

ROYAL ENFIELD CYCLES

Catalogue With Every Kind of Mount

A FIRM whose catalogues of cycles reach a high pitch of efficiency in their production and lay-out is the Enfield Cycle Company, Ltd., of Redditch, whose catalogue for 1938 contains no fewer than two dozen machines actually manufactured under the transfer of the Royal Enfield company.

Needless to say, it is not all these machines, excellent as they are, that will interest the clubman. The catalogue is divided into six different sections. The first deals with purely roadster machines; the next deals with the "Lightweight Safety" models, which are designed on modern lines with low-built frames, light wheels, forward drop-out fork-ends, curved taper forks, etc.

Lively Touring Mount

These models, the company justifiably claim, combine the liveliness of a sports mount with the comfort of a roadster, whilst the low build, of course, enables the rider's feet to reach the ground with ease. There are several of these models for men and ladies, the least expensive of the former being £5 3s. 6d., whilst the three-speed "Safety" Model is priced at £6 12s. 6d., the cost of the ladies' machines being roughly the same. The "Lightweight Tourer," which as its name im-

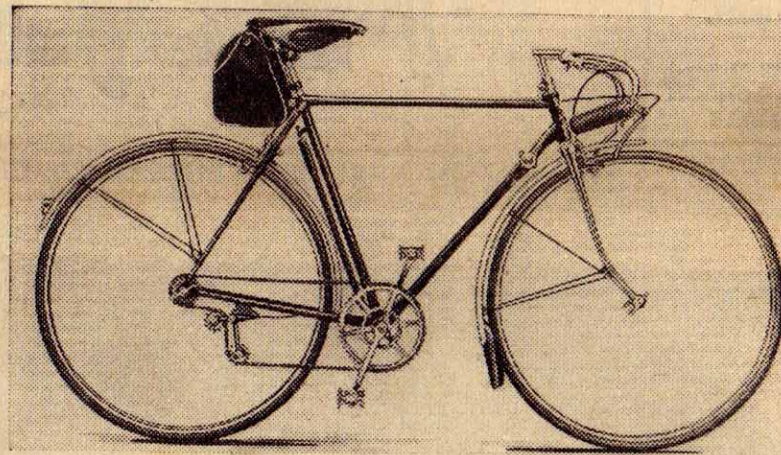
plies, is a special production for the keen but not necessarily speedy tourist, sells at £5 10s., three-speed gear equipment being extra if fitted.

Sports and Racing Machines

The first two sections of the catalogue have now been accounted for, and as the last two deal with juvenile cycles and tradesmen's cycles respectively, it will be seen that it is to sections three and four that the keen clubman will want to give his undivided attention, as these sections contain details of the fine ranges of sports and racing machines and tandems marketed by the company.

The Sports Model "R De Luxe" is, for its price, a production with a remarkably generous specification, selling in its cheapest form at £4 17s. 6d., the ladies' model being £5 5s. This is definitely a good all-rounder machine, but for speedier work the club rider will turn to one of the slightly superior ranges, the "Airlight-3," the Special Sports "Firefly" Model, the "Mayfly" Club Tourer, and last, but very definitely not least in the singles range, the Lightweight Racing "Bullet-3."

The "Airlight-3" has frame of 21 in., steep-angled head, short



The Royal Enfield "Bullet-3," a machine for club-riding and racing, with steep-angled head, short wheelbase, and a generous specification

wheelbase, straight chain-stays, Russ type forks, Endrick rims, racing pedals, calliper brakes, Lauterwasser bends, leather saddle, and Enfield three-speed easy-change gear. It sells at £6 14s. 6d.

The Special Sports "Firefly" has a somewhat similar specification, but with several refinements of equipment. With Enfield easy-change three-speed gear, it costs £7 5s.; but there are several variations in the model, which can also be supplied with Sturmey-Archer "K" three-speed gear, with the famous Sturmey "A.R." hub, or, if desired, without any speed-gear fitment, the cost in the latter case being £5 15s. 6d.

The "Mayfly" Club Tourer is a machine that should please the most fastidious clubman-tourist, with a generous specification, and

selling, complete with Enfield easy-change gear, at £8 8s., although there are again several variations in style and price with this model.

"Piece de Resistance"

The Lightweight Racing "Bullet-3" is definitely the machine for the connoisseur. With frame (22 in.) of chrome molybdenum, it incorporates 74° head, short wheelbase, curved taper forks, special cotterless bottom bracket, special lightweight rims, light racing hubs, Dunlop High-Pressures on 27-in wheels, Brooks's saddle, etc. It seems to embody all refinements that the speedy rider can possibly require, and, with Enfield three-speed gear, costs the exceedingly moderate price (for a thoroughbred) of

£9 7s. 6d. Without speed-gear its price is £8.

Two excellent tandems are illustrated and described, one a clubmen's mount, the other a special lady-back model. The former costs £13 13s. with change-speed gear, the latter £14 14s.

The gent's model has a frame of 21/20½, with low bottom bracket. Wheels are 26 in. by 1½ in., with Endrick rims, and Dunlop ribbed Translucent Tyres. Internal expanding brakes are fitted and finish is black enamel. This model can also be supplied without change-speed gear, with a gear of 75 in. with free-wheel, when the cost is £12 12s. The lady-back model can also be supplied without change-speed gear, the cost being £13 13s.

The specification and finish of all models in the Royal Enfield range are most attractive, and clubmen should take the first opportunity both of obtaining the catalogue and inspecting the goods which it so well describes.

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