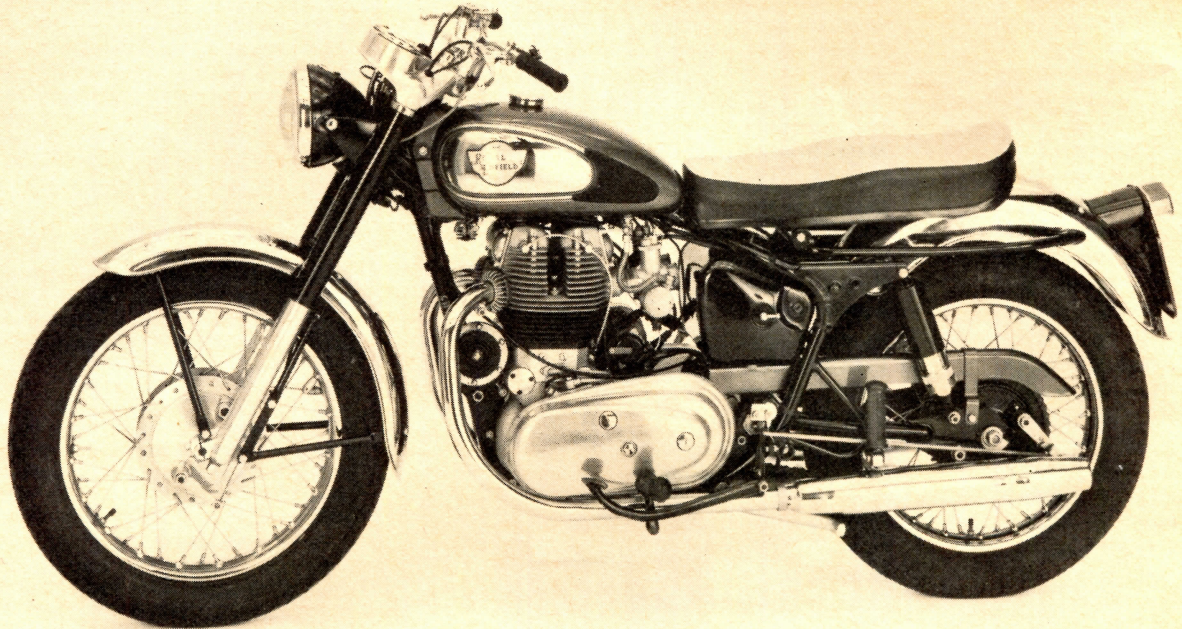


Royal Enfield

1964

750cc TT INTERCEPTOR



CYCLE WORLD ROAD TESTED AT 120.5 MPH

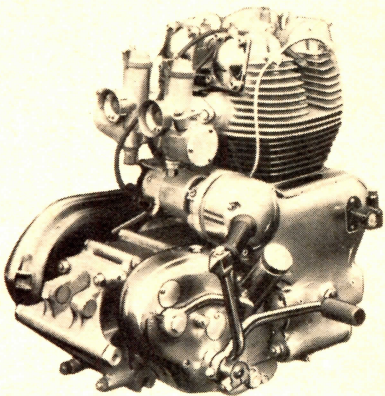
The Most Powerful and Fastest Motorcycle for the Road

- ★ Strong, smooth, quiet Engine specially designed as a 750 c.c. for the American rider.
- ★ The long 93 mm. stroke, gives the Interceptor tremendous torque and acceleration at all speeds.
- ★ Speed of up to 120 m.p.h.—Proven by "Cycle World" Road Tests.
- ★ The T.T. Interceptor has done 100 m.p.h. in the quarter mile drags.

- ★ 57" wheelbase plus proper balance: gives firm, steady handling, at high speed.
- ★ The most comfortable riding motorcycle for both rider and passenger.
- ★ Exclusive neutral finder.
- ★ Lavishly finished with Chrome and Polished Alloy; painted in brilliant metallic Candy Apple Red or Hi-Fi Blue.

NEW FEATURES FOR 1964

Magneto with automatic advance and retard. Separate Alloy Cylinder Heads, mounting two $1\frac{3}{16}$ " Monobloc Carburetors with two float bowls. Two fuel taps. Easy-release clutch with 20% more clutch lining area. Highly polished Alloy Fork Crown, mounting Tachometer and Speedometer. New styled dual seat. New headlight mountings.



ALL-NEW 750cc ENGINE

Built From the Bottom Up As a 750

3 Years of Development

STRONG — SMOOTH — QUIET ENGINE

- ★ 71mm Bore by 93mm Stroke
- ★ Main Bearings: 3-11/32" Dia.
- ★ Two 1-3/16" Carburetors
- ★ New Type Heavier Clutch
- ★ Gear Ratio of 4.44 to 1
- ★ High Speed with Low RPM
- ★ New Heavy Crankcases
- ★ New Type Crankshaft
- ★ New Big Cylinder Barrels
- ★ New Alloy Cylinder Heads
- ★ New Rear Engine Mount
- ★ New Primary Case

Thrill to the powerful acceleration, effortless high speed cruising, supreme stability, and luxurious riding comfort

45 cu. in.

750 C.C.
Interceptor

EXCERPTS FROM
MOTORCYCLIST Magazine

Engine Type	4 cycle OHV vertical twin
Bore and Stroke	71 mm x 93 mm
Displacement	44.9 cu in
Cylinder Head	Separate light alloy
Cylinders	Separate large finned iron
Compression Ratio	8.5-1
Carburation	Two 1 $\frac{3}{16}$ " Monobloc carbs with two float bowls
Ignition	Magneto with automatic advance
Valve Sizes	Inlet 1 $\frac{1}{8}$ " Ex. 1 $\frac{3}{8}$ "
Main Bearings	3 $\frac{1}{2}$ " diameter
Crankshaft	One piece Nodular Iron
Connecting Rods	Aluminium alloy K-16 bolts
Fuel Capacity	3 galls
Oil Capacity	5 pints
Oil System	Pressure dry-sump
Fork Crown	Polished alloy
Speedometer	125 M.P.H.
Tachometer	8 000 R.P.M.
Front Forks	Oil damped telescopic
Rear Suspension	Swing arm with Girdlings
Tyre Size, Front	Gold Seal K70 3-50-19
Tyre Size, Rear	Gold Seal K70 4-00-18
Top Speed	Up to 120 M.P.H. "Cycle World" Road Test
Clutch	20% More plate area; Multi-disc
Gear Ratio	4th gear—4.44 to 1
Wheel Base	57 inches
Saddle Height	31.5 inches. Seat may be lowered one inch
Ground Clearance	6 inches
Weight	414 lbs.
Wheel Hubs	Light alloy full-width
Front Brake	7 inch dia. 1 $\frac{1}{2}$ inch width
Rear Brake	7 inch diameter
Exhaust	2 pipes and 2 mufflers
Headlights	7 inch quick detachable
Sport Fenders	Chrome plated

World's Most Beautiful Sports Motorcycle.

DISTRIBUTORS

COOPER MOTORS, 5832 S. Broadway, Los Angeles • JOE SCHOTTHOEFER, 1983 E. 8 Mile Road, Warren, Mich. • SHILLINGFORD & SON, 1635 W. Hunting Park Phila • SAM AVELLINO, 240 Harris St., Revere, Mass.

RUSSELL D. ADAMS SERVICE
403 1st Ave. E. Dial PY 2-3642
NEWTON, IOWA
CUSHMAN - LAMERETTA - INDIAN
MOTORCYCLES - SCOOTERS - BICYCLES

WITH THE current trend leaning toward larger capacity vertical twins, Royal Enfield were among the first to take the wraps off of their all-new 750cc model, cataloged as the "Intertceptor."

The long 93 mm stroke, means that the Enfield 750cc is a "stroker," with nearly a half inch longer stroke than most 650cc twins.

This long stroke gives the Intertceptor tremendous torque, for extremely fast acceleration from any speed and the ability to pull a very high gear smoothly down the road at speeds from 30 miles per hour to over 100.

As might be expected, acceleration was **downright fierce!** With a bore and stroke of 71 by 93mm, there was all kinds of torque at all speeds. No need to backshift this one when wanting to pass traffic from cruising speeds. Just crank 'er on! This 45-incher was supposedly designed to cruise **all day** with two up at 75 to 80 mph. Not being in Texas, we didn't have a chance to verify this, but with its claimed 58 horsepower, plus our four-day sample ride, it should do that without any strain. And with a comfortable dual-seat, neither rider nor passenger should suffer any undue comfort.

Getting back to that acceleration for a moment, all of the four gears seemed evenly spaced and appeared perfectly matched for the engine's output. One nice feature employed by Enfield for many years, is a neutral finder lever alongside the gearbox. The rider merely depresses this with his heel and automatically finds himself in neutral.

In conclusion, here's a robust and rapid roadster, equally at home on or off the road. Here's one that'll leave nothing to be desired in the way of performance.

ROYAL ENFIELD RECORDS

RON O'BRIEN - 750cc - 1964 INTERCEPTOR
107.13 MPH 1/4 MILE DRAGS, E.T. 12.87 FONTANA
DEL SHOEMAKER - 700cc - NO STREAMLINING
136.5 MPH 1/4 MILE DRAGS, E.T. 10.85 FONTANA
JIMMIE ENZ - 700cc - NO STREAMLINING
153 MPH AT BONNEVILLE

**ASCOT SPEEDWAY RECORDS HELD BY
ROYAL ENFIELD RIDERS JAN. 1, 1964.**

EXPERT-CLASS RECORDS 4 OUT OF 5

1-LAP	ELLIOTT SCHULTZ	ENFIELD
3-LAP TROPHY DASH	ELLIOTT SCHULTZ	ENFIELD
5-LAP	ELLIOTT SCHULTZ	ENFIELD
15-LAP	ELLIOTT SCHULTZ	ENFIELD

ALL AMATEUR-CLASS RECORDS

1-LAP	ELLIOTT SCHULTZ	ENFIELD
5-LAP	GUY LOUIS	ENFIELD
10-LAP	GUY LOUIS	ENFIELD
15-LAP	ELLIOTT SCHULTZ	ENFIELD

THESE ENFIELDS TUNED BY SHELL MOTORS

ELLIOTT SCHULTZ

WINS ASCOT SPEEDWAY

**EXPERT Main & Trophy Dash
3 Weeks in a Row**