

1921 Royal Enfield Motorcycle Brochure

1921
Royal Enfield

Motor
Cycles
"Made Like a Sun"

November 29th, 1920.

MOTOR CYCLE PRICES.

8 h.p. Royal Enfield Side-car Combination Model 180	...	£160	0	0
8 h.p. Ditto ditto but fitted with the Lucas "Magdyno" Lighting Set Model 190	£182	0	0
8 h.p. Royal Enfield Trade Delivery Combination Model 180	...	£160	0	0
2½ h.p. Royal Enfield Two-stroke Lightweight Model 200	...	£65	0	0
Extra for Kick Starter on Lightweight Model	£5	0	0
" " M. & L. "Maglita" Lighting Set on Lightweight Model	£12	0	0

We reserve the right to alter prices whenever alteration may be rendered necessary through increased costs of labour or material.

The ENFIELD CYCLE Co., Ltd.

CONTRACTORS TO H.M. GOVERNMENT, ARMY,
NAVY AND RESERVE FORCES, THE U. S. A.,
FRENCH AND BELGIAN GOVERNMENTS, AND
THE (former) RUSSIAN MILITARY AUTHORITIES.

Directors:

LORD ERNEST SEYMOUR,
Chairman.
GEORGE HOWARD CARTLAND.
THOMAS EVANS.

Managing Director:

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

Assistant Managing Director:

MAJOR FRANK WALKER SMITH,
M.I.A.E.

Bankers:

THE LONDON JOINT CITY AND
MIDLAND BANK LIMITED.

Solicitors:

TUNBRIDGE & CO.,
Redditch and Birmingham.

Auditors:

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

Commercial Manager and Secretary:

T. C. PATCHETT.

Showrooms: 48, HOLBORN VIADUCT, LONDON, E.C.1.

Telephone: No. 424, Holborn.

Telegrams: "Jigger, Cent., London."

Head Offices and Works: :: REDDITCH.

Telephones: Nos. 121,
122 and 123, Redditch.

Telegrams:
"CYCLES, REDDITCH."



ROYAL ENFIELD MOTOR CYCLES FOR 1921.

FOR 1921 we are again concentrating on the production of two distinct models only—our popular and reliable Lightweight Machine and the Royal Enfield Side-car Combination.

A glance at the specification of the former model will suffice to show that it is a genuine Lightweight Motor Cycle and its road-worthiness has been proved in the Six Days' and other Trials. A Kick starter can now be fitted at an extra charge.

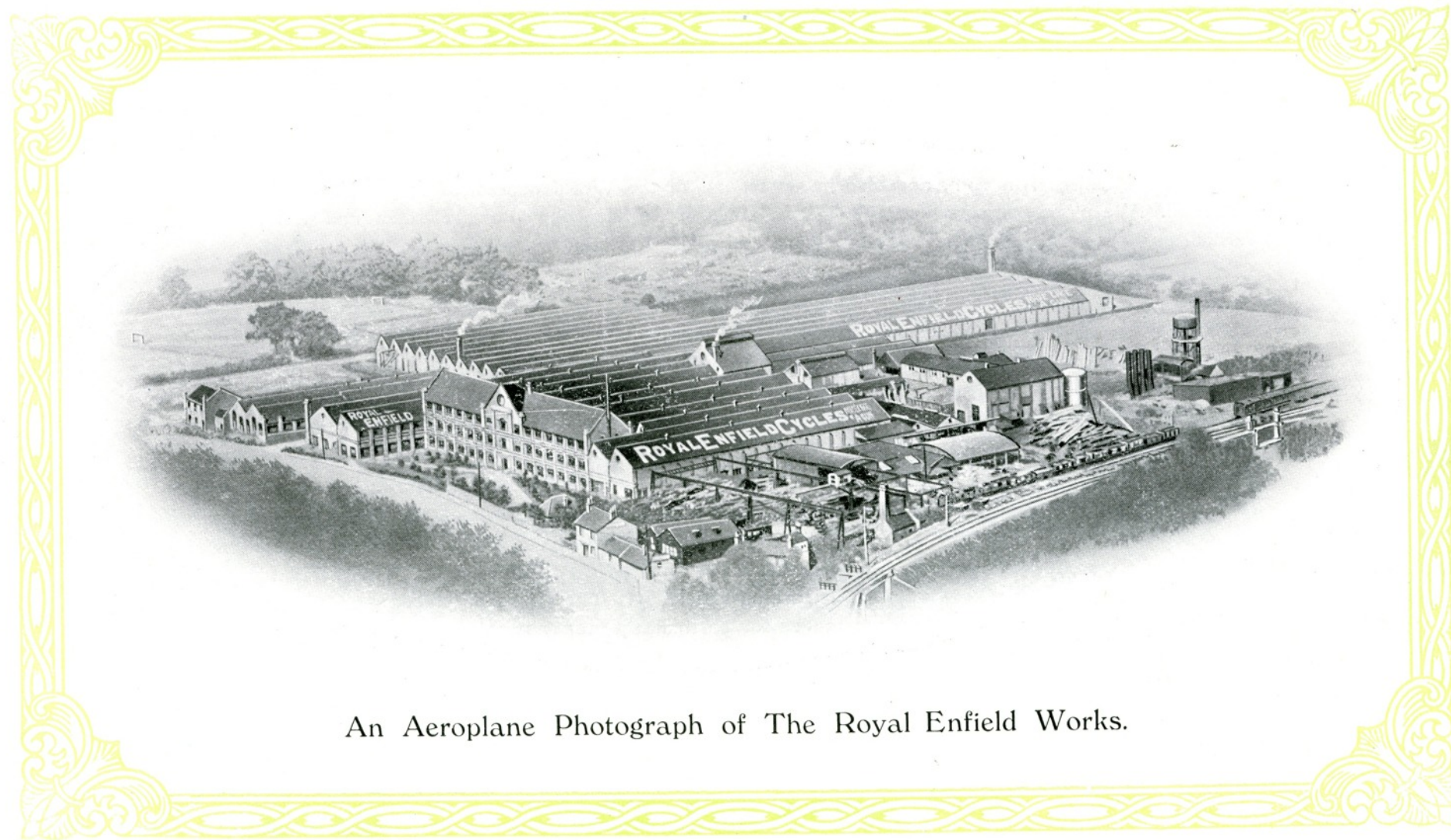
The Royal Enfield Side-car Combination has for many years past enjoyed a reputation unequalled by any similar machine. It has been further improved by the adoption of the 8 h.p. Royal Enfield Engine—made specially for us by Messrs. Vickers Ltd. This Engine is mechanically lubricated and fitted with Roller Bearings in Big End and Driving Side of Crankshaft, larger Gudgeon Pins and improved Timing Gear.

The Frame has been re-designed and is fitted with wider Mudguards, affording greater protection and making the Rear Wheel more accessible for cleaning and tyre repairing. The Ball Head is of an improved pattern with larger Ball Races resulting in better steering while a stronger Front Wheel Stand is also fitted.

The Side-car is constructed with a neat Tool Locker in the nose of the Body and a large Spare Compartment on the left-hand side. A wider Mudguard is now fitted attached to the Body thereby being relieved of all vibration.

With the incorporation of these many improvements, the reputation of this popular machine will be further enhanced by its future performance.

On the opposite page we reproduce a photograph of the Royal Enfield Works, taken from the air, which portrays in a manner unattainable by the artist—as regards truth and accuracy of its general proportions and details—the immensity and compactness of the Home of Royal Enfield Motor Cycles.



An Aeroplane Photograph of The Royal Enfield Works.

ROYAL ENFIELD AGENTS.

Throughout the United Kingdom, and also in most parts of the World accredited Royal Enfield Agents are to be found. We place our representation in the hands of experienced motor cycle men, and shall be pleased to furnish any potential purchaser with the name and address of the nearest Royal Enfield Agent.

THE ROYAL ENFIELD HANDBOOKS.

We publish a carefully compiled handbook for each of our models. These books are written in non-technical language, well printed, profusely illustrated, and deal fully with every detail of the respective models. We give these volumes gratis to Royal Enfield owners, but owing to the expense entailed in their production, applicants should quote the frame and engine numbers of the machine for which the handbook is required.

THE 2 $\frac{1}{4}$ H.P. TWO-STROKE LIGHTWEIGHT.

In this model we have included wherever possible those highly efficient features which are embodied in each of our other types. The weight of the machine equipped for the road is approximately 140lb., but its strength and reliability are remarkable. Lubrication is effected by mixing the oil and petrol. This system possesses all the merits of simplicity with a very high working efficiency. The engine is placed well forward in the frame, and the even distribution of weight makes for particularly steady running.

Attention is directed to the very strong and protective Leg shields fitted to the aluminium footboards which ensure security from the engine and road refuse.

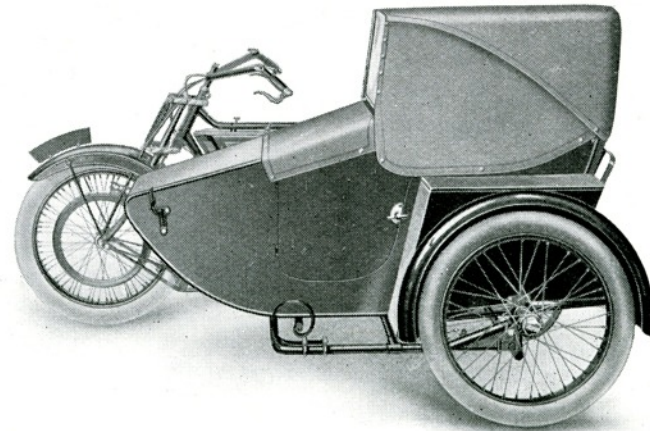
THE ROYAL ENFIELD SIDE-CAR.

The side-car chassis is exceptionally strong and attached to the motor cycle frame by fittings built up into the frame itself. This ensures the side-car always running in perfect alignment with the motor cycle. Attachment is at three separate points, giving practically a direct pull and complete security. The standard side-car body is built throughout by skilled coach-builders in our own works. Specially selected three-ply wood is used. It is exceptionally roomy, fitted with a large tool box in the nose of the Car, a locker under the seat, and a large spare compartment on the outside immediately behind the side-car wheel. The upholstery is in dark green grained leather cloth, and a spring seat cushion, waterproof apron, and foot-mat are supplied as part of the standard equipment. The collapsible hood and adjustable wind-screen shown on the model in the accompanying illustration are supplied when required. We designed these specially for our Side-car Combination. The screen is adjustable to any angle required, and the hood made from closely woven waterproof material.

THE COLONIAL AND OVERSEAS MODEL.

All Royal Enfield Side-car Combinations ordered for use abroad are fitted with a specially designed frame and side-car chassis. This provides exceptional ground clearance, nearly 7" clear space between lowest part of crank case and the ground.

The exceptional constructional strength of our Side-car Combination and of the other models illustrated in this catalogue makes them the most reliable motor cycles of their respective types for use abroad.

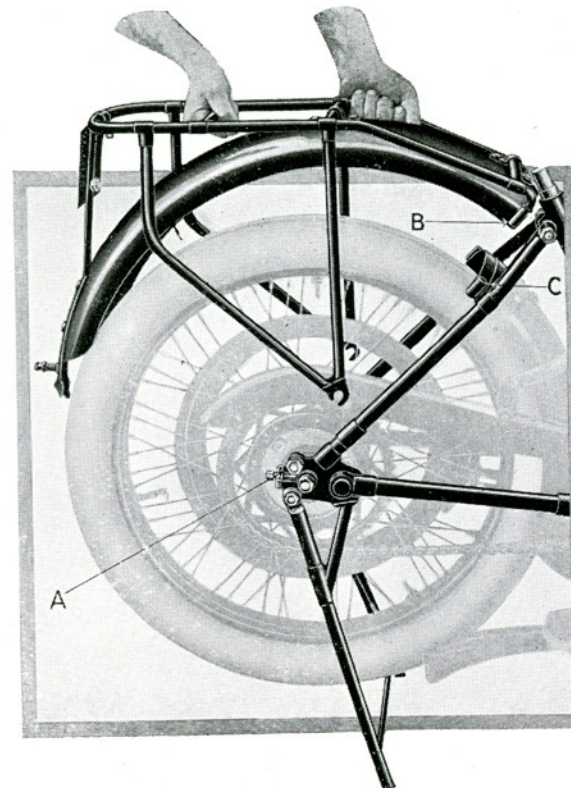


THE DETACHABLE REAR MUDGUARD.

We are now fitting an entirely new type of guard in which the rear half, together with the carrier, can be completely detached in a few seconds. The accompanying illustration shows how this is fitted. At the lower ends of the supports are two hexagon nuts, one on each side. By loosening these nuts with a spanner the slotted ends of the stays can be lifted clear of the studs to which the nuts are fixed, and the curved ends of the carrier released from the socketed lugs affixed to the back stays. The result is that the guard lifts quite clear and the rear tyre is at once accessible. It is impossible for the nuts retaining the carrier supports to come off the studs and get lost as they are kept in position by retaining rings. The curved ends (or prongs) of the carrier drop into the lugs and are held very firmly; this is a great improvement, and is being adapted to all Royal Enfield models.

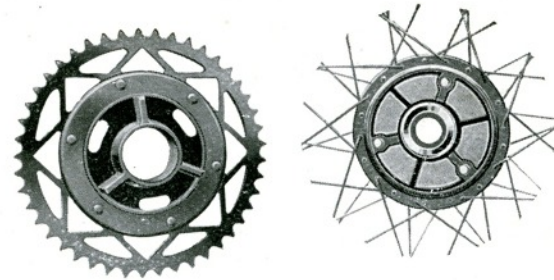
THE ENFIELD GEAR BOX.

All Royal Enfield models are fitted with the Enfield Two-speed and Free-engine Gear. The chains from the engine-shaft sprocket to the countershaft are encased in strong and efficient gear boxes. A supply of oil should always be kept in this so that the chains dip into it at each revolution, thereby ensuring continual and sufficient lubrication.



THE ROYAL ENFIELD CUSH DRIVE HUB.

The Patent Cush Drive Hub fitted to all Royal Enfield motor cycles is a complete shock-absorbing device. It takes up the drive from the countershaft to the rear wheel with flexibility and smoothness, having a marked effect on the running of the machine, and minimising the wear of the rear tyre to a surprising degree. The accompanying illustration of the Cush Drive Hub is almost self-explanatory. On the inside of the driving sprocket (shown on the left of the illustration) three metal vanes are set radially; the end of the hub cap is provided with three similar vanes, and fits on to the inside of the sprocket. The six metal vanes thus being in the same plane, and all emanating from a common centre. On each side of the vanes is placed a block (or buffer) of solid rubber, and these serve as a cushioning device. The power is transmitted through three of the buffers, the remainder taking and completely absorbing the shock of any recoil. All Royal Enfield motor cycles are fitted with this Cush Drive Hub. In conjunction with the Enfield Patent Two-speed Gear and the Chain Drive it forms the most perfect transmission that can be used on any motor cycle.



THE CHAIN TRANSMISSION.

On all Royal Enfield motor cycles roller chains are employed, both in the primary drive from the engine shaft to the two-speed gear sprockets, and in the final drive to the rear wheel. This gives a complete absence of the troubles which are frequently experienced with belts and belt drive. We can quote instances, which have been described to us in letters from our customers, where driving chains have given nearly 11,000 miles of service before needing replacement. Surely no belt could be as satisfactory as this?

The 2¼ H. P. ROYAL ENFIELD TWO-STROKE MODEL 200.

Fitted with the Royal Enfield Patent Two-speed and Free-engine Gear, Cush Drive Hub and Chain Transmission.

LIGHTNESS, efficiency, reliability, and economy are embodied in this light-weight model. The frame is exceptionally strong, the engine is very efficient, and the specification is unequalled by any motor cycle of a similar class. It will be noticed that the Enfield Two-speed and Free-engine Gear, Cush Drive Hub and Chain Transmission are included in this perfectly complete specification. Its successful performance in the 1920 A.C.U. Six Days' Trials—by the winning of a Gold Medal—provides ample proof of its road worthiness, and it is a machine which we confidently recommend as being thoroughly suitable for solo purposes.

SPECIFICATION.

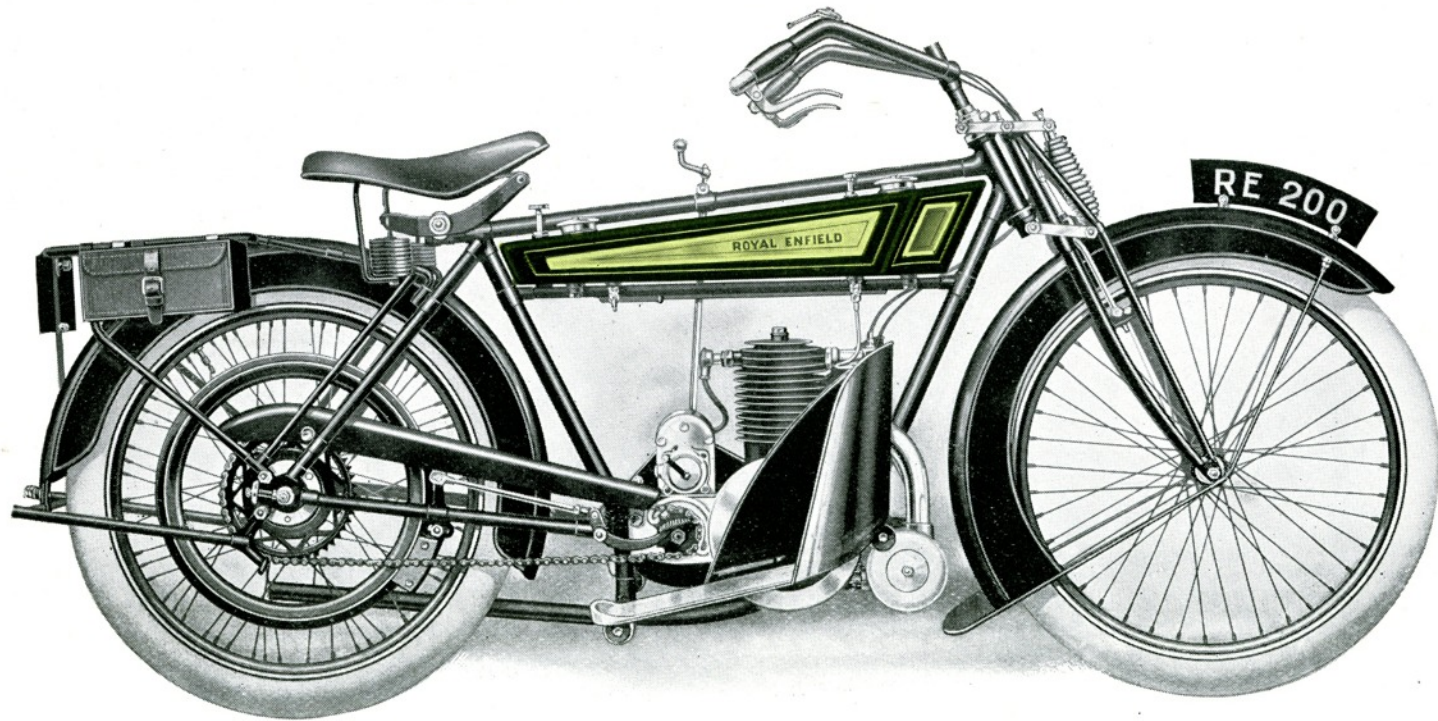
ENGINE . . .	Royal Enfield two-stroke, bore 64 m/m; stroke 70 m/m; capacity 225 c/c.	TYRES . . .	Dunlop Motor Cycle Tyres, 24in. x 2¼in.
TWO-SPEED AND FREE ENGINE GEAR.—	Royal Enfield patent. Direct drive on each gear.	HANDLEBAR . . .	Royal Enfield registered design; concealed cables through handlebar.
TRANSMISSION	Best quality roller chains; with the Enfield patent cush drive hub fitted to the rear wheel.	BRAKES . . .	Powerful rear wheel brake, operated by pedal. Inverted lever front rim brake.
IGNITION . . .	British made high-tension magneto.	MUDGUARDS . . .	Back and front mudguards, of ample width and strength.
CARBURETTER	Two lever.	CARRIER . . .	The improved Royal Enfield detachable carrier. By unfastening two hexagon nuts the carrier and rear mudguard are instantly removed.
LUBRICATION . . .	Oil mixed with petrol in the proportion of eight full measures to one gallon of petrol.	SADDLE . . .	Well sprung saddle, of best make and finish.
TANK . . .	Royal Enfield improved pattern, separate compartments for oil and petrol, and needle valve. Capacity of large compartment 1½ gallons. Capacity of oil compartment 2 pints.	TOOL BAG . . .	Strong leather, containing a complete set of tools.
FRAME . . .	Royal Enfield design; low and comfortable riding position. Fitted with aluminium footboards, strong protective Legshields, and Royal Enfield spring forks.	FINISH . . .	Enamelled in best black enamel. Tank artistically panelled and lined. Bright parts heavily plated.

Model No. 200

{ For Current Price see slip
affixed inside the front cover of this list.

A Kick starter can be fitted to this model at an extra charge.

THE $2\frac{1}{4}$ H.P. ROYAL ENFIELD TWO-STROKE
MODEL 200.



*The "Maglita" Electric Lighting Set manufactured by Messrs. Morris & Lister can
be fitted to this model at an extra charge.*

The 8 H.P. ROYAL ENFIELD SIDE-CAR COMBINATION MODEL 180.

Fitted with the Royal Enfield Patent Two-speed and Free-engine Gear, Cush Drive Hub and Chain Transmission.

THE ROYAL ENFIELD SIDE-CAR COMBINATION has been universally acknowledged as being the most perfect three-wheeled vehicle on the road. Built solely for side-car work it represents the skill and experience gained through many years of close association with motor cycle practice. The motor cycle and side-car are made interdependent while the connecting lugs are actually built into the motor cycle frame, a practice which ensures perfect alignment and safety. The adoption of the 8 h.p. **Royal Enfield Twin Cylinder engine**, together with newly designed and thoroughly protective mudguards, the roomy and comfortably upholstered side-car, will further enhance the reputation of this already famous outfit.

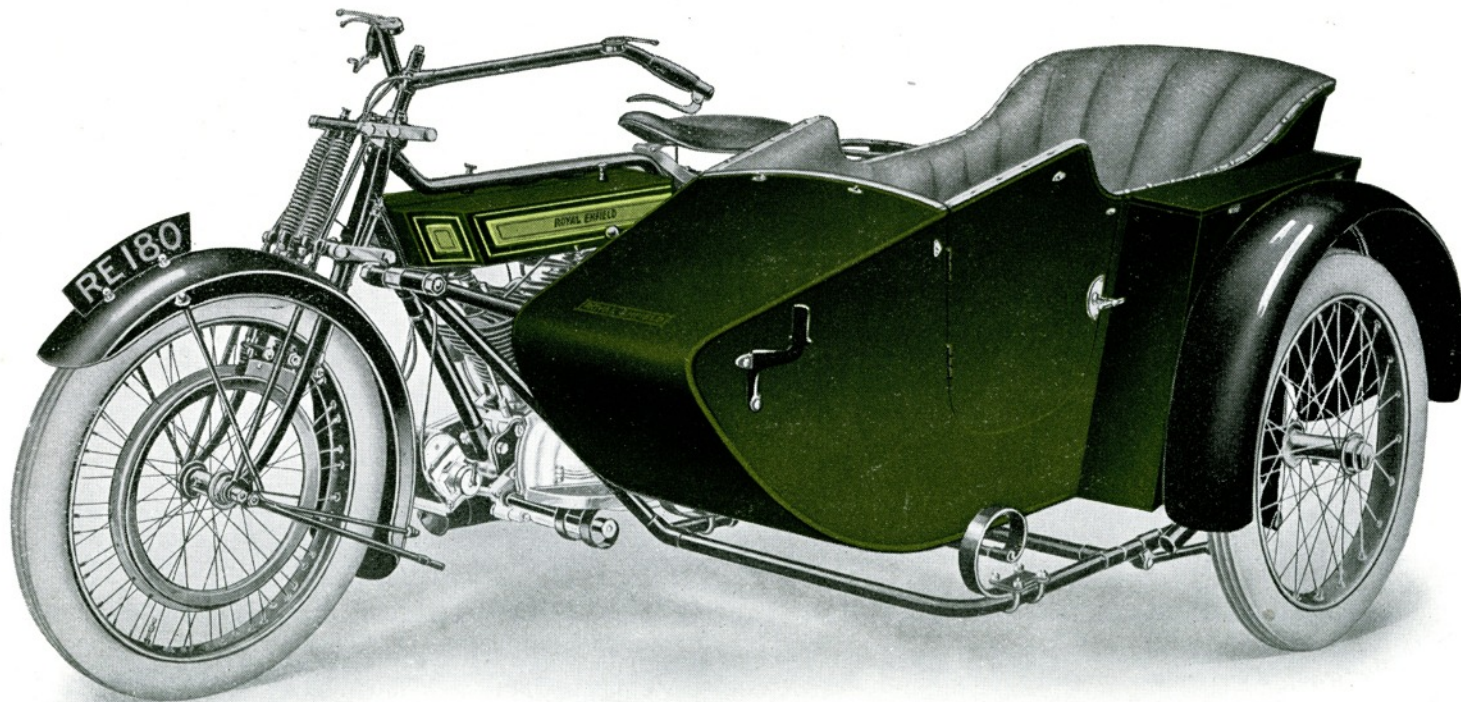
SPECIFICATION.

ENGINE . . .	Royal Enfield twin cylinder, bore and stroke 85.5 x 85 m/m (8 h.p.) mechanically operated valves.	MUDGUARDS . . .	Strong and wide; thoroughly protective.
TWO-SPEED AND FREE ENGINE GEAR.—	Royal Enfield patent. Direct Drive on each gear.	CARRIER . . .	The improved Royal Enfield detachable carrier. By unfastening two nuts the carrier and rear mudguard are instantly removed.
TRANSMISSION.	Best quality roller chains; with the Royal Enfield patent cush drive hub fitted to the rear wheel.	STANDS . . .	Stands for front rear, and side-car wheel are fitted.
IGNITION . . .	Latest type waterproof magneto.	HANDLE-BAR . . .	Royal Enfield registered design; concealed cables through handle-bar.
CARBURETTER . . .	Two lever.	BRAKES . . .	Inverted lever front brake; powerful rear brake operated by pedal.
LUBRICATION . . .	Automatic engine pump and auxiliary hand-pump.	SADDLE . . .	Best make and finish, with large and comfortable seat.
TANK . . .	Two compartments; petrol capacity, 2 gallons; oil capacity, 3 pints, fitted with large fillers and needle valve.	TOOLS . . .	Complete set contained in side-car tool locker.
FRAME . . .	Royal Enfield design, with side-car attachments built into frame. Fitted with footboards and Royal Enfield spring fork.	FINISH . . .	Enamelled in best black enamel: Tank artistically panelled in green, and lined. Bright parts heavily plated.
TYRES . . .	Dunlop tyres, 700 x 80 m/m on all three wheels.	SIDE-CAR . . .	Royal Enfield chassis, exceptionally strong and well sprung; coach-built body; luggage grid fitted at rear of body.

Model No. 180 } For Current Price see slip
affixed inside the front cover of this list.

We also supply this model equipped with the Lucas "Magdyno" Lighting Set. Full particulars will be found on page 12.

THE 8 H.P. ROYAL ENFIELD SIDE-CAR COMBINATION
MODEL 180.



The 8 H.P. ROYAL ENFIELD LIGHTING SET MODEL 190.

Fitted with the Royal Enfield Patent Two-speed and Free-engine Gear, Cush Drive Hub, Chain Transmission, Lucas "Magdyno" Lighting Set, and Horn.

THIS is a fully equipped motor cycle and side-car combination. It is the standard 8 h.p. Royal Enfield model but fitted with the Lucas "Magdyno" Lighting Set.

We have satisfied ourselves—and our own opinion has been endorsed by the numerous motor cyclists to whom this model has been supplied—that the Lucas Lighting System is thoroughly efficient and reliable at all times.

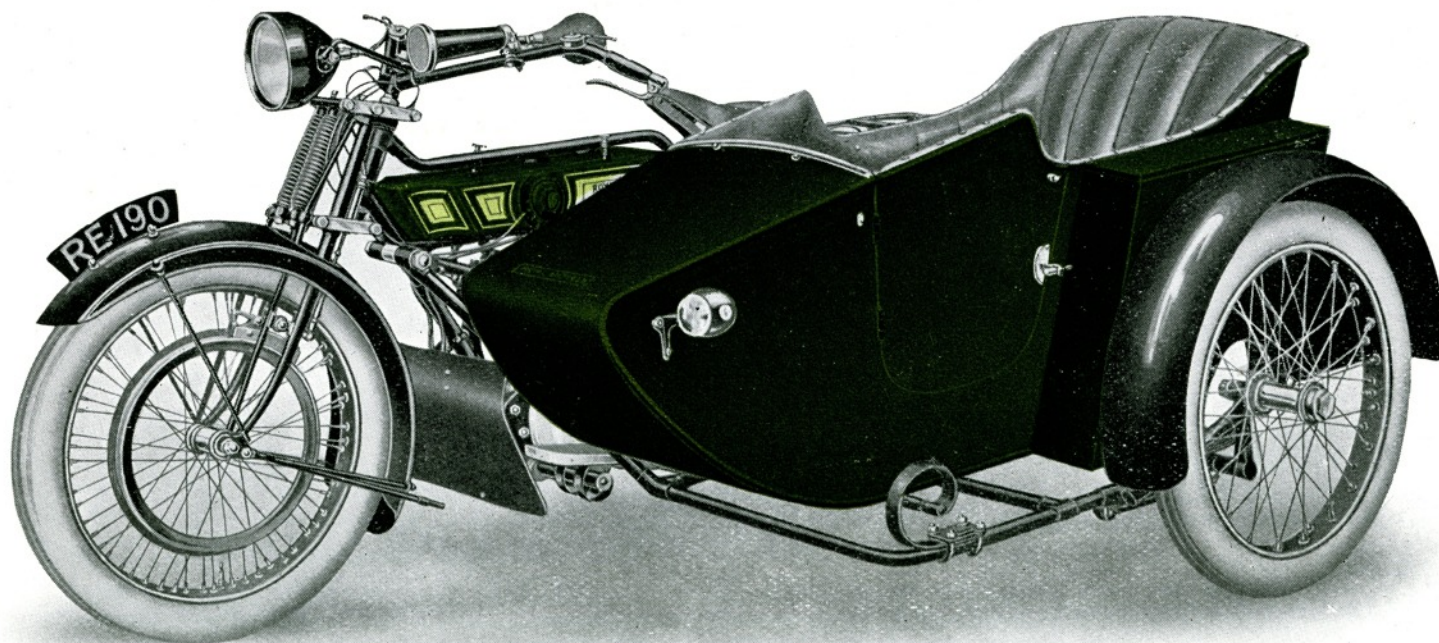
The cleanliness, ease of manipulation, and absolute reliability of this form of electric lighting place it far ahead of the best acetylene lighting sets. All three lamps can be switched on or off without leaving the saddle, or, in fact, without even lessening the speed of the machine, whilst by incorporating two distinct filaments in the head lamp bulb it is possible to have either a powerful light or a reduced light.

This motor cycle and side-car combination is supplied ready for the road, complete with the Dynamo, Battery (securely fitted in the side-car), Head Lamp, Side-car Lamp and Rear Lamp, together with a best quality Lucas ebony black Bulb Horn. The general specification is precisely the same as that of the standard model described on page 10.

Model No. 190 { Current Price will be found
at the commencement of Catalogue.

N.B.—We send out makers' instructions relating to the "Magdyno" Lighting Set with each model supplied. The instructions for keeping the Lighting Set in proper order and at the highest efficiency are very simple, but it is necessary that clients should carefully follow them out.

THE 8 H.P. ROYAL ENFIELD LIGHTING SET
MODEL 190.



The 8 H.P. ROYAL ENFIELD TRADE DELIVERY COMBINATION. MODEL 180.

Fitted with the Royal Enfield Patent Two-speed and Free-engine Gear, Cush Drive Hub, and Chain Transmission.

THE illustration on the opposite page shows the Royal Enfield Side-car Combination, but fitted with a large coach-built box carrier for trade delivery purposes.

We have supplied this form of carrier to many of the leading Business Houses. Royal Enfield motor cycles with special box carriers attached are also used by the New Zealand Postal Authorities for the collection of mails in the outlying districts—exceptionally heavy work, which is being satisfactorily carried out all the year round.

The Side-car Combination which we illustrate on the opposite page is the standard Royal Enfield model as described fully on page 10, but fitted with a large box carrier body in the place of the usual passenger body. This body is built throughout in our own coach-building shops, of the best quality well-seasoned three-ply timber—made with the same skill and care as the famous Royal Enfield coach-built passenger body. Our improved design of side-car chassis is used, the body being mounted and sprung on this by means of short stub springs.

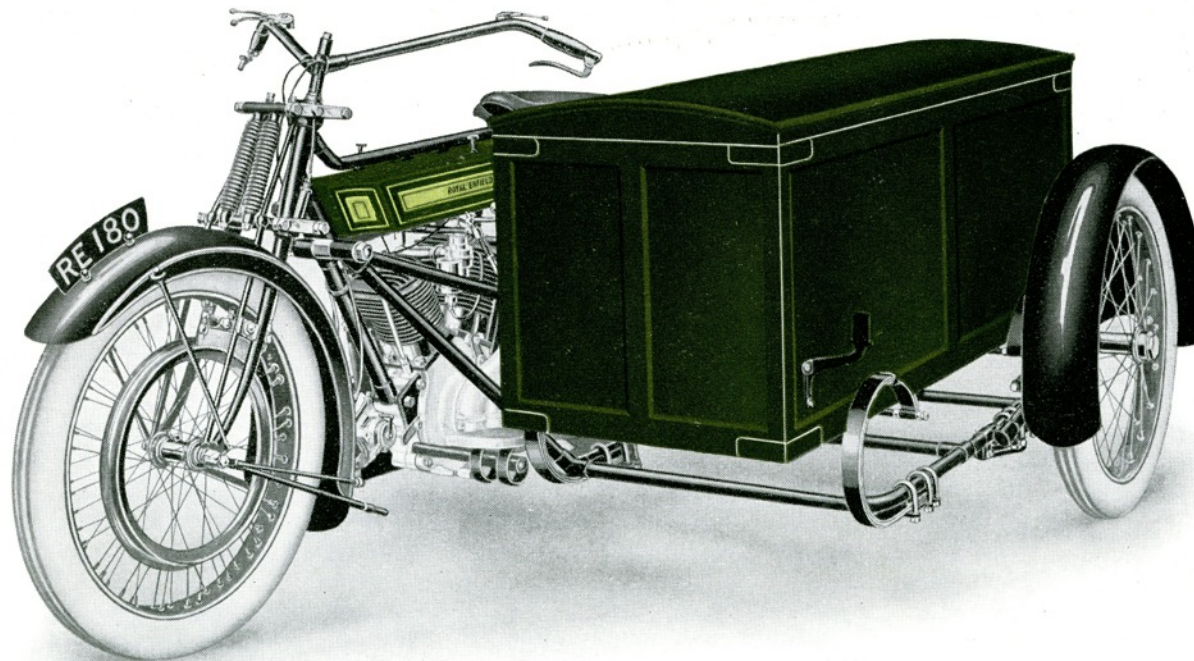
Dimensions of the Box Carrier—Length, 4ft. 6in.; depth, 1ft. 9in.; width, 1ft. 8in. Capacity—Approximately 13 cubic feet.

Model No. 180 - { Exactly as specification on page 10, but with box carrier body, } - { For Current Price see
as illustrated opposite, instead of coach-built passenger body. } - { separate slip affixed inside
the front cover of this list.

*The box is handsomely painted in green and black to match the motor cycle, and highly finished throughout.
Lettering on the panels of the box will be inscribed at a nominal extra charge according to the work involved.*

N.B.—Particular attention is directed to the fact that the Royal Enfield combination is a real “double-purpose” vehicle. Our standard passenger body can be attached to the side-car chassis in place of the box carrier without any alteration other than additional springs and shackles.

THE 8 H.P. ROYAL ENFIELD TRADE DELIVERY
COMBINATION. MODEL 180.



MOTOR CYCLE 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 from 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 three months only from the date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the replacement of any part which may have proved defective, but not to the cost of any work involved in effecting such replacement. 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 amongst others the following acts:—

1. *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.*
2. *The use of a motor cycle, or of a motor cycle and side-car combined, when carrying more persons, or a greater weight than that for which the machine was designed by the manufacturers.*

Any motor cycle sent to us to be plated, enamelled or repaired, whether the repairs are required for the purpose of making good the defect 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 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 or in any part replaced, 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 part was replaced, 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 appointed agents, and under no other conditions.

We do not guarantee the specialities of other firms, such as Tyres, Saddles, Chains, Lamps, etc., or of any component part 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 allowed to give any warranty nor make any representation on our behalf other than those contained in the above Guarantee.

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 side-car combination is sold subject to the further condition that we cannot accept responsibility if used with any side-car other than the one supplied by us. The 2½ h.p. model is sold subject to the further condition that we cannot accept responsibility if it is used with a side-car, of whatsoever make or type.

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

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 agent of the customer, who should make immediate claim 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. Cases for export charged at cost price.

REPAIRS AND SUNDRIES. These cannot be booked; our terms are 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 spare parts or sundries, customers are respectfully requested to quote our identification number for each part required; it is also necessary that the number of the machine and number of engine should in all cases be given.

Please mark any communications relating to repairs or sundries:—"Motor Repairs and Sundries Department."