

1925
Royal Enfield
Sales Catalogue

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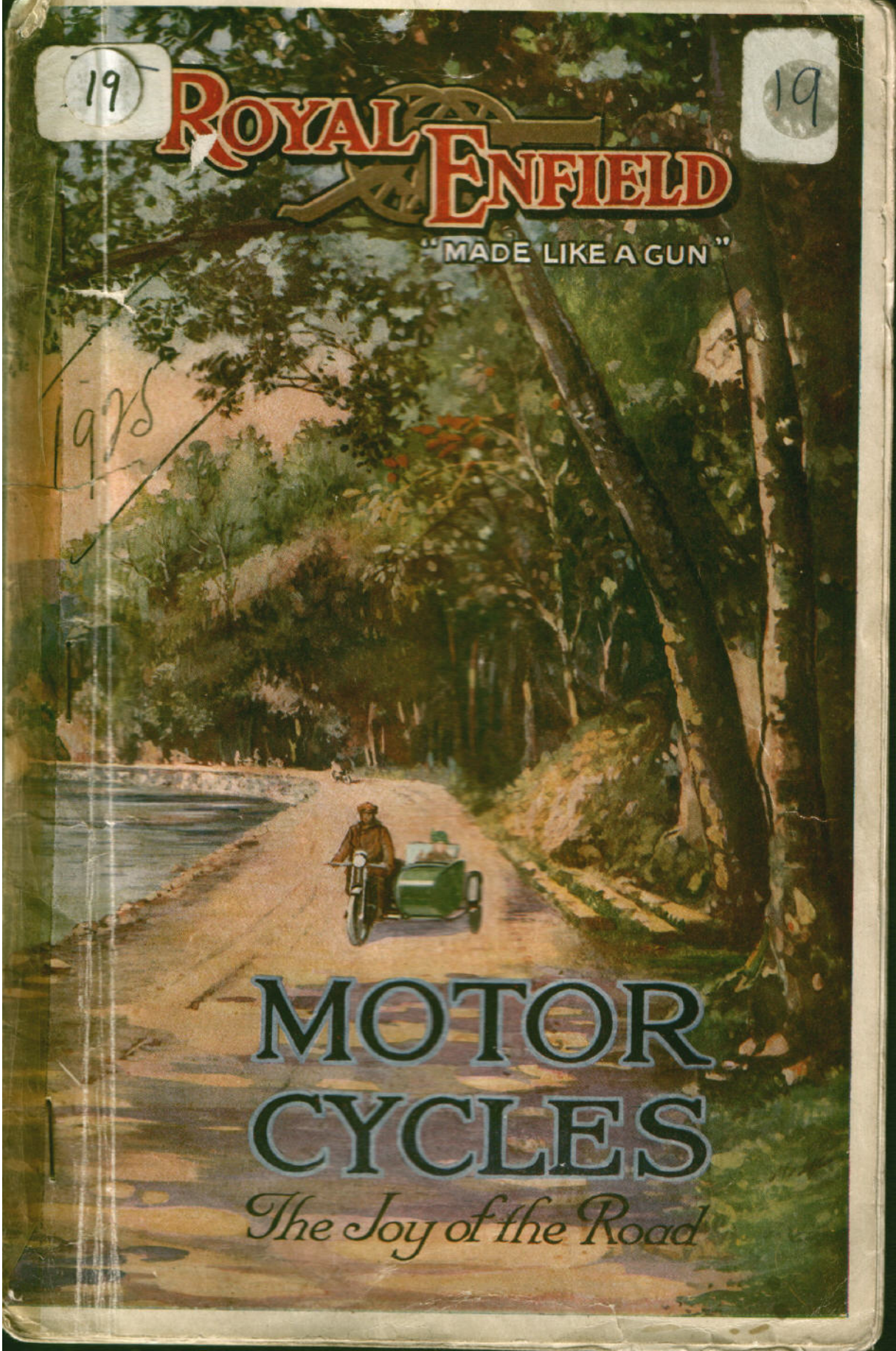
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ROYAL ENFIELD

"MADE LIKE A GUN"

1925



MOTOR CYCLES

The Joy of the Road

ROYAL ENFIELD



MOTOR CYCLES
for 1925

*A model for every motor cyclist
A price to suit every pocket*

THE ENFIELD CYCLE CO. LTD.
HEAD OFFICE & WORKS - REDDITCH

Telephone - 121, 122 and 123 Redditch
Telegrams - "Cycles, Redditch"

LONDON OFFICE & SHOWROOMS

48, HOLBORN VIADUCT, E.C. 1

Telephone - 5822 and 5823 Holborn
Telegrams - "Jigger, Cent., London"

BIRMINGHAM OFFICE & SHOWROOMS

274A, BROAD STREET

Telephone - 3532 Midland

Contractors to H.M. Government, the French and Belgian Governments,
and the former Russian Imperial Military Authorities



ROYAL ENFIELD WORKS

ALL Royal Enfield Motor Cycles are manufactured in the large and up-to-date Works at Redditch. The roomy and well-lighted shops contain the most modern machinery, and are arranged to expedite production. All orders, however large, can accordingly be dealt with without delay. The very best quality materials only are used, and all parts to be enamelled are treated by the Coslett Rustproof process, while those to be nickel plated are first highly polished.



AGENTS

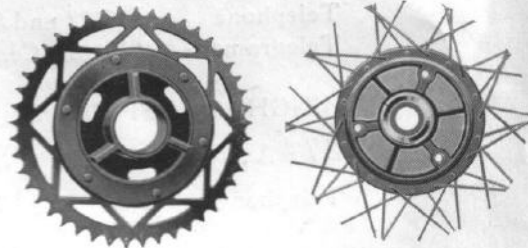
Throughout Great Britain and Ireland, and in all parts of the world, accredited Royal Enfield Agents are to be found. We place our representation in the hands of experienced men, who will gladly give advice to potential buyers. We shall be pleased to furnish prospective purchasers with the name and address of the nearest Royal Enfield Agent.

PATENT CUSH DRIVE HUB

The Royal Enfield Patent Cush Drive Hub, which is fitted in the rear wheel of all Royal Enfield Motor Cycles, takes up the drive from the countershaft with great flexibility and smoothness. It minimises any tendency to "snatching" or harshness which some chain drives possess.

The wonderful efficiency of this cush drive hub will be readily understood when we say that we are supplying large quantities of similar hubs to other manufacturers.

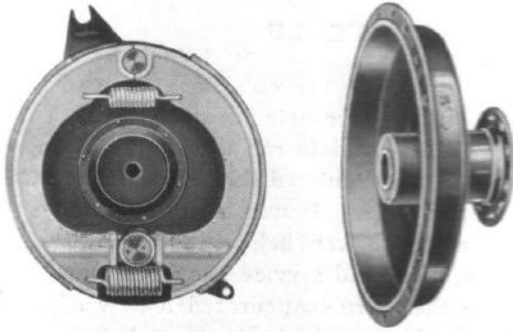
The accompanying illustration shows the inside of the driving sprocket and the outside of the hub. The driving end of the hub is provided with three metal vanes, and the inside of the sprocket is similarly fitted. At each side of the metal vanes in the hub is placed a block of solid rubber. When in position the rubber blocks act as buffers between the vanes.



ROYAL ENFIELD

INTERNAL EXPANDING BRAKES

An innovation on various models is the provision of **internal expanding brakes**. These brakes are strongly made and thoroughly efficient. They are smooth in operation, but very powerful. The shoes are lined with die-pressed Ferodo. The brake drums on the 8 h.p. machines are **eight inches in diameter**, and the illustration shows details of one of this type.



Hubs embodying these brakes are being supplied to several other well-known manufacturers.

Our patent Cush Drive

MECHANICAL LUBRICATION

An important feature in both the 8 h.p. and 2½ h.p. engines is the Royal Enfield system of mechanical lubrication. A pump driven by a spiral gear off the timing wheel delivers sufficient oil to the engine for ordinary running conditions. An auxiliary hand-pump is provided for use when it is necessary to supplement the supply from the mechanical pump.

DETACHABLE MUDGUARD AND CARRIER

The Carrier and Rear Mudguard on all Royal Enfield models are made to detach in a few seconds, and give easy access to the rear tyre and wheel. To lift the guard clear, slacken the nuts A on either side of the back fork plate, tap the carrier sharply upward, and the prongs B will lift out of the sockets C. The Carrier, Mudguard and Saddle can then be hinged forward over the tank through the medium of the pin fastening the front of the saddle to the top tube of the cycle.



Where the Terry Saddle is fitted, the carrier lifts quite clear, instead of being hinged forward.



ROYAL ENFIELD GRADUAL PAYMENT PLAN

SIMPLICITY ITSELF

FOR some considerable time prior to the commencement of last season our mail reflected an ever-increasing demand for ROYAL ENFIELD MOTOR CYCLES on deferred terms, and almost without exception our correspondents stipulated that they wanted the arrangement to be **only** with ourselves. It was not difficult to see their reason. They wanted the actual makers behind the arrangement, so that the Enfield reputation and Enfield service should be part and parcel of the transaction. We therefore inaugurated a new department (registered as Enfield Cycle (Gradual Payments) Ltd., for convenience), especially to provide facilities for those who desire to purchase their ROYAL ENFIELD out of income. This plan has been a huge success, and we are, therefore, continuing the arrangement for this year.

Briefly, our offer is this—you can obtain any Royal Enfield Model, delivered to the nearest railway station, equipped with suitable Lucas accessories, insured for one year with the London Assurance, for a deposit of one-quarter of the total list price; the balance, plus five per cent. only, being spread over twelve months, with a rebate *pro rata* to the amount of interest charged if the account is paid earlier. Insurance is, of course, essential for our mutual protection.

ALL YOU HAVE TO DO:—

Decide on the Model and Accessories you require.

Obtain two letters of reference from friends or relatives and send them with your application. There is no need for your friends to know the details; they need only say how long they have known you and that you are a trustworthy and reliable person.

If you are under 21 years of age, or if you are not a householder, obtain the signature of someone who is willing to act in the capacity of a guarantor for you.

State clearly what your requirements are and fill in the details called for on page 6, including names and addresses where indicated. Tear out the page and send it, together with deposit and reference letters (registered if containing notes) to the address given.

DELIVERY,—Everything being satisfactory your machine will be put on rail within ten days.



GRADUAL PAYMENT APPLICATION FORM

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DEAR SIRs,

I desire a ROYAL ENFIELD MOTOR CYCLE and ACCESSORIES as detailed overleaf in accordance with the terms you offer. I enclose a deposit of £....., and I will pay the appropriate payments at their due date. I understand you will embody these figures in an agreement and send this to me for my approval and signature. If I do not desire to complete the transaction you will return my deposit in full.

Yours faithfully,

Send this form when completed to:—

**The Enfield Cycle Co., Ltd. (Dept. J.),
48, Holborn Viaduct, London, E.C. 1.**

All remittances payable to Enfield Cycle (Gradual Payments) Ltd.

ACCESSORIES

The following Accessories only can be included above:—

ANY MODEL.—Covey Speedometer, **£4 5 0**; Electric Lighting, Legshields, Hood, Windscreen and Side Curtains at Catalogue prices.

MODELS 200, 201, 201a, 202.—

Lucas No. 331 Head Light and Generator	- -	£1 5 6
Lucas No. 344 Rear Light and Generator	- -	13 0
Lucas No. 63 E.B. Bulb Horn	- -	10 6

MODELS 350, 351, 352.—

Lucas No. 342 Head Light and Generator	- -	1 12 6
Lucas No. 344 Rear Light and Generator	- -	13 0
Lucas No. 63 E.B. Bulb Horn	- -	10 6

MODELS 180, 182, 185.—

Lucas No. 462 Head Lamp and Generator	- -	3 3 0
Lucas No. 354 Sidecar Lamp and Generator	- -	1 2 6
Lucas No. 344 Rear Light and Generator	- -	13 0
Lucas No. 60 E.B. Bulb Horn	- -	15 6

INSURANCE

A London Assurance Comprehensive Tariff Policy costs:—

£3 15 0	for Models 200, 201, 201a, 202, 350.
£3 16 0	for Model 351.
£3 18 0	for Model 350 with Sidecar.
£4 0 0	for Model 352.
£7 15 0	for Model 182 Solo.
£7 18 0	for Model 180 Combination.
£7 19 0	for Model 182 Combination.
£8 1 0	for Model 190 Combination.
£8 2 0	for Model 192 Combination.
£9 0 0	approximately for Country. and £10 7 0 for London, for Model 185.



Applicant's Name and Address

(Block Letters please)

.....
.....
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.....

Occupation

Are you a householder ?.....

Guarantor's Name and Address

(If necessary, that is, if you are under 21 years of age or are not a householder)

.....
.....
.....
.....

Occupation

Are you a householder ?.....

References' Names and Addresses:

(Their letters should accompany this form to save delay)

(1)..... (2).....
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Machine Required Model.....Enfield

Accessories :

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Specially note I require:—

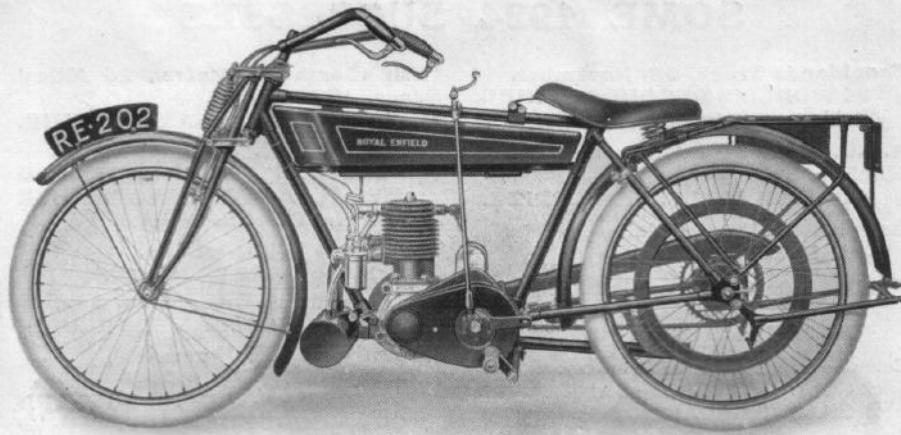
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SOME 1924 SUCCESSES

- Brooklands Track, 5th November.**
24 WORLD'S RECORDS GAINED
(subject to confirmation).
- A.C.U. 1,000 Miles' Standard Stock Machine Trial.**
4 GOLD MEDALS. TEAM PRIZE.
- Scottish Six Days' Trial.**
3 SILVER CUPS.
- Dublin Ramblers' Trial, 25rd Feb.**
TRIM CUP, GOLD MEDAL AND SPECIAL SIDECAR PRIZE.
- Colmore Cup Trial, 25rd February.**
2 GOLD CENTRE MEDALS.
1 SILVER MEDAL.
- Montserrat (Spain) Hill Climb, 24th February.**
FIRST IN 350 c.c. CLASS.
- Leinster Club Trial, 1st March.**
GOLD MEDAL.
- Mellano Cup Trial, 8th March.**
SILVER MEDAL.
- Victory Cup Trial, 15th March.**
1 GOLD MEDAL. 1 SILVER MEDAL.
- Dublin and District M.C.C. Trial, 17th March.**
REPLICA OF CUP. SHARE OF TEAM PRIZE.
- U.S.A. Cup Trial, 22nd March.**
2 GOLD CENTRE MEDALS.
2 SILVER MEDALS. TEAM PRIZE.
- Essex Club Hill Climb, 29th March.**
6 FIRSTS ON TIME AND FORMULA.
- Dublin University Speed Trial, 29th March.**
FIRST IN 600 c.c. CLASS. SECOND IN UNLIMITED c.c. CLASS.
- Bradford Club Hill Climb, 6th April.**
SLATER GOLD MEDAL.
- Agg M.C.C. Reliability Trial, 7th April.**
GOLD MEDAL.
- Leinster Two-Days' Trial, 19th-20th April.**
CARVILL CUP. 2 GOLD MEDALS
- North Staffs. Trial, 21st April.**
PRESIDENT'S CUP AND GOLD MEDAL.
- Dublin University Speed Trials, 3rd May.**
2 FIRSTS IN TEN MILES' SCRATCH RACES.
- Agg M.C.C. Hill Climb, 10th May.**
FIRST IN 250 c.c. CLASS.
- Irish (Southern Centre), 25 Miles' Races, 17th May.**
FIRST IN 350 c.c. CHAMPIONSHIP.
- Redditch M.C.C. Trial, 24th May.**
PRESIDENT'S CUP AND GOLD MEDAL, BEST PERFORMANCE 350 c.c. CLASS.
- Taylor Cup Trial, 1st June.**
MOTOR TRADERS' CUP.
- London-Edinburg's Trial, 6th-7th June.**
2 GOLD MEDALS.
- Jydsk Grand Prix (Denmark), 7th-9th June.**
SANDEMAN CUP. JUTLAND CUP. GOODYEAR CUP.
- Redditch Speed Trial, 14th June.**
6 FIRSTS ON TIME. 5 FIRSTS ON FORMULA. FASTEST TIME OF DAY, SOLO AND SIDECAR.
- Goldthorpe Colonial Trial, 29th July.**
GOLD MEDAL.
- Land's End—John-o'-Groats, 8th-11th July.**
SILVER CUP.
- Redditch Half-Day Trial, 12th July.**
BEST PERFORMANCE 250 c.c. AND 350 c.c. CLASSES.
- Bath & West Club Hill Climb, 12th July.**
2 FIRSTS ON TIME.
- Dublin University M.C.C. Trial, 26th July.**
SILVER CUP.
- Dublin & District M.C.C. Two-Days' Trial, 2nd-4th August.**
FIRST CLASS AWARD.
- Leinster Hundred Miles' Road Race, 25rd August.**
FIRST—on 350 c.c. Machine.
- Redditch Speed Trial, 25rd August.**
5 FIRSTS. FASTEST TIME OF THE DAY.
- Dublin & District M.C.C., 30th August.**
FASTEST TIME OF THE DAY.
- Irish Championships, 20th Sept.**
FIRST IN 100 MILES' (350 c.c.) CHAMPIONSHIP.
- Ulster M.C.C. Trial, 11th October.**
RUDGE-WHITWORTH CUP.
- Leinster M.C.C. Trial, 11th October.**
2 MINIATURE CUPS.
- Essex M.C. Hill Climb, 18th October.**
4 FIRSTS.
- Dublin & District M.C.C. Autumn Trial, 25th October.**
GOLD MEDAL.

ROYAL ENFIELD



2¼ h.p. TWO-STROKE LIGHTWEIGHT

MODEL 202

Fitted with Enfield Patent Gear, Cush Drive Hub and Chain Transmission

SPECIFICATION

Engine.—Royal Enfield Two-stroke; bore and stroke, 64 × 70 m/m. (225 c.c.)

Lubrication.—Oil mixed with petrol.

Ignition.—High tension Magneto.

Carburetter.—Latest type.

Gear.—Royal Enfield Patent; Direct drive on each gear.

Transmission.—Roller Chains throughout; Cush Drive in rear hub.

Frame.—Low and comfortable riding position; Adjustable Footrests; Royal Enfield Front Forks.

Brakes.—Powerful Rear Brake, operated by foot pedal; Handlebar controlled Front Brake.

Tyres.—Dunlop, 24 × 2 in.

Saddle.—Well sprung Saddle.

Tool Bag and Tools.—Complete set of Tools in strong leather bag.

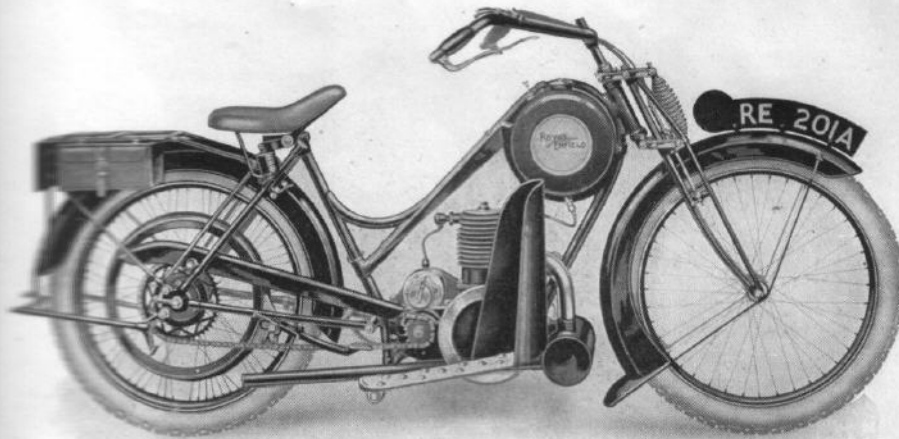
Finish.—Enamelled in Best Black Enamel. Tank lined bronze. Bright parts heavily plated.

Price **£32 10 0** Net Cash

or **£9 1s. 3d.** down and twelve monthly instalments of **£2 7s. 7d.**, including Insurance.

This Machine can be supplied with "Sports" Handlebar if required.

ROYAL ENFIELD



2½ h.p. TWO-STROKE LIGHTWEIGHT

OPEN FRAME MODEL 201 A

(SUITABLE FOR LADY OR GENTLEMAN)

Fitted with Enfield Patent Foot-operated Gear, Cush Drive Hub, Chain Transmission and Kickstarter.

SPECIFICATION

Engine.—Royal Enfield Two-stroke; bore and stroke, 64 × 70 m/m.; capacity, 225 c.c.

Lubrication.—Oil mixed with petrol.

Ignition.—High tension Magneto.

Carburettor.—Special two-lever type.

Gear.—Royal Enfield Patent; expanding clutch type. Direct drive on each gear. Kickstarter.

Transmission.—Roller Chains; Patent Cush Drive in rear hub.

Frame.—Low and comfortable riding position. Aluminium Footboards and protective Legshields. Royal Enfield Front Forks.

Tank.—New shape Tank of pleasing design; Combined Filler Cap and Oil Measure.

Handlebar.—Registered design; concealed cables.

Brakes.—Powerful Rear Wheel Brake, operated by foot pedal. Inverted Lever Front Brake.

Tyres.—Dunlop, 24 × 2½ in.

Carrier.—Detachable Carrier. By unfastening two nuts, the Carrier and Rear Mudguard are lifted clear of the back wheel and tyre.

Tool Bag.—Strong Leather, containing a complete set of Tools.

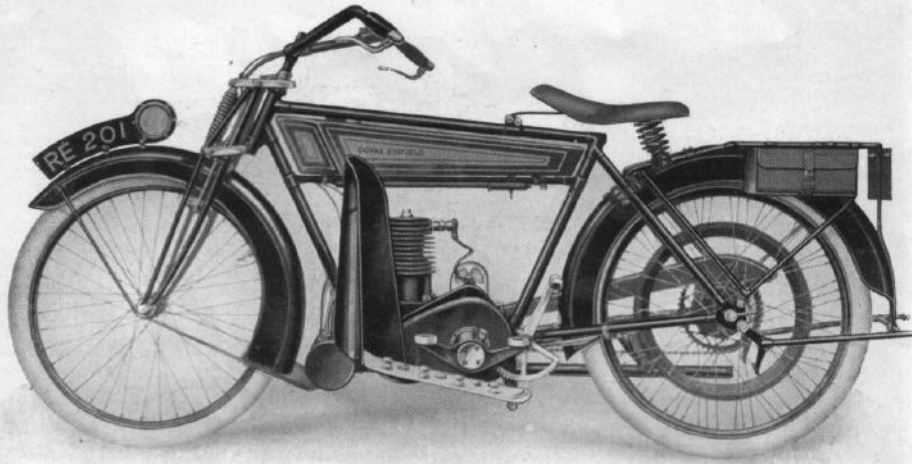
Finish.—Enamelled in Best Black Enamel. Tank artistically panelled and lined. Bright parts heavily plated.

Price **£36** Net Cash

or **£9 18s. 9d.** down and twelve monthly instalments of **£2 12s. 2d.**, including Insurance.

This model can be supplied fitted with Electric Lighting Set at an extra charge of £8.

ROYAL ENFIELD



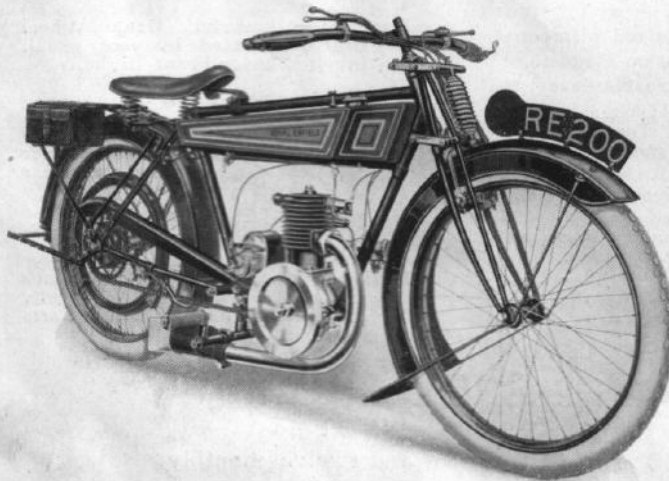
**2 $\frac{1}{4}$ h.p. TWO-STROKE LIGHTWEIGHT
MODEL 201**

Similar in specification to Model 201A, but
having ordinary type of frame and tank.

Price **£35** Net Cash

or **£9 13s. 9d.** down and twelve monthly instalments of **£2 10s. 10d.**,
including Insurance.

*These machines can be supplied with Electric
Lighting Set at an extra charge of £8.*



MODEL 200

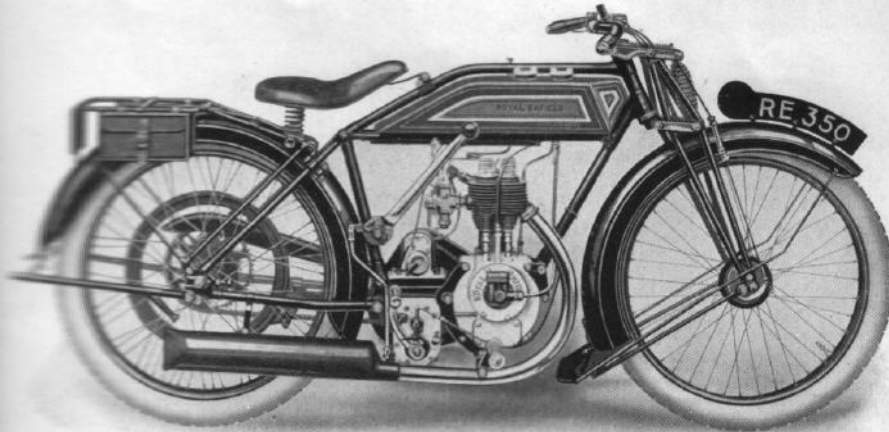
A "Sports"
Two-stroke,
having semi-
T.T. handle-
bars, adjust-
able footrests,
variable
ignition, and
"Senspray"
carburetter.



Price **£35** Net Cash

or **£9 13s. 9d.** down and twelve monthly Instalments of **£2 10s. 10d.**,
including Insurance.

ROYAL ENFIELD



2 $\frac{3}{4}$ h.p. STANDARD MODEL 350

Fitted with Sturmey-Archer Three-speed Gear, Enfield Cush Drive Hub, Chain Transmission, and Kickstarter.

SPECIFICATION

Engine.—2 $\frac{3}{4}$ h.p. (346 c.c.) Single Cylinder, bore and stroke 70×90 m.m. Aluminium Alloy Piston.

Lubrication.—Automatic Mechanical Pump and Auxiliary Hand Pump.

Ignition.—High Tension Magneto.

Carburettor.—Two-lever type.

Gear.—Sturmey-Archer Three-speed, Handlebar-controlled Clutch, and Kickstarter.

Transmission.—Roller Chains; Cush Drive in Rear Hub.

Frame.—Low saddle position; adjustable Footrests; Royal Enfield Front Forks.

Brakes.—Foot-operated Rear Brake, Internal Expanding Front Brake.

Handlebar.—Semi-T.T.

Tyres.—Dunlop 26 × 2 $\frac{1}{4}$ in.

Stands.—Front and Rear.

Tools.—Complete set in two pannier bags on carrier.

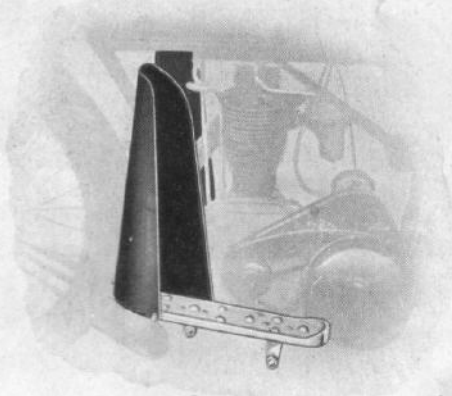
Finish.—Best quality Black Enamel. Tank panelled and lined, bright parts heavily plated.

Price **£47** Net Cash

or **£12 13s. 9d.** down, and twelve monthly instalments of **£3 6s. 8d.**, including Insurance.

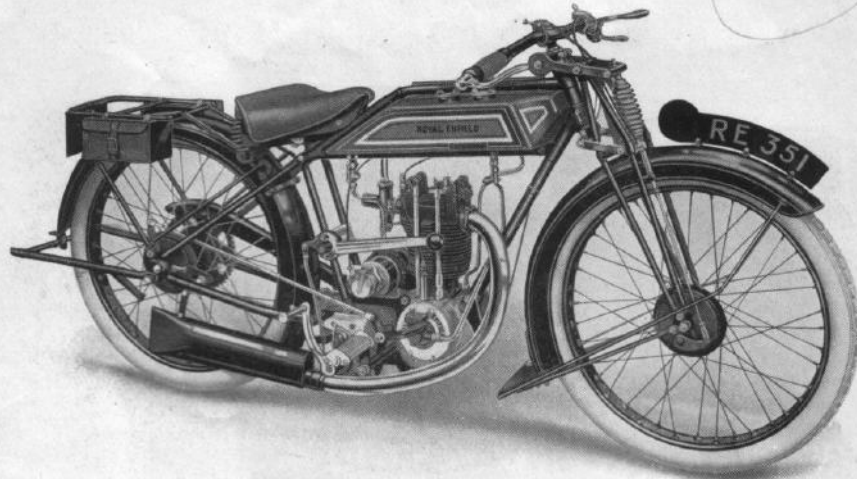
Electric Lighting Set, £8 extra.

TOURING handlebars, aluminium footboards with rubber studs, and legshields can be fitted to a new machine if desired. The footboard and legshield assembly is illustrated. An extra charge of **£1** is made for these fitments.



Second Alternative

ROYAL ENFIELD



2 $\frac{3}{4}$ h.p. O.H.V. SPORTS MODEL 351

Fitted with Sturmey-Archer Three-speed Gear, Enfield Cush Drive Hub, Chain Transmission and Kickstarter.

SPECIFICATION

Engine.—O.H.V., 2 $\frac{1}{4}$ h.p. (346 c.c.) single cylinder; bore and stroke 70 x 90 m/m, aluminium alloy piston.

Lubrication.—Automatic Mechanical Pump and Auxiliary Hand Pump.

Ignition.—High tension Magneto.

Carburettor.—Racing type.

Gear.—Sturmey-Archer 3-speed (close ratio). Handlebar-controlled clutch and Kickstarter.

Transmission.—Roller Chains; Cush Drive in rear hub.

Frame.—Low saddle position; Adjustable Footrests; Royal Enfield Front Forks with steering damper.

Saddle.—Terry patent spring seat.

Brakes.—Internal Expanding, Front and Rear.

Handlebar.—T.T. type, Rubber and Celluloid Grips.

Tyres.—Dunlop 28 x 2 $\frac{1}{2}$ in.

Stands.—Front and Rear.

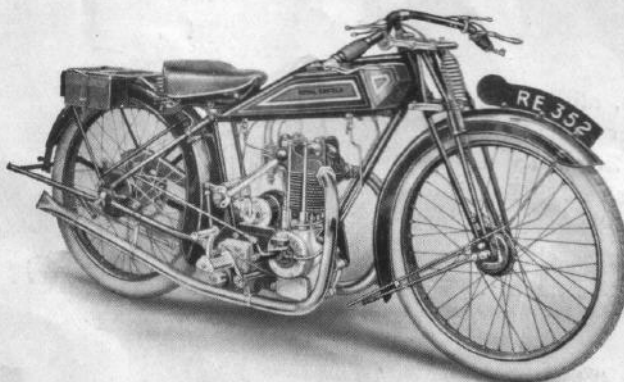
Tools.—Complete Tool Kit in two strong pannier bags on carrier.

Finish.—Best quality Black Enamel. Tank panelled green and gold. Bright parts heavily plated.

Price £55 Net Cash

or **£14 14s. 0d.** down, and twelve monthly instalments of **£3 17s. 3d.**, including insurance. Electric Lighting Set, **£8** extra.

Model 352 is similar to Model 351, but is fitted with Super Sports 344 c.c. double-port engine, two long exhaust pipes having removable tail-pieces, and racing handle bars.



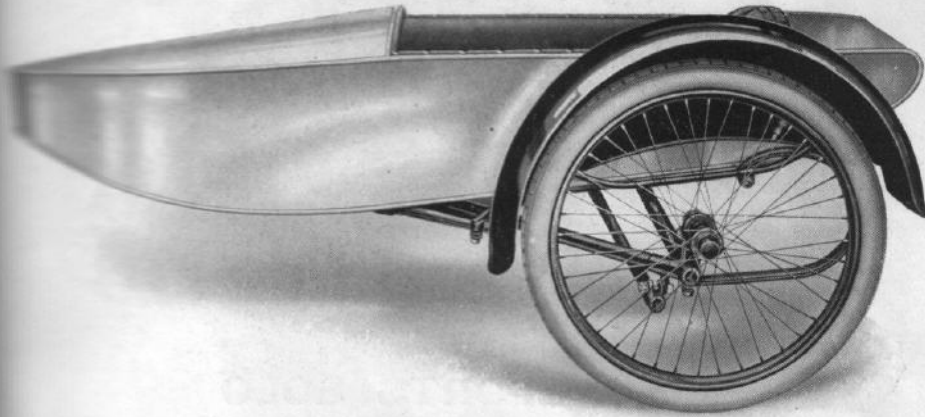
Price £75

Net Cash

or **£19 15s. 0d.** down, and twelve monthly instalments of **£5 3s. 8d.** including Insurance.

ROYAL ENFIELD

SIDECARS FOR 2 $\frac{3}{4}$ h.p. MACHINES

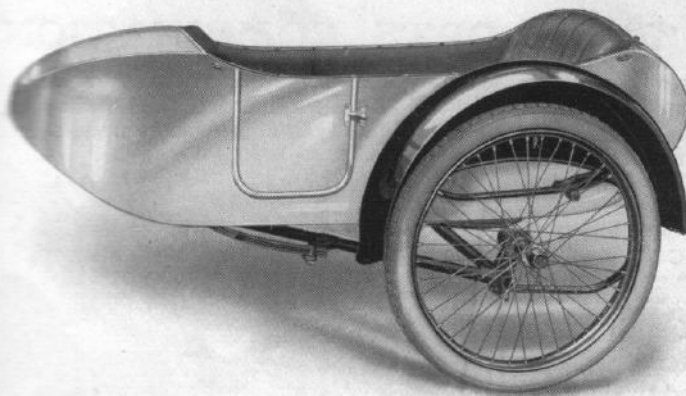


Sporting Model, £13 10 0

Lightweight Sidecars of attractive design can be supplied for use with our 2 $\frac{3}{4}$ h.p. motor cycles. Touring and sporting types of sidecar bodies are illustrated. The chassis is the same for either style of body. It is of light weight but ample strength. The springing is excellent.

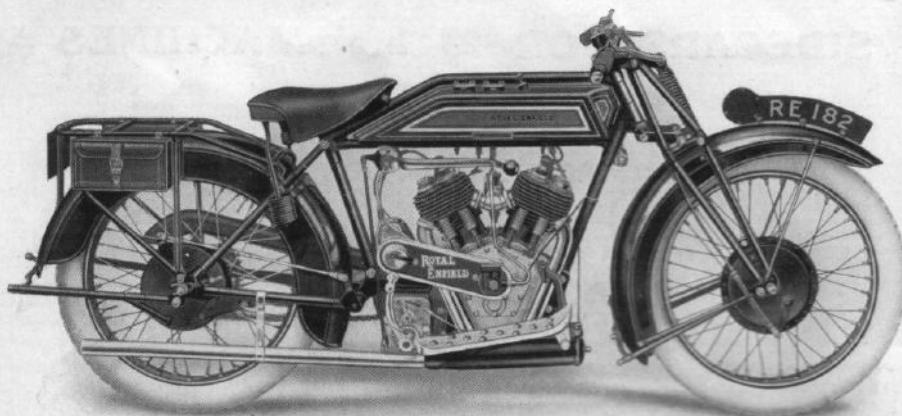
Polished aluminium is used for both types, and the upholstery is of first quality black leather cloth. A cover-all apron is part of the equipment. A wide and efficient mudguard is sprung with the body, and locker accommodation is provided behind the seat.

As will be seen from the photograph, the touring sidecar has a door.



Touring Model, £14 10 0

ROYAL ENFIELD



8 h.p. SPORTS SOLO
MODEL 182

Fitted with Sturmey-Archer Three-speed Gear, Enfield Cush Drive Hub, Chain Transmission, and Kickstarter.

SPECIFICATION

Engine.—Royal Enfield Twin Cylinder; 85.5 × 85 m/m; capacity 976 c.c. Aluminium Alloy Pistons.

Lubrication.—Automatic Mechanical Pump and Auxiliary Hand Pump.

Frame.—Strong and rigid; Enfield Front Forks; detachable Rear Mudguard and Carrier.

Brakes.—Internal Expanding Front and Rear, with 8 in. drums (both foot operated).

Handlebar.—Semi-T.T., rubber and celluloid grips.

Saddle.—Terry Patent Spring Seat.

Tyres.—Dunlop, 700 × 80 m/m.

Stands.—Front and Rear Stands fitted

Tools.—Complete kit in two strong pannier bags.

Finish.—Best Black Enamel; Tank panelled in green and gold. Bright parts heavily plated.

Price **£75** Net Cash

or **£19 15s. 0d.** down and twelve monthly instalments of **£5 3s. 8d.**, including insurance.

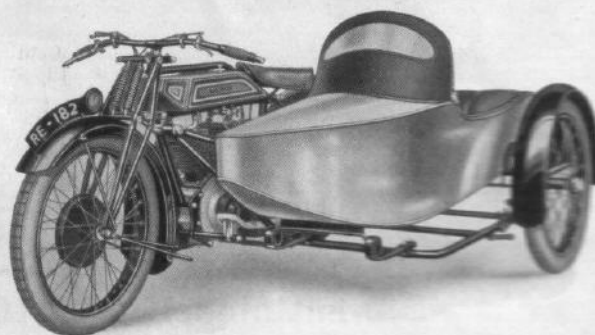
8 h.p. SPORTS COMBINATION

The Motor Cycle described above can be supplied with handsome polished Aluminium Sidecar having a folding windscreen. The chassis is the standard 8 h.p. one. The sidecar body is comfortably upholstered, and locker room is provided behind the seat back.

Price
£95

Net Cash

or **£25 14s. 9d.** down and twelve monthly instalments of **£6 15s. 2d.**, including insurance.





ROYAL ENFIELD 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 sidecar 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 sidecar 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.

ROYAL ENFIELD

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 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 or 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 Sidecar Combinations are sold subject to the further condition that we cannot accept responsibility if used with any sidecars other than the ones 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 sidecar, of whatsoever make or type. The prices and specifications in this list are subject to alteration at any time without previous notice.

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.—1. All machines are sent Carriage Paid to the nearest railway station.

2. Notwithstanding payment of carriage, all goods are to be considered as delivered to the customer when put on rail at Redditch Station, and all orders are accepted and executed upon this understanding.
3. Upon receipt of goods by customer, it is essential that the Railway Company's Delivery Sheet should in all cases be signed "not examined." The goods should then be carefully inspected, and in the event of any damage, notice should at once be sent to the Carriers, and claim made from them.
4. We reserve the right to despatch either by Goods or Passenger Train, but when machines are sent by Goods Train in Crates, the Crates are charged, and half the amount charged is allowed when returned in good condition.
5. Cases and Crates for shipment abroad are 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 communication relating to repairs or sundries:—"Motor Repairs and Sundries Department."

This Guarantee does not apply to the Engines fitted to Models 351 and 352.

