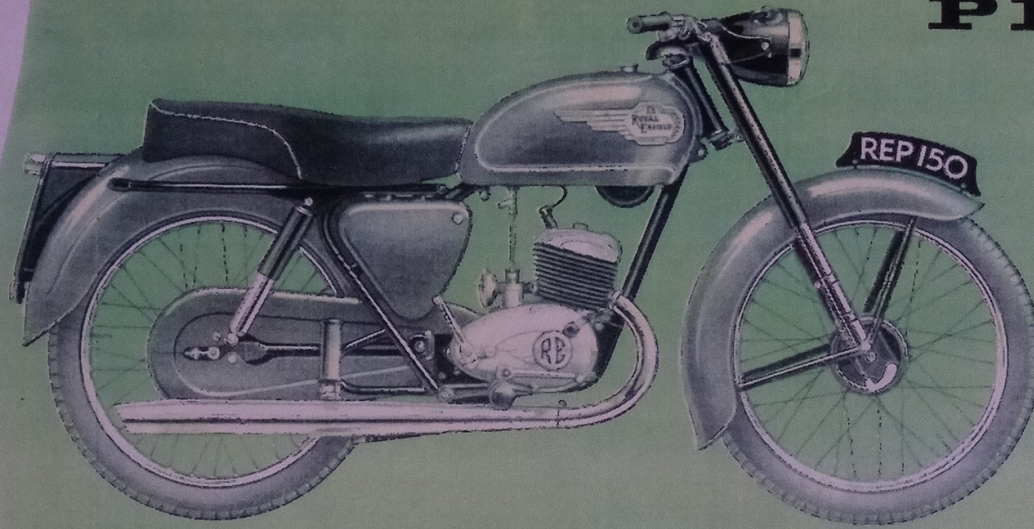


for
modern
motorcycling!



Royal Enfield

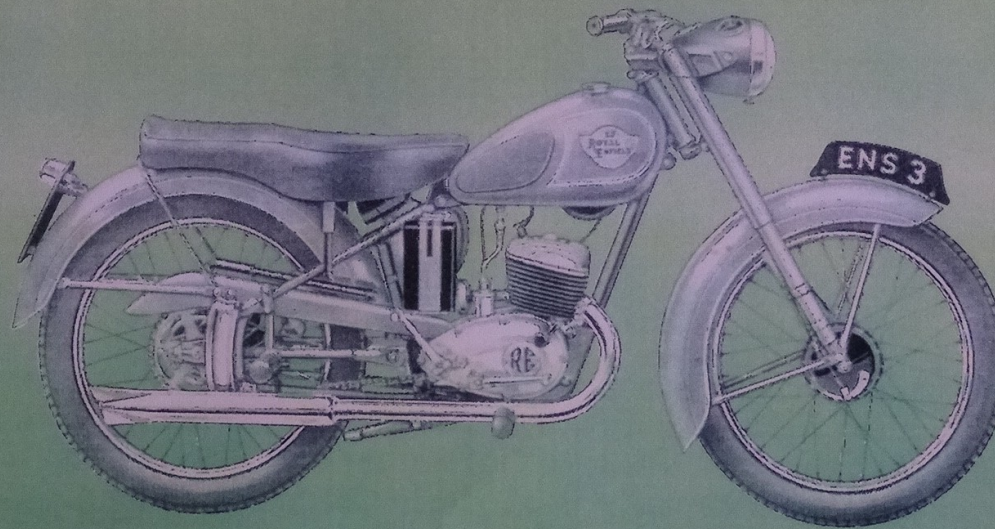
PRINCE



An entirely new model having a frame incorporating swinging arm rear suspension, with hydraulically damped spring units. A deeply valanced rear mudguard and rear chain cover keep rider and passenger clean. The Prince is an ideal machine for everyday use and economical touring.



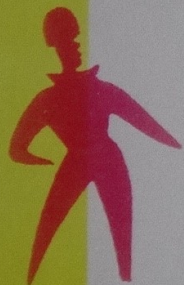
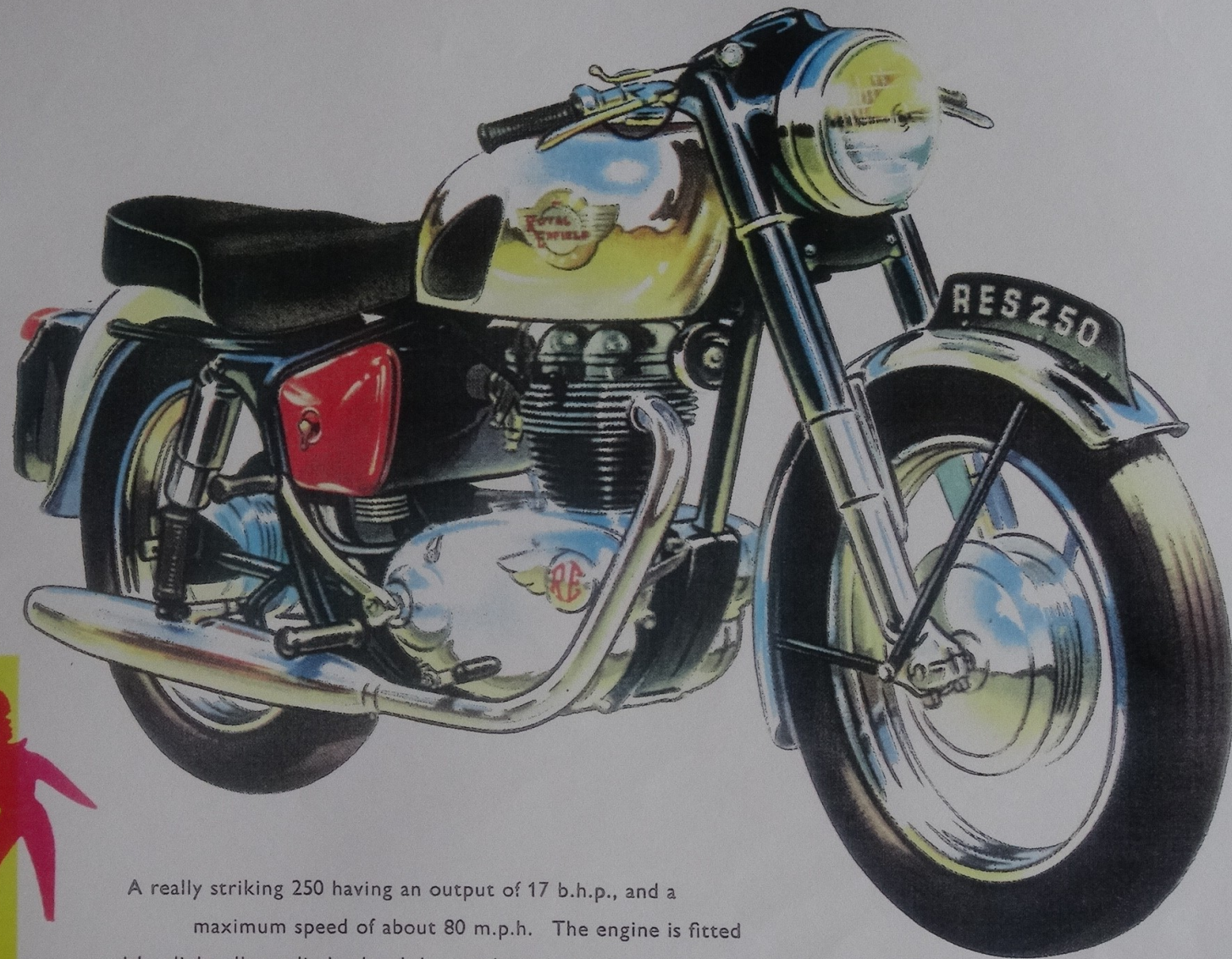
ENSIGN III



The Ensign III is an outstanding lightweight and gives comfortable and economical running at speeds up to 55 m.p.h.



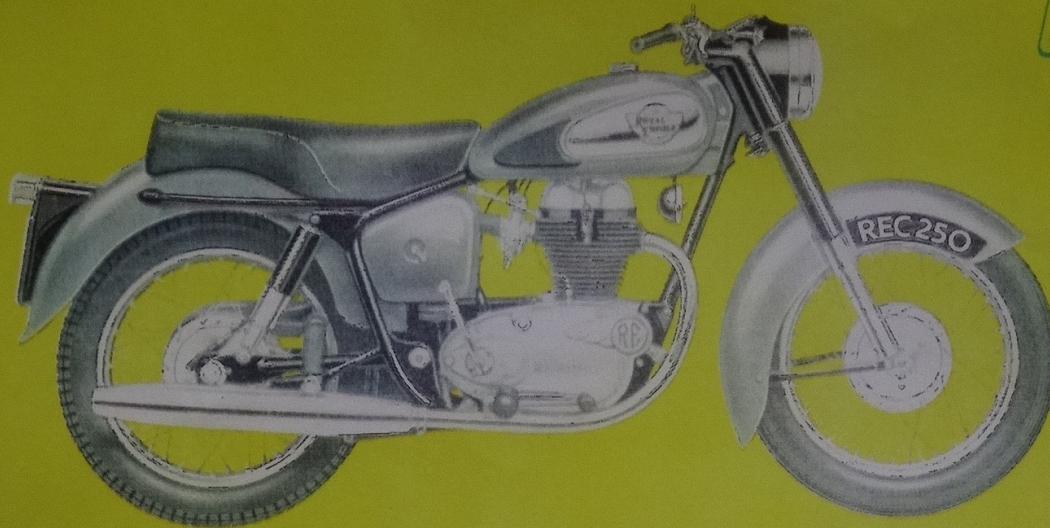
250 SPORTS CRUSADER



A really striking 250 having an output of 17 b.h.p., and a maximum speed of about 80 m.p.h. The engine is fitted with a light alloy cylinder head, large inlet valve, special two-rate valve springs, light alloy spring collars and push rods, special racing cams and high compression piston.

The massive crankshaft carried on large diameter ball and roller bearings, and the short, very stiff, connecting rod form a sound foundation for the high revolutions and power output. A handsome tank and plated mudguards give the Crusader "Sports" an attractive and sporting appearance.

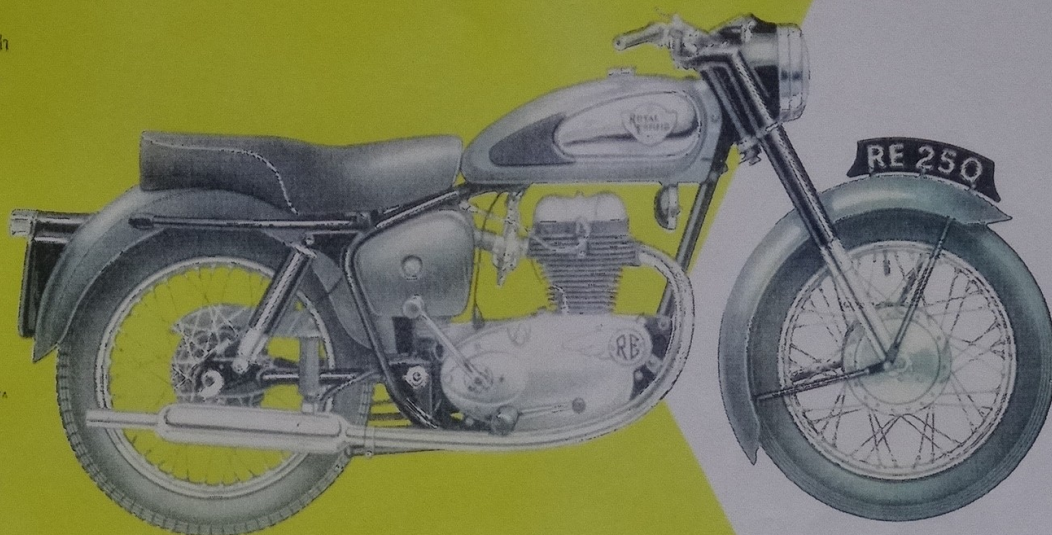
CRUSADER 250



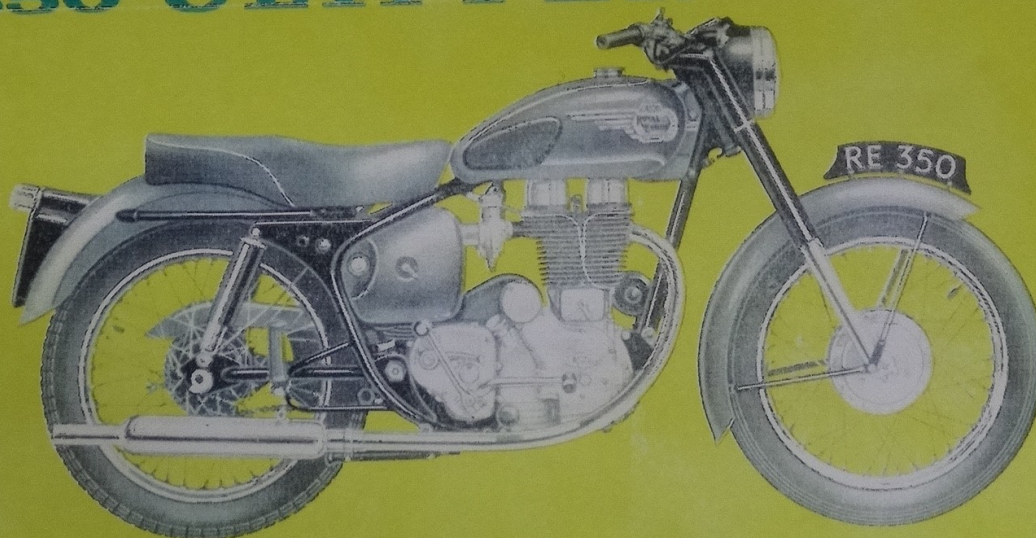
The luxury touring Crusader 250 is acknowledged as the outstanding machine of its class and gives smooth and safe motorcycling with exceptionally economical running. Crusader owners often record petrol consumption figures of well over 110 m.p.g.

250 CLIPPER

The 250 Clipper, basically similar to the Crusader, has the same high standard of safety and stability which are the result of the low seating position and 17" wheels. Exceptional economy in running and low initial cost make the 250 Clipper an outstanding utility machine.



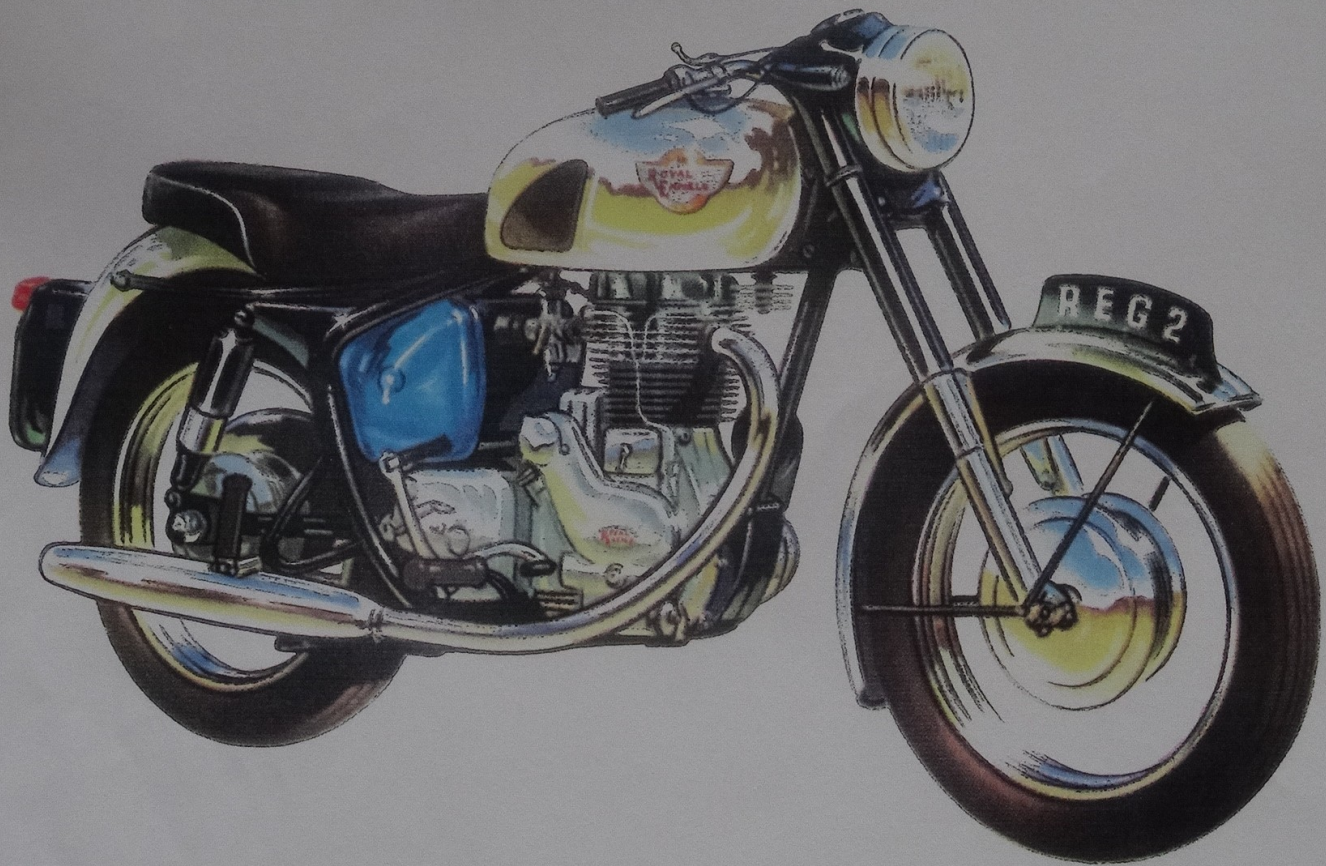
350 CLIPPER



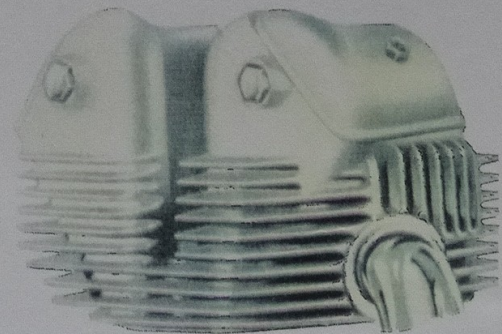
The 350 Clipper, with its modified 350 Bullet engine, worthily carries on the reputation of economical running and reliability created by its predecessors. For value in initial cost and economy in use it cannot be equalled. The engine has ample power and the ability to cruise, two up if necessary, at 55-60 m.p.h. indefinitely.

BULLET

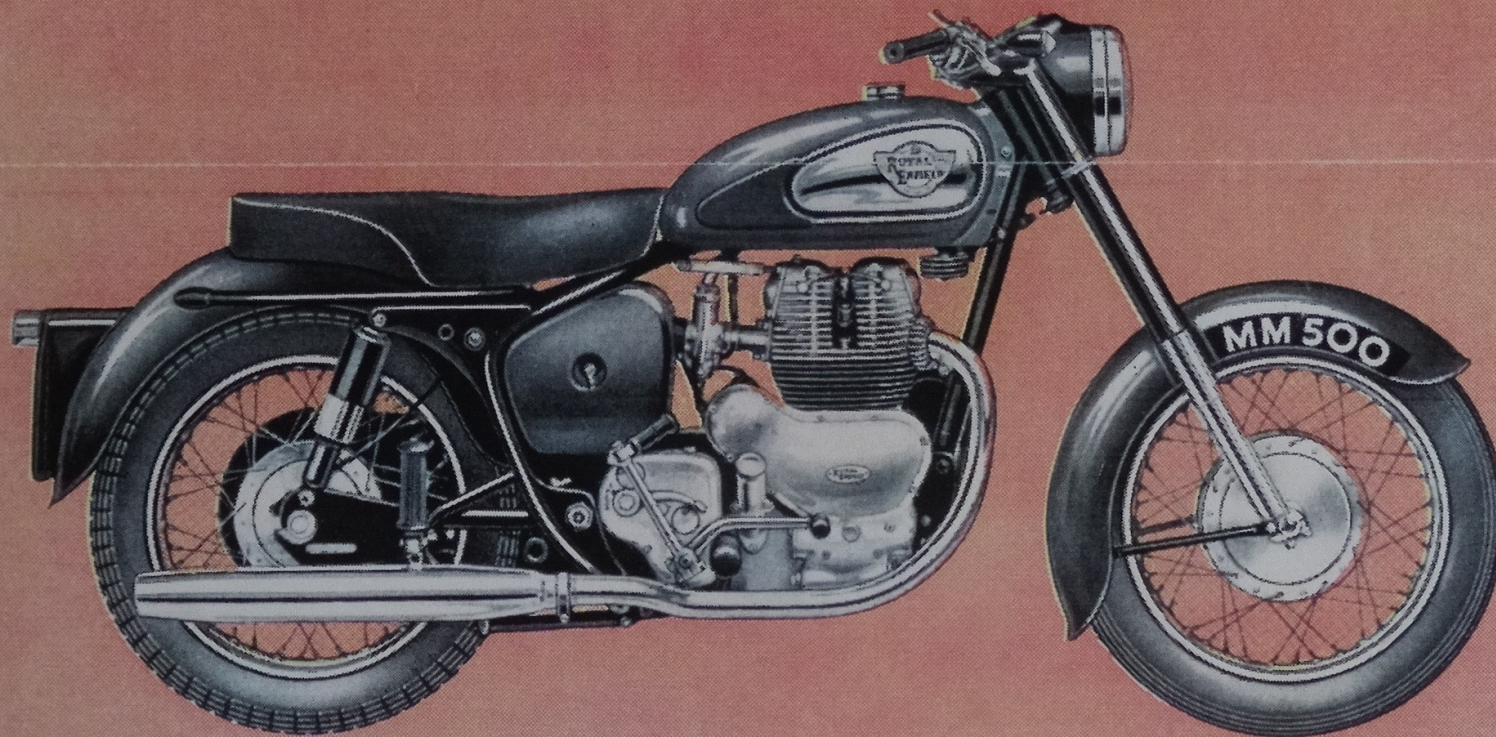
350 & 500



These popular machines have a background of Competition successes second to none and in their 1959 form have still more efficient engines with redesigned cams, larger bore carburettors and inlet ports, etc. The 500 c.c. model has a completely new and redesigned cylinder head with downdraught carburetter and larger inlet valve (see illustration). The machines have been restyled with large capacity chromium plated petrol tanks, chromium plated mudguards and new exhaust system. The two new Bullets are handsome fast road machines, which any owner may be proud to possess.

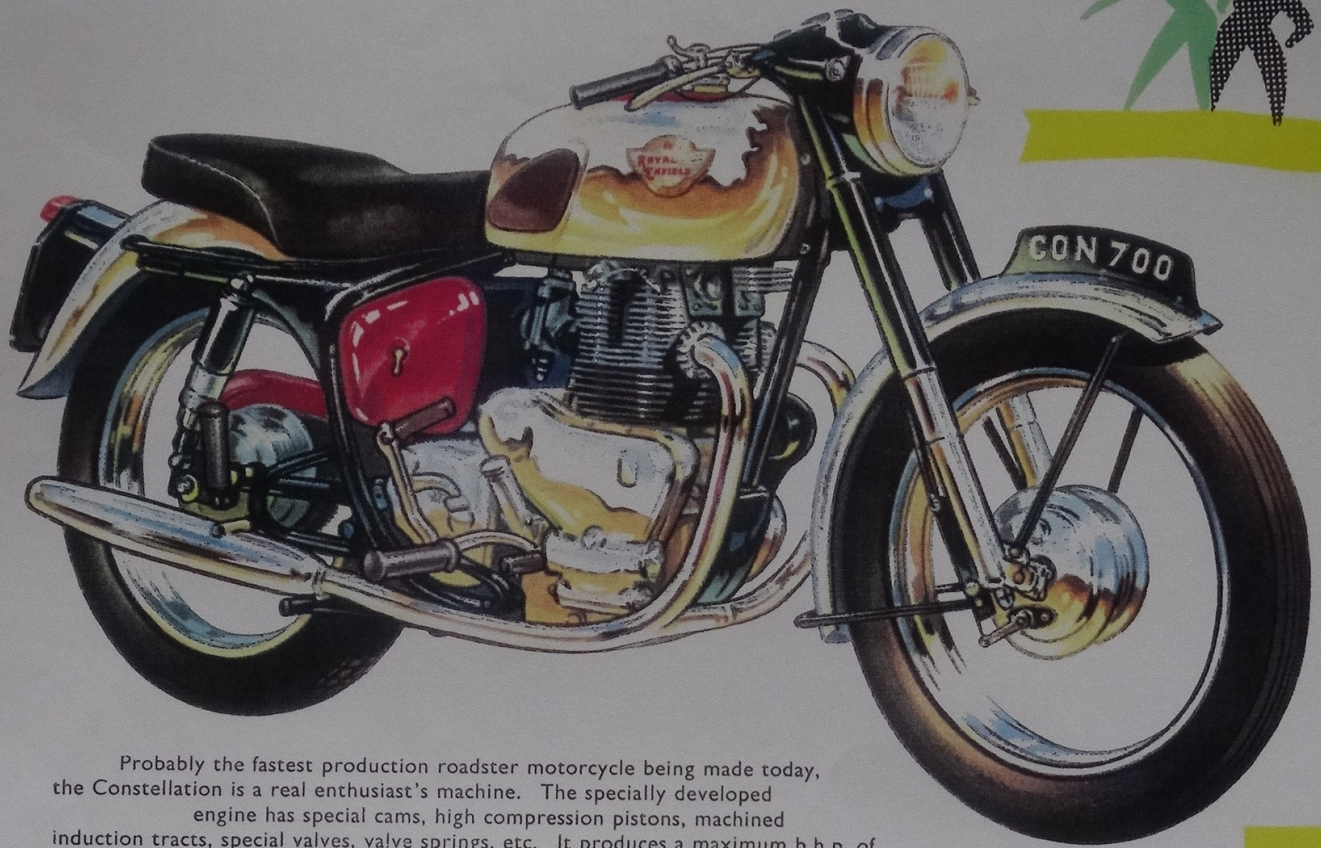


METEOR MINOR



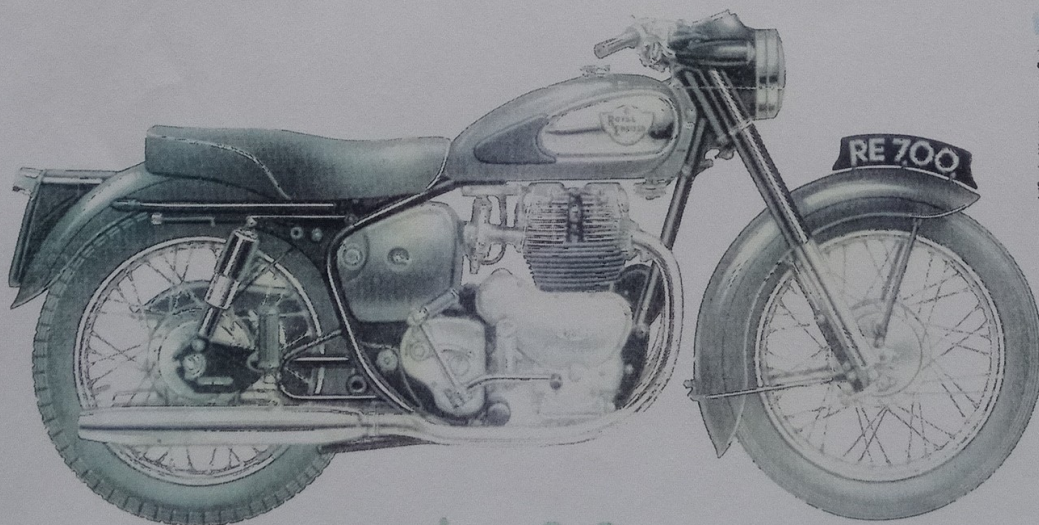
This over-square engine 30 b.h.p. Twin with its very compact design, 17" wheels and low seating position has already established itself in the forefront of luxury fast touring machines. Capable of speeds in the region of 95 m.p.h., the Meteor Minor is offered in Standard and De Luxe versions.

CONSTELLATION



Probably the fastest production roadster motorcycle being made today, the Constellation is a real enthusiast's machine. The specially developed engine has special cams, high compression pistons, machined induction tracts, special valves, valve springs, etc. It produces a maximum b.h.p. of 50 at 6,250 r.p.m. and has a maximum speed of approximately 115 m.p.h. Magnificent steering and the well known dual front brake and powerful 7" diameter rear brake make the Constellation a machine which can more than hold its own in any company. Its looks, with handsome fully plated 4½ gallon petrol tank and plated mudguards, make it the centre of attraction wherever sporting motorcyclists meet.

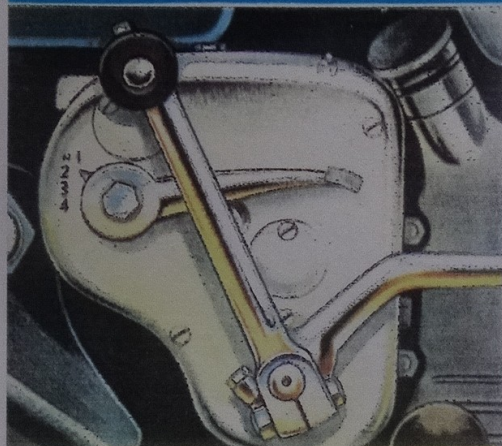
SUPER METEOR



The Super Meteor is recognised as predominant in the "Big Twin" class. The engine characteristics, with very high torque at relatively low engine speed and a maximum output of 40 b.h.p. at 5,500 r.p.m. make it ideal for heavy duty sidecar work. In solo form it has flashing acceleration up to maximum speed, in the region of 100 m.p.h.

Look at these

SPECIAL Royal Enfield FEATURES



1 The exclusive Neutral Finder fitted to the larger Royal Enfield machines enables neutral to be selected from either top, third or second gears by a single depression of the neutral finder lever.

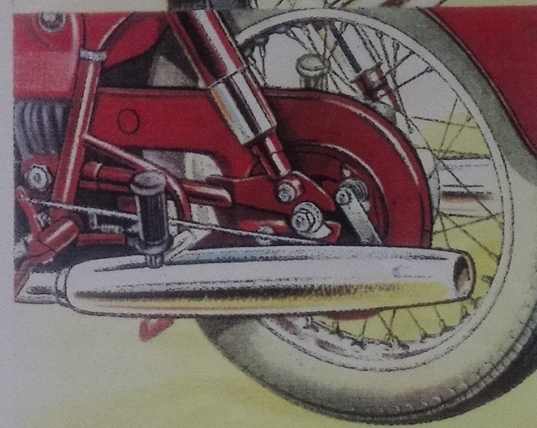
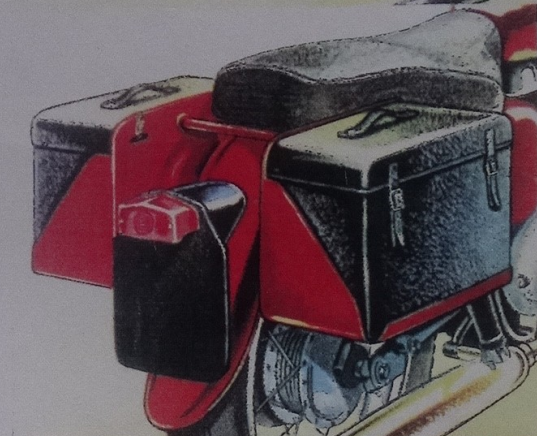
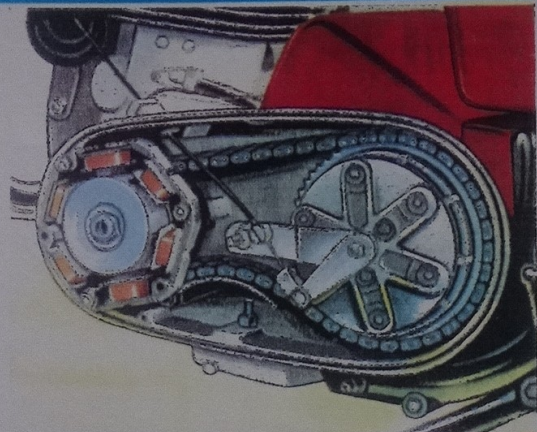
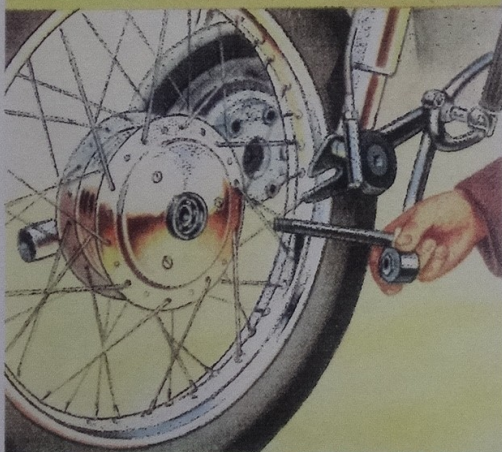
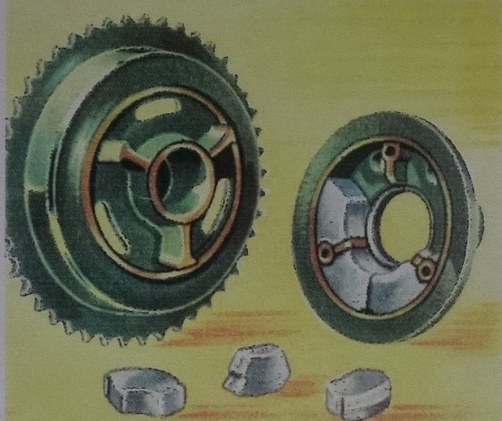
2 This most effective Cush Drive incorporated in the rear wheel of the four-stroke machines prolongs the life of chains, bearings and tyres, at the same time giving traditional Royal Enfield smoothness.

3 By removing a single central bolt the rear wheel may be quickly removed from the machine, leaving brake operation and rear chain untouched.

4 Fitted to all Royal Enfield machines of 350 c.c. and over, the Duplex Chain Primary Drive is fully enclosed and running in oil. It provides many thousands of miles of travel without any attention.

5 Styled to blend with the lines of the machine, Royal Enfield pannier equipment provides two quickly detachable handsome cases of dimensions $14\frac{1}{2} \times 10 \times 6$ ".

6 Full enclosure of the rear chain is standard on the Crusader 250 and Meteor Minor de luxe machines and is available as an extra on all other four-stroke models except the 350 Clipper. It greatly increases the life of the rear chain and adds to the cleanliness of the machine.



for all that is best in modern motorcycling . . .

Now you can win too!

HERE'S THE **NEW** WORKS REPLICA

TRIALS MODEL

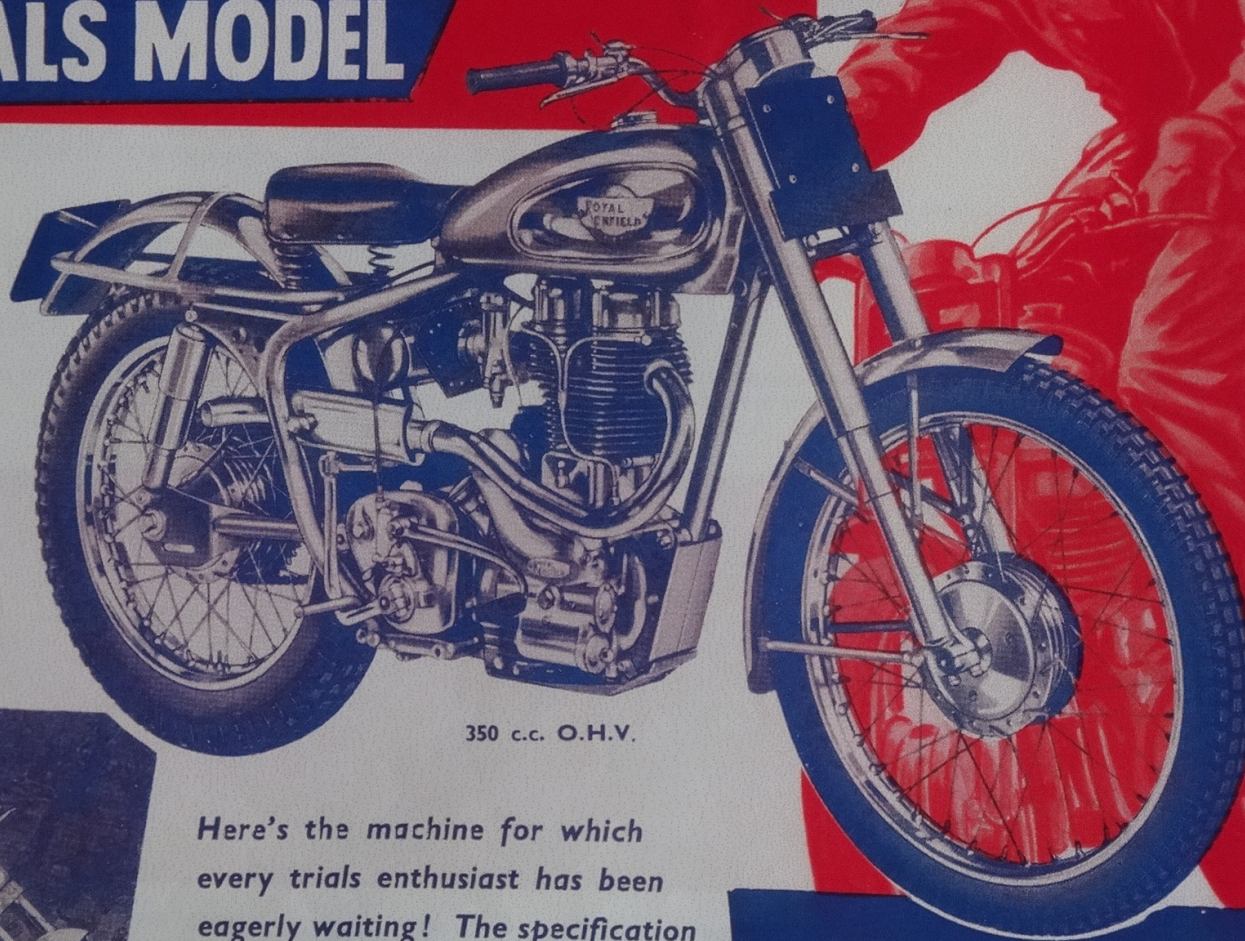


Photo: "Motor Cycling"

with
ALL the
NECESSARY
VIRTUES

350 c.c. O.H.V.

Here's the machine for which every trials enthusiast has been eagerly waiting! The specification follows that of the most successful 350 trials model.

Royal Enfield

Photo: "Motor Cycling"



WORKS REPLICAS

TRIALS MODEL

Winner of every Classic Trial in the Calendar!



GUARANTEE

All Royal Enfield Motor Cycles are sold by our Dealers subject to the limited Guarantee adopted by the British Cycle and Motor Cycle Industries Association Ltd. Storage of space prevents it being printed in full in this leaflet, but a copy will be sent on application. Specifications in this publication are subject to alteration at any time without notice.

Ref. 155/1947-129

Printed in England

ENGINE-GEAR UNIT

346 c.c. Single Cylinder, O.H.V. aluminium alloy cylinder head with austenitic iron valve seats, aluminium alloy cylinder barrel with austenitic iron shrunk-in liner, light alloy connecting rod. Special heavy flywheels to ensure positive low speed pulling. Lucas Wader type magneto, small bore carburettor fitted with Vokes lightweight Air Filter. Short, raised lightweight exhaust system which is so arranged that there is no chance whatever of contact with the rider's leg. Primary drive by Duplex chain in completely sealed oilbath. Special heavyweight clutch with oil and heat resistant inserts.

FRAME AND FORKS

The frame is constructed of chrome molybdenum tubing to give lightness and strength and the front fork is hydraulically damped and has the rake and trail proved by experience to be the best for all types of trials sections.

WHEELS

Front fitted with full width light alloy hub and 2.75" x 21" Dunlop trials Universal tyre with one security bolt.

Rear fitted with quickly detachable full width light alloy hub and 4.00" x 19" Dunlop trials Universal tyre with two security bolts. The rear hub incorporates the well-known ROYAL ENFIELD cush drive.

EQUIPMENT

Engine undershield. Special footrests, kickstarter crank and exhaust system. Combined front number plate and trials number plate mounting. Speedometer mounted in light alloy fascia, lightweight saddle, polished light alloy mudguards. Small tool container and side prop stand.

FINISH

Polychromatic silver grey enamel with bright parts polished aluminium, or chromium plate. The tank is finished in matt chromium plate, with bright plated panels and plastic motif.

TECHNICAL DATA

Bore and Stroke in. in.	70	90
Cubic capacity c.c.		346
Compression ratio	7.25	to 1
Maximum B.H.P. and R.P.M.	19	at 6,000
Gear ratios with 11 T. Countershaft Sprocket	7.56	10.58, 16.25, 22.68
Petrol tank capacity (Imp. Gall.)		21
Approx. Petrol consumption M.P.G.		40-45
Wheelbase, in.		53
Seat height, in.		31
Brake diameter and width (in.)	Front	6 1/2
	Rear	7 1/2
Ground clearance, in.		6 1/2
Weight		209 lbs.

The real value of our bikes lies in the choice of accessories available for them. The following accessories and specifications are available showing an overall change in weight to be desired: 15, 16, 18, 19.

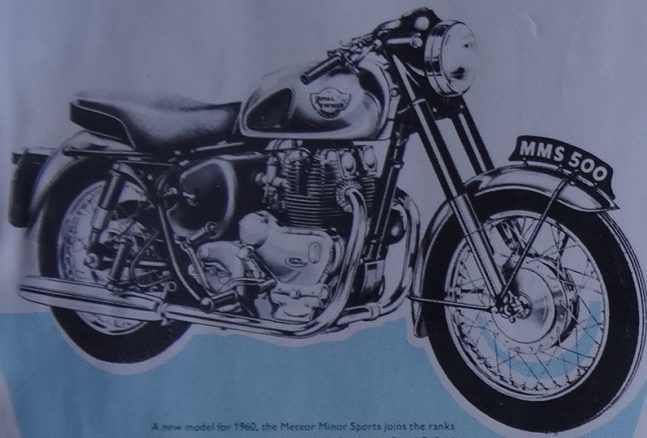
Weights given in a variety of material finishes and also available. Details will be given on application.

Royal Enfield

THE ENFIELD CYCLE CO. LTD.
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ENGLAND

Telegrams: "Cycles, Phone, Redditch"
Telephone: Redditch 121 (9 lines)

Meteor Minor Sports



A new model for 1960, the Meteor Minor Sports joins the ranks of the superb sporting machines made famous by Royal Enfield with the adoption of a new cam form, special valves, valve springs, etc. The over-square 500 c.c. engine now gives 33 b.h.p. at 6,500 r.p.m. A luxury sports machine capable of speed in the region of 95-100 m.p.h., this will prove a winner.

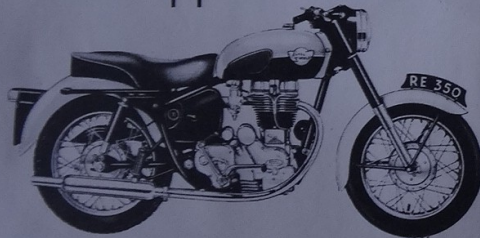
Meteor Minor de Luxe

This over-square engine 30 b.h.p. Twin with its very compact design, 17" wheels and low seating position has already established itself in the forefront of luxury fast touring machines. Capable of speeds in the region of 95 m.p.h., the Meteor Minor De Luxe has fully enclosed rear chain, Q.D. rear wheel, stop light, air cleaner and prop stand fitted as standard.

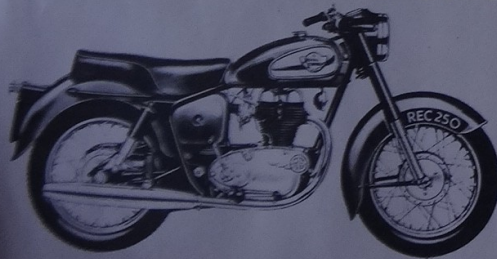


The new 350 Clipper

The New 350 Clipper, restyled for 1960 with attractive two-tone finish continues the reputation of economical running and reliability created by its predecessors. For value in initial cost and economy in use it cannot be equalled. The engine has ample power and the ability to cruise, two up if necessary, at 55-60 m.p.h. indefinitely. The 17" wheels and low seating position give the rider safe and stable riding under all conditions.

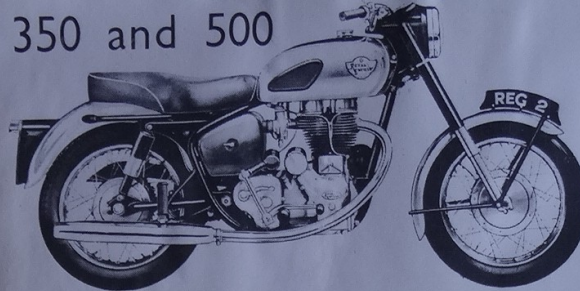


Crusader 250



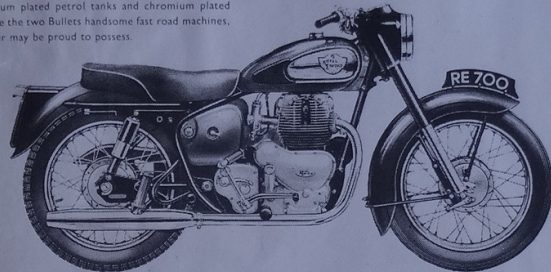
This economical De Luxe touring model is outstanding in the 250 class. Fitted as standard with totally enclosed rear chain its attractive finish and smooth riding make the Crusader 250 popular with all motorcyclists. Comprehensive equipment and petrol consumption figures of over 100 m.p.g. produce a machine that will give complete satisfaction.

Bullet 350 and 500



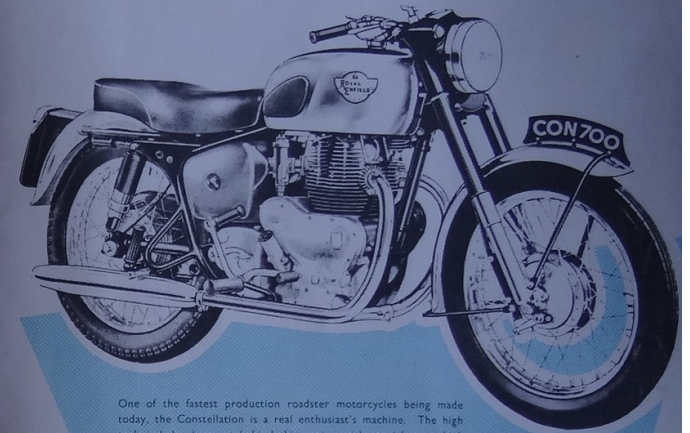
These two well established models have high efficiency engines with sports cams, large bore carburetters and inlet ports, etc. The 500 c.c. model has the new and redesigned cylinder head with downdraught carburettor and larger inlet valve. Large capacity chromium plated petrol tanks and chromium plated mudguards make the two Bullets handsome fast road machines, which any owner may be proud to possess.

Super Meteor



The premier machine in the "Big Twin" class. The engine characteristics of the Super Meteor with very high torque at relatively low engine speed and a maximum output of 40 b.h.p. at 5,500 r.p.m., make it ideal for heavy duty and sidecar work. In solo form it has flashing acceleration up to a maximum speed, in the region of 100 m.p.h.

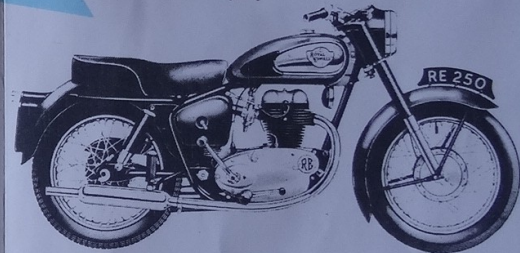
Constellation



One of the fastest production roadster motorcycles being made today, the Constellation is a real enthusiast's machine. The high technical development behind this engine with special cams, high compression pistons, machined induction tracts, special valves, valve springs, etc., give a maximum b.h.p. of 51 at 6,250 r.p.m. and a maximum speed of approximately 115 m.p.h. For the 1960 season the Constellation will have twin carburetters which give improved power particularly at the lower end and middle of the speed range. The clutch has been modified and a new type engine head steady together with the fitting of lighter pistons has added to the smooth running of this powerful machine.



250 Clipper



The 250 Clipper, basically similar to the Crusader, has the same high standard of safety and stability which are the result of the low seating position and 17" wheels. Exceptional economy in running and low initial cost make the 250 Clipper an outstanding utility machine.

Royal Enfield

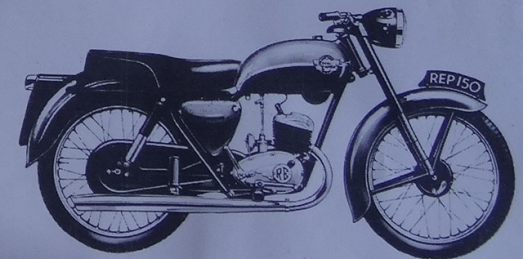
Crusader Sports



The most striking 250 available today. An output of 17 b.h.p. and a maximum speed of 80 m.p.h. puts this machine in the forefront of sporting motorcycles. The engine is fitted with a light alloy cylinder head, large inlet valve, special two-rate valve springs, light alloy spring collars and push rods, special racing cams and high compression piston. The massive crankshaft carried on large diameter ball and roller bearings, and the short, very stiff, connecting rod form a sound foundation for the high revolutions and power output. A handsome tank and plated mudguards give the Crusader "Sports" an appearance that makes everyone stop and look.

Prince

This popular lightweight has a frame incorporating swinging arm rear suspension, with hydraulically damped spring units. A deeply balanced rear mudguard and rear chain cover keep rider and passenger clean. With the striking new finish the Prince is a most attractive machine giving excellent performance with economy.



Royal Enfield MOTOR CYCLES

Prices of 1959 Models

MODEL	Retail Price			Purchase Tax			Total		
	£	s.	d.	£	s.	d.	£	s.	d.
"Ensign III" 148 c.c. Two stroke ...	92	17	6	22	19	9	115	17	3
"Prince" 148 c.c. Two stroke ...	97	7	11	24	2	1	121	10	0
"250 Clipper" 248 c.c. O.H.V. ...	144	5	4	35	14	2	179	19	6
"Crusader" 248 c.c. O.H.V. ...	164	6	7	40	13	5	205	0	0
"Crusader Sports" 248 c.c. O.H.V. ...	168	6	9	41	13	3	210	0	0
"350 Clipper" 346 c.c. O.H.V. ...	160	5	0	39	13	3	199	18	3
"350 Bullet" 346 c.c. O.H.V. ...	188	7	6	46	12	6	235	0	0
Trials "Works Replica" 346 c.c. O.H.V. ...	194	7	9	48	2	3	242	10	0
"500 Bullet" 499 c.c. O.H.V. ...	196	7	10	48	12	2	245	0	0
"Meteor Minor Standard" 496 c.c. O.H.V. ...	200	0	0	49	10	0	249	10	0
"Meteor Minor de Luxe" 496 c.c. O.H.V. ...	216	8	8	53	11	4	270	0	0
"Super Meteor" Solo or Sidecar 692 c.c. O.H.V. ...	220	8	10	54	11	2	275	0	0
"Constellation" 692 c.c. O.H.V. ...	236	9	6	58	10	6	295	0	0

EXTRA EQUIPMENT

(Prices when supplied as original equipment on new machines)

	£	s.	d.	£	s.	d.	£	s.	d.
Legshields—All models ...	3	10	0	*			3	10	0
"Airflow" Ensign III ...	18	0	8	4	9	4	22	10	0
"Airflow" Prince ...	19	4	9	4	15	3	24	0	0
"Airflow" all 4-stroke models ...	20	0	10	4	19	2	25	0	0
Pannier Set 4-stroke models ...	7	10	0	1	17	1	9	7	1
Air Cleaner "250 Clipper" ...	16	10		4	2		1	1	0
Air Cleaner "350 Clipper" and "Meteor Minor Standard" ...	1	7	3	6	9		1	14	0
Prop Stand "250 Clipper," "Crusader," "350 Clipper" and "Meteor Minor Standard" ...	1	10	0	7	5		1	17	5
Total rear chain enclosure on all 4-stroke Models except "350 Clipper," "Crusader" and "Meteor Minor de Luxe" ...	4	0	2	19	10		5	0	0

*Tax Free—Supplied separately.

Ref. 694/10M./1058.

