYAL ENFIELD Cycles and Motor Cycles represent the highest excellence in construction that it is possible to obtain in any machines.

The models described in the following pages are all produced in the Royal Enfield works at Redditch, England, under the most modern conditions, and they are designed and built not only for service at home, but also for every clime and country in the world.

A perusal of the following particulars, and also of the particulars on pages 14 and 15 with regard to our Motor Cycles will convey a very good idea of the many special features which are embodied in our productions.



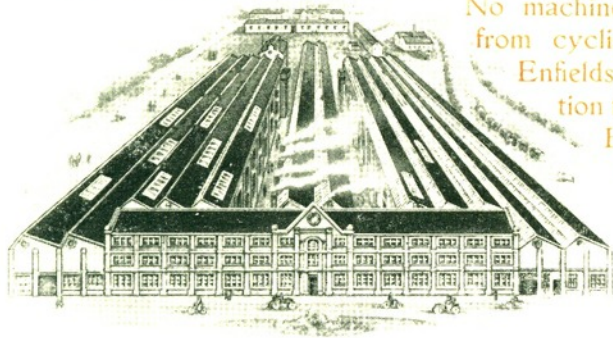
The Royal Enfield Works.

The illustrations on this page show the two large factories which comprise the Royal Enfield works at Redditch. These hives of industry give employment to hundreds of the most skilled artisans, many of whom have been with the firm since its inception. Cheap labour finds no place in the Royal Enfield manufacturing system, and the various processes through which every Bicycle passes before emerging in its finished state, are carefully supervised by competent engineers under a most rigorous system of inspection.

Testimonials and Successes.

Nearly every post all the year round brings us letters from satisfied riders of Royal Enfield Cycles and Motor Cycles, testifying to the sterling merits and magnificent qualities of the famous "Made like a Gun" models.

No machines have received greater praise from cyclists of both sexes than Royal Enfields. It is also appropriate to mention that at the last great International Exhibition at Turin, a special certificate of merit was awarded to our firm for the excellence embodied in the Royal Enfield Bicycles exhibited on that occasion.



ROYAL ENFIELD

MADE LIKE A GUN

We manufacture such a wide range of Bicycles, that we are always able to completely satisfy the requirements of customers abroad. We would particularly direct attention to our Duplex Girder frame models (see page 5), the "All Black" models (see page 9), and the special line of remarkably durable, but inexpensive, Royal Enfield Bicycles which are illustrated and described on pages 11, 12, and 13.

Every Royal Enfield Bicycle is fully guaranteed—no matter whether it is the cheapest or the highest priced model that we produce.

See pages 16, 17, 18 and 19, for Royal Enfield Motor Cycles.

The Duplex Girder Frame.

The Royal Enfield Duplex Girder frame (our registered design) embodies immense strength and stability. At Lloyd's Proving House one of these frames safely withstood a test strain of 4,536 lb. over two tons—and the enormous reserve strength it possesses may be gauged when it is remembered that the riding strain exerted by the average cyclist rarely exceeds 500 lbs.



The illustration here shows a Royal Enfield Cycle, built with a Duplex Girder frame, sustaining eleven people—a combined weight, resting entirely on the frame and wheels, of over three quarters of a ton. The absolute strength and rigidity of this type of frame ensures a complete utilization of power, absence of "whip" in hill climbing, immunity from side slip, and perfect balance and ease in steering.

Handlebars.

The handlebars as fitted to the Royal Enfield models will be found to cover the requirements of every class of rider. The full range is shown below.



NORTH ROAD
DROPPED.



NORTH ROAD
UPTURNED.



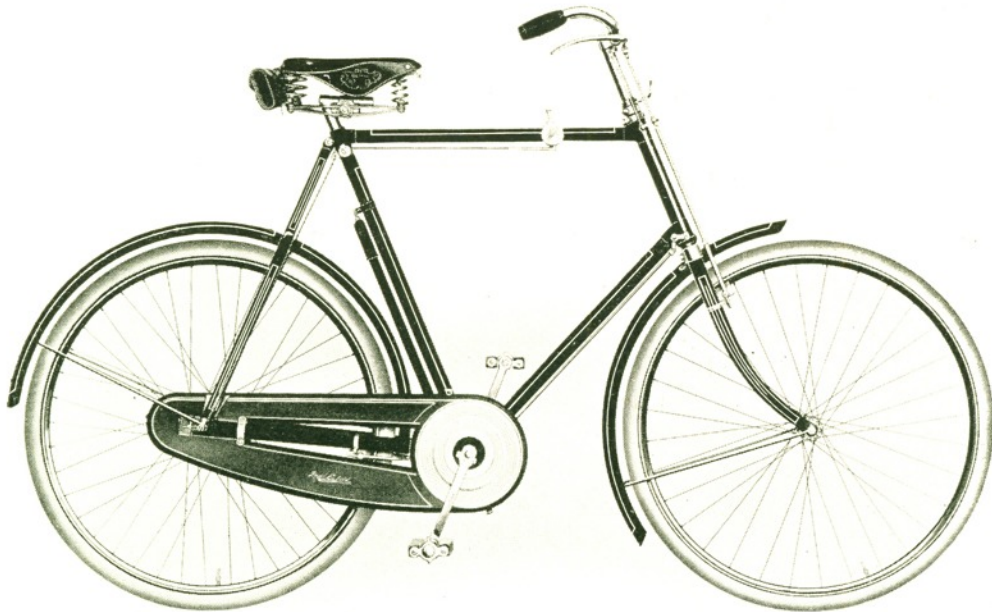
SPECIAL
UPTURNED



CELLULOID - COVERED
UPTURNED AS FITTED TO
ALL-WEATHER MODEL

ROYAL ENFIELD

The 3-speed Tourist Roadster, Model No. 131



A splendid Bicycle—highly popular all over the world. The Three-speed Gear and Gear-case are included in the standard equipment.

Also supplied in a Lady's Model, (No. 130), but with 20in., 22in., 24in., or 26in., frame.

Specification.

| | |
|---------------------|---|
| FRAME | 22in., 24in., 26in., or 28in. |
| WHEELS | 28in. |
| TYRES | Dunlop or Palmer. |
| GEAR | B.S.A., Sturmey-Archer, or Armstrong Three-speed Gear (54×71×93). |
| GEARCASE | Royal Enfield detachable oil-bath. |
| SADDLE | Royal Enfield No. 75. |
| HANDLEBAR | Special upturned. |
| BRAKES | Royal Enfield rolling levers. |
| FINISH | Best black enamel, and beautifully lined in fine gold leaf. |

ROYAL ENFIELD

MADE LIKE A GUN

The Duplex Girder, Gent's, Model No. 115



A most reliable and strongly made Bicycle. Built with the Royal Enfield registered Girder Frame, and specially suitable for rough roads.

This Model can also be supplied with Royal Enfield Coaster Hub, or B.S.A., Sturmey Archer, or Armstrong Three-speed Gear.

Also supplied in a Lady's Model (No. 113), but with 20in., 22in., 24in., or 26in. frame.

Specification.

| | |
|-----------------|---|
| FRAME | 22in., 24in., 26in., or 28in. |
| WHEELS | 28in. |
| TYRES | Dunlop or Palmer. |
| GEAR | 71in. |
| GEARCASE . . . | Royal Enfield metal disc. |
| HANDLEBAR . . . | Special upturned. |
| BRAKES | Royal Enfield, rolling levers |
| SADDLE | Royal Enfield No. 75. |
| FINISH | Enamelled in best black enamel, and artistically lined in fine crimson and green lines. |

ROYAL ENFIELD

The Special Green Roadster, Model No. 101



The most prominent feature of this Bicycle is the artistic colour in which it is enamelled. Royal Enfield green is an enamel specially prepared for our use.

If desired, this Model is also supplied finished in black enamel, and lined bronze.

This Model can also be supplied with Royal Enfield Coaster Hub, or B.S.A., Sturmey-Archer, or Armstrong Three-speed Gear.

Also supplied in a Lady's Model (No. 100), but with 20in., 22in., 24in., or 26in., frame.

Specification.

| | |
|----------------|--|
| FRAME | 22in., 24in., or 26in. |
| WHEELS | 28in. |
| TYRES | Dunlop or Palmer. |
| GEAR | 71in. |
| HANDLEBAR | Special upturned. |
| BRAKES | Royal Enfield, rolling levers |
| SADDLE | Royal Enfield No. 75. |
| FINISH | Enamelled in Royal Enfield green, and artistically lined in fine bronze lines. |

ROYAL ENFIELD

The Standard Lady's Roadster, Model No. 90



A thoroughly well-made, easy running, and attractively finished Lady's Model at a popular price.

This Model can also be supplied with Royal Enfield Coaster Hub, or B.S.A., Sturmey-Archer, or Armstrong Three-speed Gear.

Specification.

| | |
|-------------------|--|
| FRAME | 20in., 22in., 24in., or 26in. |
| WHEELS | 26in. to 20in. frame, 28in. on all others. |
| TYRES | Scott. |
| GEAR | 65in. |
| GEARCASE | Leather and Celluloid. |
| HANDLEBAR | Special upturned. |
| BRAKES | Royal Enfield, rolling levers |
| SADDLE | E22, coil springs. |
| FINISH | Enamelled in best black enamel, and tastefully lined with fine crimson and bronze lines. |

ROYAL ENFIELD

MADE LIKE A GUN

The Standard Roadster, Model No. 92



A magnificent Bicycle at a reasonable price. Usual Royal Enfield quality and finish throughout.

Specification.

| | |
|--------------|--|
| FRAME . . . | 22in., 24in., or 26in. |
| WHEELS . . . | 28in. |
| TYRES . . . | Scott. |
| GEAR . . . | 71in. |
| HANDLEBAR | Special upturned. |
| BRAKES . . . | Royal Enfield type, with rolling levers |
| SADDLE . . . | Coil spring. |
| FINISH . . . | Enamelled in brilliant black enamel, and lined with fine crimson and bronze lines. |

This Model can also be supplied with Royal Enfield Coaster Hub, or B.S.A., Sturmey-Archer, or Armstrong Three-speed Gear.

ROYAL ENFIELD

MADE LIKE A GUN

The "All Black" Roadster, Model No. 139



Finished to withstand the effects of mud and rain. The black enamelling is artistically relieved with fine crimson and bronze lines.

Also supplied in a Lady's Model (No. 138), but with 20in., 22in., 24in., or 26in., frame, and fitted with Leather and Celluloid Gearcase

Specification.

| | |
|---------------------|--|
| FRAME | 22in., 24in., or 26in. |
| WHEELS | 28in. |
| TYRES | Scott. |
| GEAR | 71in. |
| HANDLEBAR | Special upturned, enamelled black, and artistically lined to match frame. |
| BRAKES | Royal Enfield, rolling levers |
| SADDLE | E 24, with enamelled springs. |
| FINISH | Enamelled throughout (as described above), in best black enamel, and lined in fine crimson and bronze. |

ROYAL ENFIELD

MADE LIKE A GUN

The Standard Road Racer, Model No. 94



A road-racing Cycle of excellent design and splendid quality. Built specially throughout.

Specification.

| | |
|---------------------|---|
| FRAME | 22in., 24in. or 26in. |
| WHEELS | 26in. or 28in. |
| TYRES | Scott, 26in. x 1 3/8in. |
| GEAR | 80in. |
| HANDLEBAR | North Road dropped (As illustrated on page 3). |
| BRAKES | Royal Enfield, inverted levers. |
| SADDLE | E25, road racing type. |
| FINISH | Enamelled in best black enamel, and finished with fine crimson and bronze lines. |

This Model can also be supplied with Royal Enfield Coaster Hub, or B.S.A., Sturmey-Archer, or Armstrong Three-speed Gear.

ROYAL ENFIELD

MADE LIKE A GUN

The "Popular" Lady's Model.



Sound material and workmanship in every part.

Specification.

| | |
|--------------|---|
| FRAME . . . | Best quality weldless steel tubes, 20in., 22in., or 24in. |
| WHEELS . . . | 26in. to 20in. frame, 28in. on all others. |
| TYRES . . . | "Centurion." |
| HANDLEBAR | Upturned. |
| GEAR . . . | 63in. |
| GEARCASE | Leather and Celluloid. |
| BRAKES . . . | Two rim brakes, operated by roller levers. |
| SADDLE . . . | Three-coil with enamelled springs. |
| FINISH . . . | Best quality black enamel, attractively lined. |

This Model can also be supplied with Royal Enfield Coaster Hub, or B.S.A., Sturmey-Archer, or Armstrong Three-speed Gear.

ROYAL ENFIELD

The "Popular" Gent's Model.



Sound material and workmanship in every part.

This Model can also be supplied with Royal Enfield Coaster Hub, or B.S.A., Sturmey-Archer, or Armstrong Three-speed Gear.

Also the Royal Enfield "Popular" Road-Racer, similar specification to the above, but with sloping top tube and half-dropped handlebar.

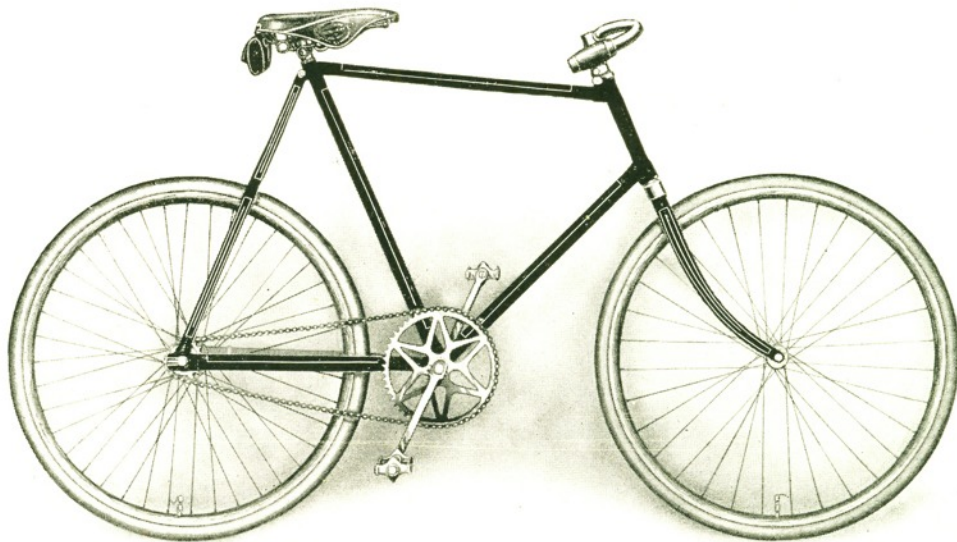
Specification.

| | |
|-------------------|---|
| FRAME | 22in., 24in., or 26in. |
| WHEELS | 28in. |
| TYRES | "Centurion." |
| HANDLEBAR | Upturned. |
| GEAR | 71in. |
| BRAKES | Two powerful rim brakes, operated by roller levers. |
| SADDLE | Three-coil, with enamelled springs. |
| FINISH | Best quality black enamel, attractively lined. |

ROYAL ENFIELD

MADE LIKE A GUN

The "Popular" Racer, Model No. 96



This is a really light and particularly easy-running Cycle. It is fitted with wood rims, Coaster Hub or Fixed Wheel, and is in great demand all over the world.

Specification.

| | |
|---------------------|---|
| FRAME | 22in., 24in., or 26in. |
| WHEELS | 26in. or 28in. Wood rims. |
| TYRES | "Centurion," 26in. x 1 1/2 in. |
| GEAR | 84in. (or to order). |
| HANDLEBAR | Half dropped pattern as shown. |
| SADDLE | Light, but comfortable racing type. |
| BRAKE | Strong front rim brake, with Fixed Wheel, or Coaster Hub, specially to order. |
| FINISH | Best quality black enamel, attractively lined. |

ROYAL ENFIELD

MADE LIKE A GUN

Motor Cycles.

ROYAL ENFIELD Motor Cycles are now in use in practically every part of the world, and giving the utmost satisfaction under all conditions. The reliability of Royal Enfield Motor Cycles makes them easily the best machines for use abroad, and their many patented and exclusive features are worthy of special notice.

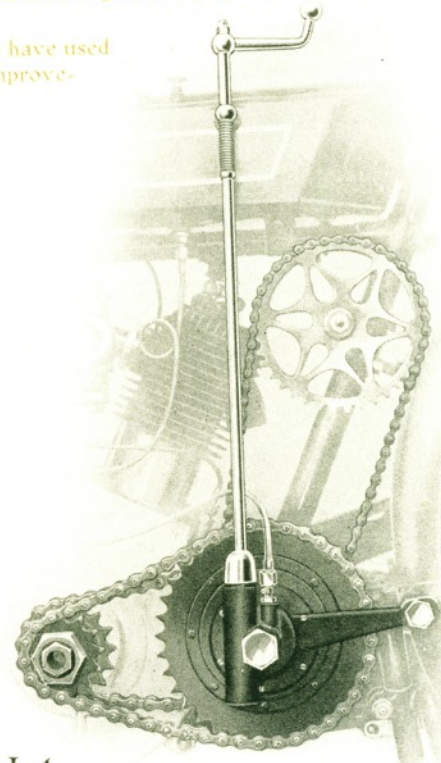
Royal Enfield Engines.

Each Royal Enfield model is fitted with a twin-cylinder engine. For this reason there is a flexibility, smoothness, and ease of running in Royal Enfield Motor Cycles, making them most comfortable to ride over the roughest of roads, and remarkably easy in starting up. The mechanical forced-feed lubrication on the 3-h.p. model is a very great improvement, particularly for machines used in a tropical climate. This system ensures a continual supply of oil reaching not only the crank case, but also the main bearings.

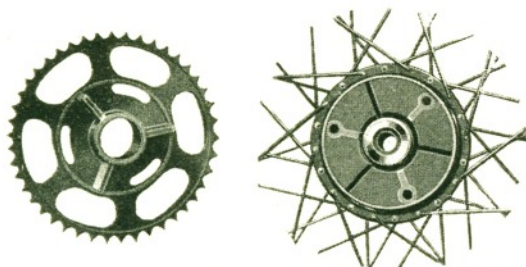
On the 6-h.p. model, the famous twin-cylinder engine (which we have used for several years past) is still fitted, but with several minor improvements in design.

The Enfield Patent Two-speed and Free-engine Counter-shaft Gear.

The Royal Enfield Patent Two-speed and Free-engine Counter-shaft Gear is fitted to each of our models. Experience has proved over and over again that the Counter-shaft Gear is the most reliable and satisfactory type to employ in motor cycle construction. Counter-shaft Gears mean a quickly detachable rear wheel, larger working parts than it is possible to incorporate in a hub gear, complete accessibility, and the placing of weight in a position where it is best borne by the frame, and not likely to induce skidding and side-slips on bad roads. The Enfield Gear is operated by a single hand lever, and relieves the rider of the worry and trouble of numerous pedals, such as are fitted to certain types of machines. Except for occasional lubrication, the Enfield Gear rarely requires any attention. It is completely described and illustrated in our Handbook of the Royal Enfield Motor Cycles, which is supplied free to Royal Enfield owners.



Chain Transmission and Cush Drive Hub.



For all-round reliability chain drive is infinitely to be preferred to belts. Superfine roller chains are employed on all the Royal Enfield models. The rear hub incorporates the famous Enfield Patent Cush Drive, which makes our chain transmission system perfectly smooth and flexible. It is a series of solid rubber buffers carried between a

ROYAL ENFIELD

specially machined sprocket, and the hub cap, and completely absorbs all shocks and jars arising from sudden acceleration of the engine. The entire transmission system on Royal Enfields is absolutely reliable and fool-proof.

The Royal Enfield Handlebar.

We reproduce an illustration of the Royal Enfield Handlebar, because it is our own registered design, and we feel safe in saying that it is one of the most notable features of our machines. The extra air and throttle levers, also the magneto control lever, are fitted to bodies which are integral parts of the handlebar itself. It is therefore impossible for the levers to become loose. The Royal Enfield Spring Handlebar (Patent No. 18558/13) is fitted specially to order.



The Handlebar on the 6-h.p. model, showing the new Royal Enfield permanent black finish.

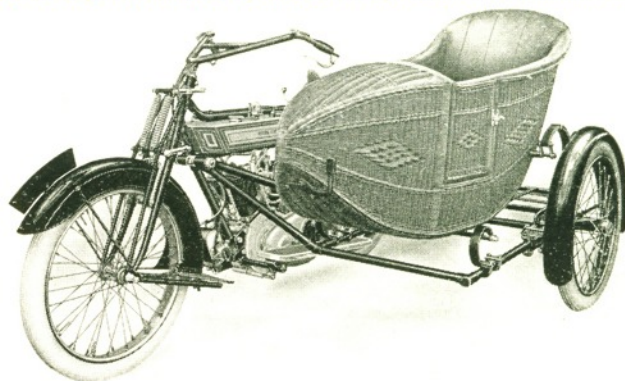


The Spring Front Forks.

The spring front forks (registered design) fitted on all Royal Enfields, are made throughout in our own factory. We show the forks fitted to our 6-h.p. model, and it will be noticed that on this large and powerful machine—the 6-h.p. Royal Enfield side-car combination—we fit special side-by-side springs, which are remarkably efficient, and possess unusual strength. Moreover, each model is fitted with a front wheel stand, which when not in use folds back quite out of the way. On the 3-h.p. and 6-h.p. models this stand is hinged to the lower end of the front fork.

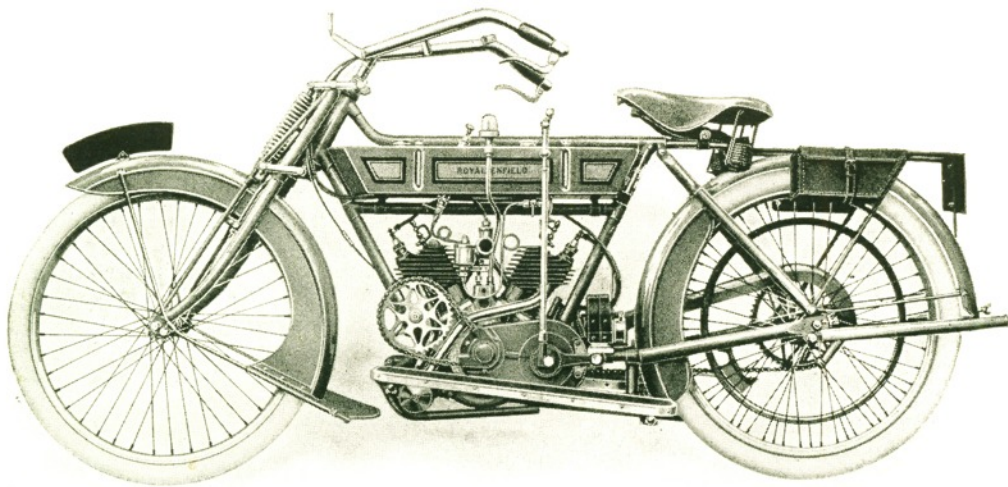
The Royal Enfield Special Colonial Side-Car Chassis.

To give plenty of ground clearance, we fit a special chassis to all our 6-h.p. side-car combinations intended for use abroad. This is very necessary for those parts of the world where there are rough roads and frequent road obstacles. The illustration on this page shows also the special Royal Enfield cane side-car body, which is supplied, if desired, instead of the Royal Enfield coach-built body shown on page 19.



ROYAL ENFIELD

The 2 $\frac{3}{4}$ -h.p. Motor Cycle, Model No. 160



The first Indian Tourist Trophy Race was won on a standard 2 $\frac{3}{4}$ -h.p. Royal Enfield—exactly like this model.

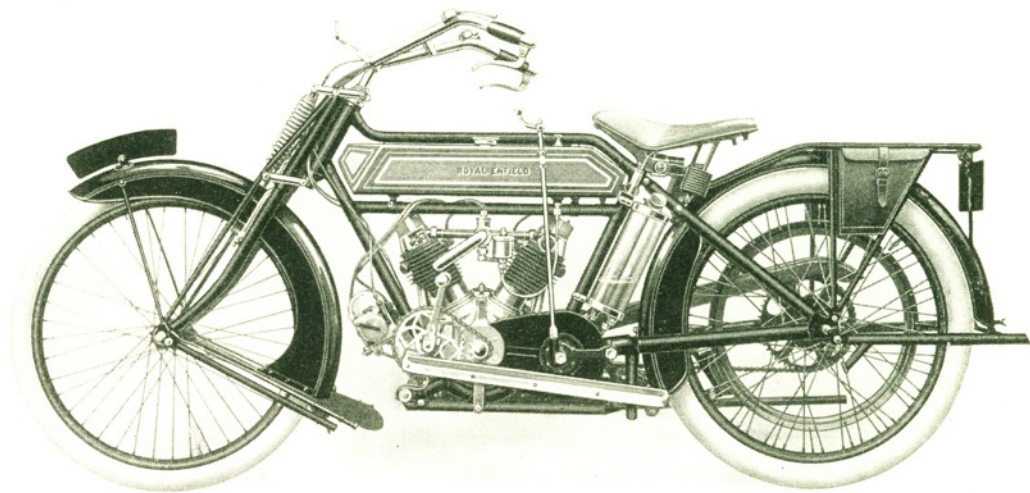
Specification.

| | | | |
|--|---|----------------|---|
| ENGINE | Twin cylinder, bore and stroke 54×75 m/m. M. O. inlet valves. | TYRES | Dunlop studded, front 26in.×2in. rear 26in.×2 $\frac{1}{2}$ in. |
| TWO-SPEED FREE-ENGINE GEAR | Royal Enfield patent, expanding clutch. | HANDLEBAR | Royal Enfield registered design. |
| TRANSMISSION | Roller chains, Royal Enfield cush drive hub. | SADDLE | Large and comfortable leather seat. |
| IGNITION . . . | Bosch magneto. | FINISH | Enamelled in naval grey, a particularly attractive colour, which wears exceptionally well and defies both dust and mud. |
| CARBURETTER | Amac multiple jet. | | |
| TANK | Capacity, 1 $\frac{1}{4}$ galls. petrol; 1 quart lubricating oil. | | |

ROYAL ENFIELD

The 3-h.p. Motor Cycle, Model No. 140

With the Royal Enfield Patent Two-speed and Free-engine Gear.



The Solo Motor Cycle par excellence. Many remarkably brilliant performances have been made on it during the past year.

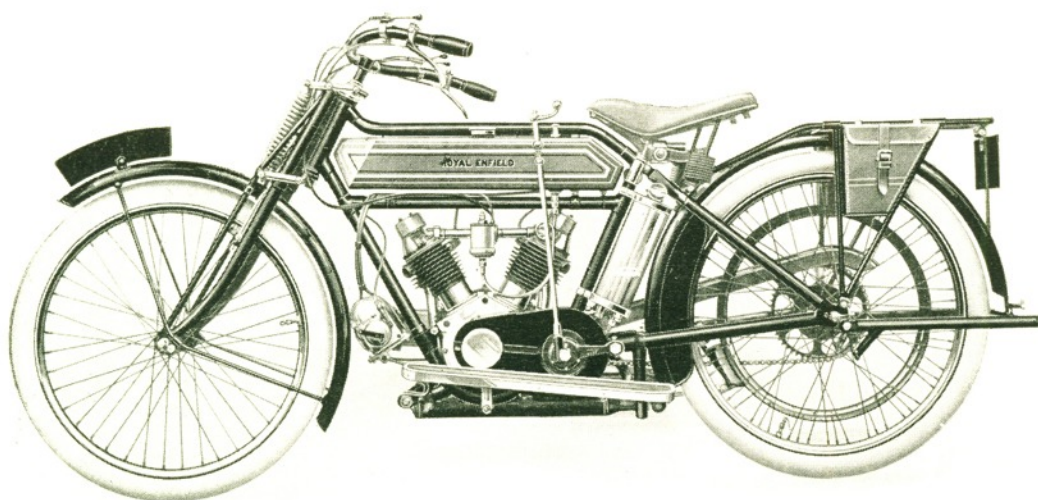
Specification.

| | | | |
|--|--|--------------------|--|
| ENGINE | Twin Cylinder, bore and stroke 60×75 m/m. M. O. overhead inlet valves. | PETROL TANK | Capacity, 1½ galls. |
| TWO-SPEED & FREE-ENGINE GEAR | Royal Enfield patent, expanding clutch type | OIL TANK | A cylindrical glass tank, through which the oil supply is at all times visible. |
| TRANSMISSION | Roller chains, Royal Enfield cush drive hub. | TYRES | Palmer Cord, 26in. × 2¼in. |
| IGNITION | Bosch waterproof magneto. | SADDLE | "XL ALL" improved leather saddle. |
| CARBURETTER | Amac, multiple jet. | FINISH | Best black enamel, tank enamelled green and artistically panelled. Bright parts heavily plated and polished. |
| LUBRICATION | Royal Enfield patent mechanical forced-feed. | | |

ROYAL ENFIELD

MADE LIKE A GUN

The 3-h.p. T.T. Roadster, Model No. 150
 With the Royal Enfield Patent Two-speed and Free-engine Gear.



A new model specially introduced for fast riding. For competition work it will be found a most successful motor cycle.

Specification.

| | | | |
|------------------------------------|--|----------------|--|
| ENGINE . . . | Twin cylinder, bore and stroke 60×75 m.m. M. O. overhead inlet valves. | PETROL TANK | Capacity, 1½ galls. |
| TWO-SPEED & FREE-ENGINE GEAR . . . | Royal Enfield patent, expanding clutch type. | OIL TANK . . . | A cylindrical glass tank, through which the oil supply is at all times visible. |
| TRANSMISSION | Roller chains, Royal Enfield cush drive hub. | TYRES . . . | Palmer Cord, 26in. × 2¼in. |
| IGNITION . . . | Bosch waterproof magneto. | SADDLE . . . | "XL ALL" improved leather saddle. |
| CARBURETTER | "Senspray." | FINISH . . . | Best black enamel, tank enamelled green and artistically panelled. Bright parts heavily plated and polished. |
| LUBRICATION | Royal Enfield patent mechanical forced-feed. | | |

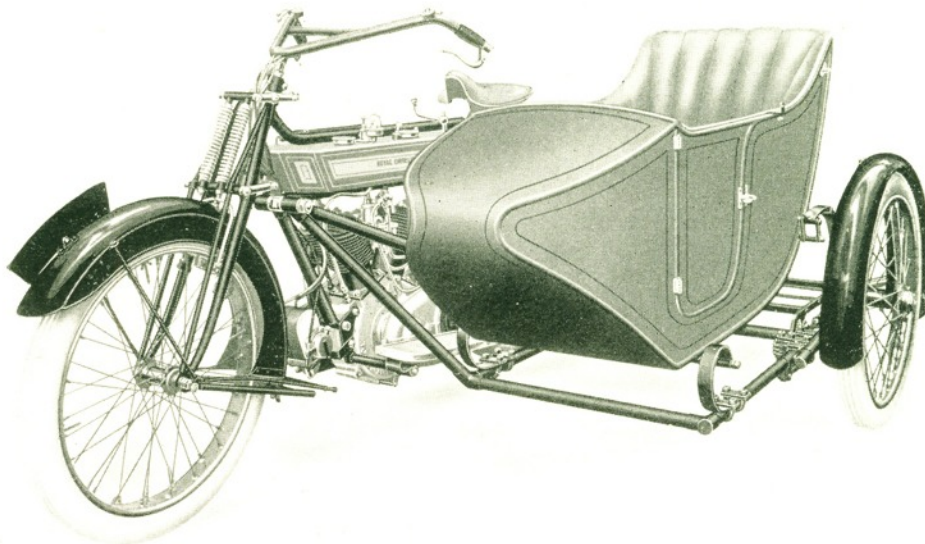
ROYAL ENFIELD

MADE LIKE A GUN

The 6-h.p. Side-Car Combination.

Model _____ No. 180.

With the Royal Enfield Patent Two-speed and Free-engine Gear.



Built specially for Side-Car work. All models for abroad are fitted with a special Side-Car chassis (see page 15), designed to give exceptional ground clearance.

For illustration of cane Side-car body see page 15.

Specification.

| | | | |
|----------------------------------|---|-------------|---|
| ENGINE | Royal Enfield Twin cylinder, bore and stroke 76 x 85 m/m. M. O. inlet valves. | LUBRICATION | Automatic drip-feed, with auxiliary hand-pump. |
| TWO SPEED FREE-ENGINE GEAR | Royal Enfield patent, expanding clutch. | TANK | Capacity, 2 gallons petrol, 1½ quarts oil. |
| TRANSMISSION | Roller Chains, Royal Enfield cush drive in rear hub. | TYRES | Palmer cord cycle-car tyres, 650 x 65 m/m. on all three wheels. |
| IGNITION | Bosch waterproof magneto. | HANDLEBAR | Royal Enfield, registered design. |
| CARBURETTER | Amac, multiple jet | SADDLE | Best leather pan-seat |
| | | FINISH | Best black enamel throughout, bright parts heavily plated and polished. |

GUARANTEE AND TERMS OF BUSINESS.

We reserve the right to withdraw any model listed in this catalogue—Cycle or Motor Cycle—at our discretion.

This Guarantee does not extend to Motor Cycles, a separate Guarantee for which is given.

All "ROYAL ENFIELD" Bicycles made and equipped in accordance with the specifications in this Catalogue are guaranteed as follows, and the guarantee applies to every detail of a complete bicycle, including tyres, rims, saddles, gear-cases, etc.

We give the following guarantee with our machines instead of the guarantee implied by statute or otherwise, as to the quality or fitness for the purpose of cycling of goods supplied by us; 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 materials and workmanship; but this guarantee is to extend and be in force for one year only from the date of purchase, and the damages for which we make ourselves responsible under this guarantee, are limited to the cost of repairs to the cycle. We undertake, subject to the conditions mentioned below, to make good at any time within a year any defects in these respects to our cycles. This guarantee does not apply to defects caused by wear and tear, misuse or neglect.

Any cycle sent to us to be plated, enamelled, or repaired, **whether the repairs are required for the purpose of making good the defects before referred to or otherwise,** 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 material and workmanship, such guarantee to extend and be in force for one year 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 any of our machines **at the date of purchase or after the repairs above referred to have been executed by us** 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, **or the date when the alleged defective repairs were executed, as the case may be.**

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, and 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.

Our guarantee does not apply to road-racing or light roadster tyres on machines, nor to the tyres of machines sent out of the United Kingdom.

CONDITIONS OF SALE.

All goods, except motor cycles, are sold subject only to the conditions of guarantee given above, and the conditions of sale specified here. The guarantee applying to Royal Enfield motor cycles will be found in our motor cycle catalogue.

We cannot accept responsibility for the 6 h.p. model if used with any other side-car other than the one supplied by us.

All bicycles are placed free on rail Redditch and carriage paid to any English port (the carriers then becoming the agents of the purchaser), and are consigned at owner's risk, unless specially ordered otherwise. Our responsibility ceases when goods leave our premises.

Cases for shipment are supplied at cost price.

All orders from customers not having a ledger account with the Company must be accompanied by a remittance to cover the amount of order. Foreign orders must be accompanied by a draft on London, payable in sterling on demand, the amount being sufficient to cover all costs of packing, freight, carriage, shipping charges, and insurance (if required).

Crates and cases for shipment abroad are charged at cost price.

The prices and specifications in this book are subject to modification at any time without notice.

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