

COVENTRY- EAGLE MOTOR CYCLES



Excellence with Economy



Coventry-Eagle's additional factory —
Lincoln Street Works, Coventry,
purchased on August 2nd, 1937, from
the Singer Motor Co. Ltd.

Head Office and Works:

THE COVENTRY-EAGLE CYCLE & MOTOR Co. Ltd., BISHOPGATE GREEN WORKS, COVENTRY

Grams: "EAGLE, COVENTRY"

*Phone: COVENTRY 4017, 4018 and 4019

He rides a COVENTRY. EAGLE

"**H**E rides a Coventry-Eagle" is a phrase that conveys much. It is a compliment to the rider for it means that he is an expert buyer who looks beyond the price of an article to find its true value. He who rides a Coventry - Eagle looks beyond the glitter of the showroom too, and considers a machine as it will serve him a year or two ahead. He is almost certain to be fastidious as to detail and expects luxury motor cycling as well as absolute reliability. In other words, he is a wise man, who knows a good thing when he sees one and insists upon quality but never pays a penny more than is necessary for it.

We invite you to look through the pages of this Catalogue, and hope that it will soon be said of you too —

"He rides a Coventry - Eagle."

How to choose your

The facilities available to the Coventry-Eagle Company, with their two modernly equipped factories, enable them to offer a motor cycle programme **second to none**, comprising every worth-while feature for motor cycle transport and pleasure. We here submit a few brief details of the various classes of motor cycles manufactured by us to enable you to choose your Coventry-Eagle to the best advantage. Specifications and further details will be found in the following pages.

THE NEW "CADET" LIGHTWEIGHT MODEL (Models P.7 and P.8).

This new model is, we believe, as light and easily handled and controlled as any motor cycle in the world. It is an excellent machine for town service, with very low but comfortable riding position — plenty of room for the knees of even a tall rider. For travelling quickly from home to factory or office, or for enjoying a long spin on the open road, it is ideal. Whether clerk or secretary, workman or manager, it can scarcely be possible to possess a simpler or more economical means of transport. The frame is built of **Reynolds 531** motor cycle tubes, which have a tensile strength five tons greater than standard steel tubes and much greater resistance to fatigue and wear. Our slogan, true of every model, is especially true of this machine — **"EXCELLENCE WITH ECONOMY."**

THE LIGHT UTILITY MODELS (Models P.1, P.2, P.3 and P.4).

A step up from the previous class. These models, embodying our patented channel steel frame, provide a little more power and speed. Great economy, rigidity, security, reliability, ease in starting, and efficient brake power are the special features. They are general purpose machines for running about town or week-end touring, although long distances have been accomplished on them with the greatest satisfaction. Have been known to run 120-140 miles on 1 gall. Petrol.

THE TOURING MODELS (Models P.5 and P.6).

Of larger dimensions throughout than the previous range, these machines possess the advantages of the larger channel steel frame and a Villiers engine of semi-unit construction. They are capable of taking any main road hill anywhere with two up, and for long-distance touring give the greatest possible comfort, economy, and satisfaction. To cover 100 miles on a gallon of Petrol can at least be said to be economical motoring either for one or two.

THE FAST TOURING SPORTS MODELS (Models P.25, P.35, and P.50).

Here is our **"FLYING"** range of models, known respectively as **"Flying-250," "Flying-350,"** and **"Flying-500."** These are capable of very fast touring, always ready for a **"dust up"** with any machine of any make of equal capacity. Entirely redesigned last season, these machines were so successful, and met with such universal approval that only minor alterations and improvements have been necessary for 1938. To-day they take their proud place in the front rank of highest grade British motor cycles. With their sturdy cradle frame, Webb forks and super engines, they are unexcelled anywhere. The Model P.50 possesses an extremely powerful engine with excellent acceleration, almost instantly advancing from 20 to 40 or 40 to 80 or 85 m.p.h. Coupled with an absolutely perfect gear change, you have what **"The Motor Cycle"** describes as a **"pukka"** road racing machine. Though capable of very fast speeds, these machines are so easily controlled as to be useful if required for town pottering. No detail of refinement or modern improvement in design and construction has been omitted from these **"mile-eating"** motor cycles.

COVENTRY · EAGLE

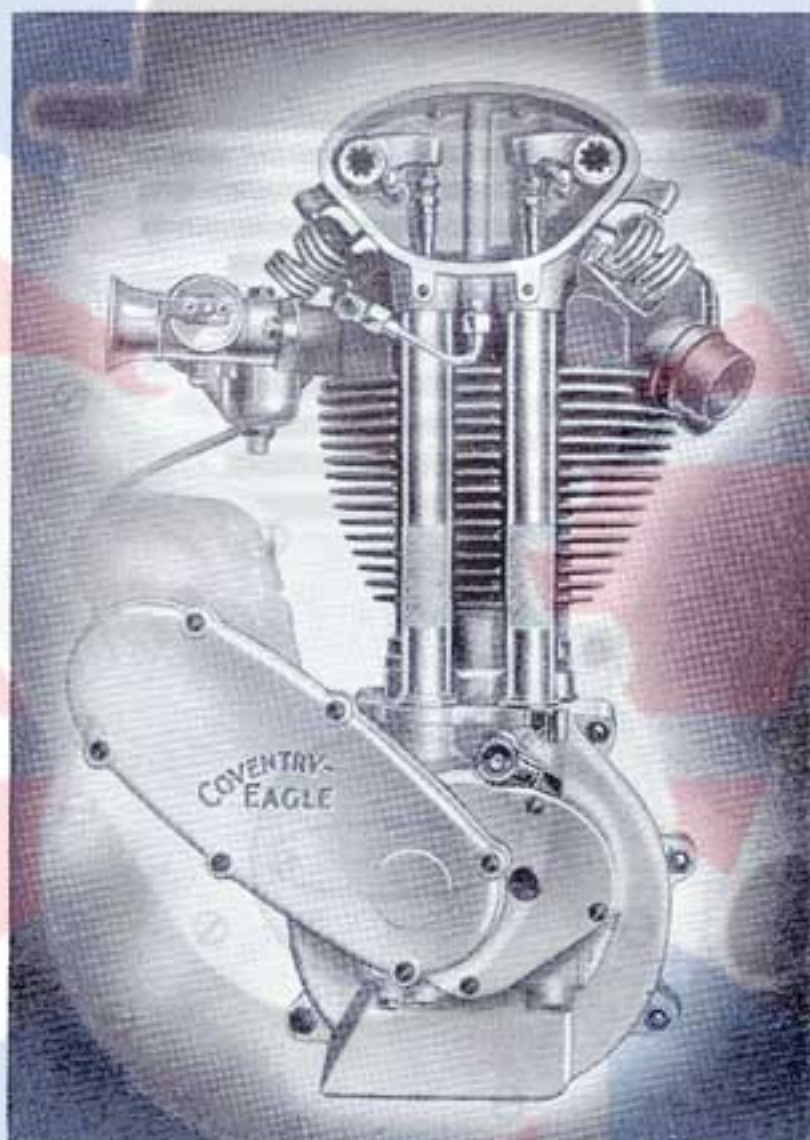
The "Flying" Engines

P.25/1 and P.25/2.	2.46 h.p., O.H.V.	Bore 62.5 m/m.	Stroke 80 m/m.
P.35/1 and P.35/2.	3.47 h.p., O.H.V.	Bore 69 m/m.	Stroke 93 m/m.
P.50/1 and P.50/2.	4.98 h.p., O.H.V.	Bore 82.5 m/m.	Stroke 93 m/m.

The engines fitted to the "FLYING" range, known as "Flying - 250," "Flying - 350," and "Flying-500," are of the vertical single cylinder type with single port and very deep finning on the cylinder head and barrel. Overhead valves are fitted, operated by push-rods.

The bore and stroke of each engine is accurately given above. All engines are of high efficiency with enclosed rocker gear. On the 250 c.c. and 350 c.c. engines, the valves also are enclosed. On the 500 c.c., hairpin valve springs are fitted.

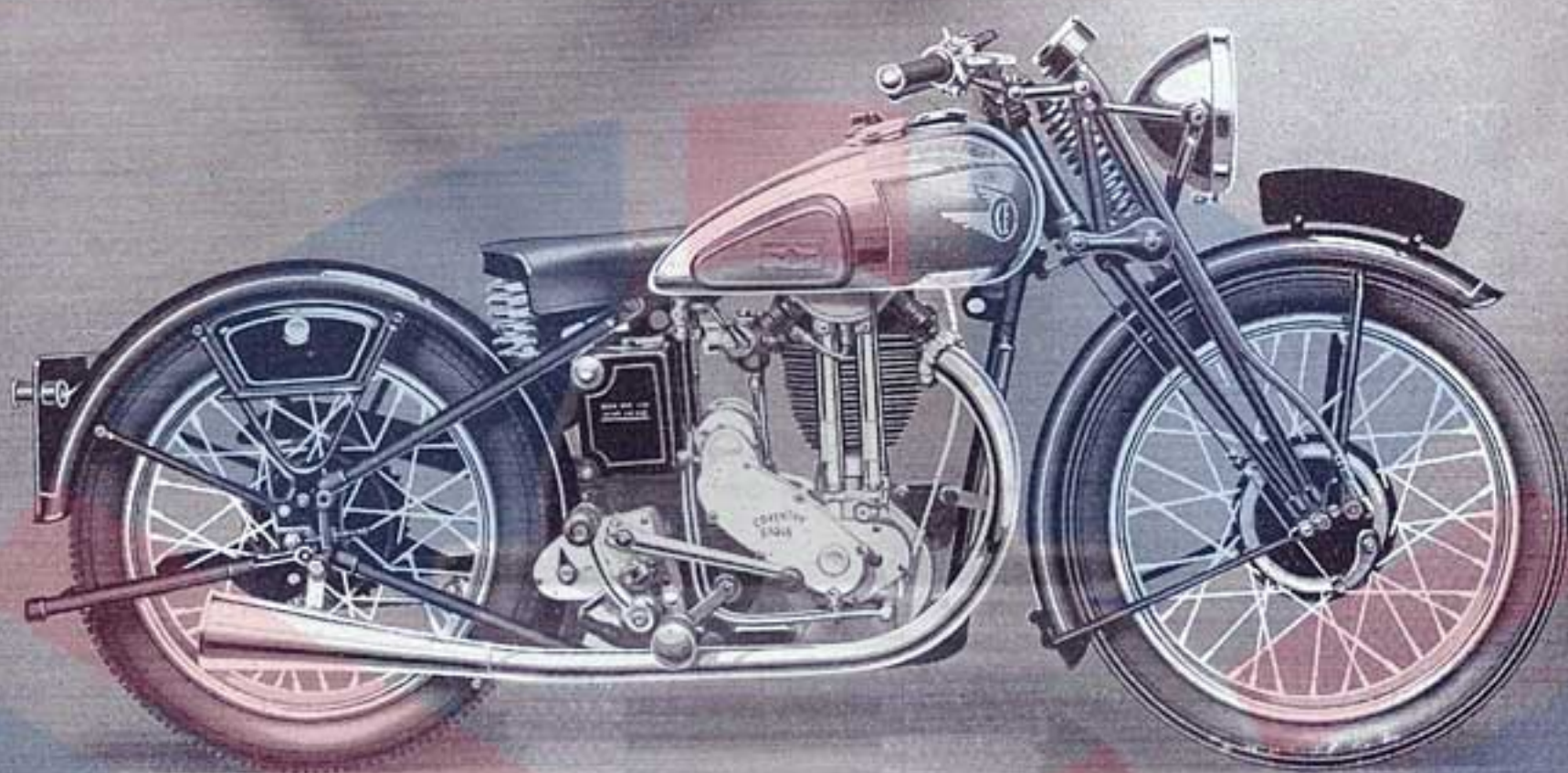
All engines have down-draught inlet port "Lo - ex" pistons. Crankshaft



assembly is extremely rigid, with the mainshaft running on two journal ball-bearings on the driving side and on a flood-lubricated bronze bearing on the timing side. The 350 c.c. and 500 c.c. big-ends have a triple row of rollers in a Duralumin cage and run on a 1.5 inch diameter crankpin. The mag-dyno chain on all models runs in an oilbath. A duplex horizontal

reciprocating rotary plunger pump forces oil to the big-end, mainshaft, camshaft, and cylinder wall. There is also an oil feed to the inlet valve and rocker gear. With each engine the very latest improvements are embodied to ensure absolute reliability, efficiency, and high power output.

(Double-Port Engine with either Down-swept or Up-swept Exhaust Pipes, 21/- extra.)



MODEL P.50/1

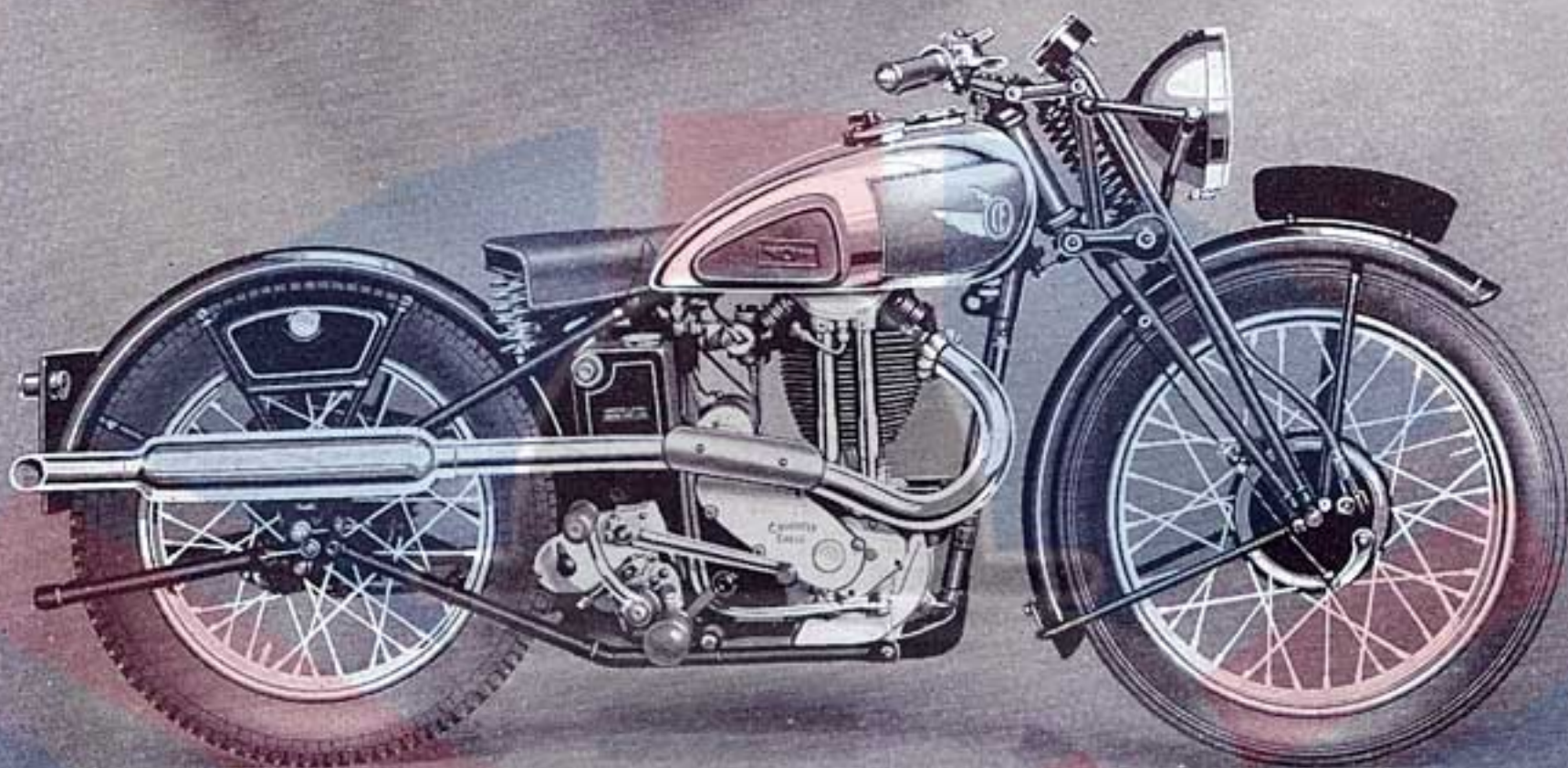
The COVENTRY · EAGLE *Flying "500"*

498 c.c. O.H.V.

62 Guineas

S P E C I F I C A T I O N

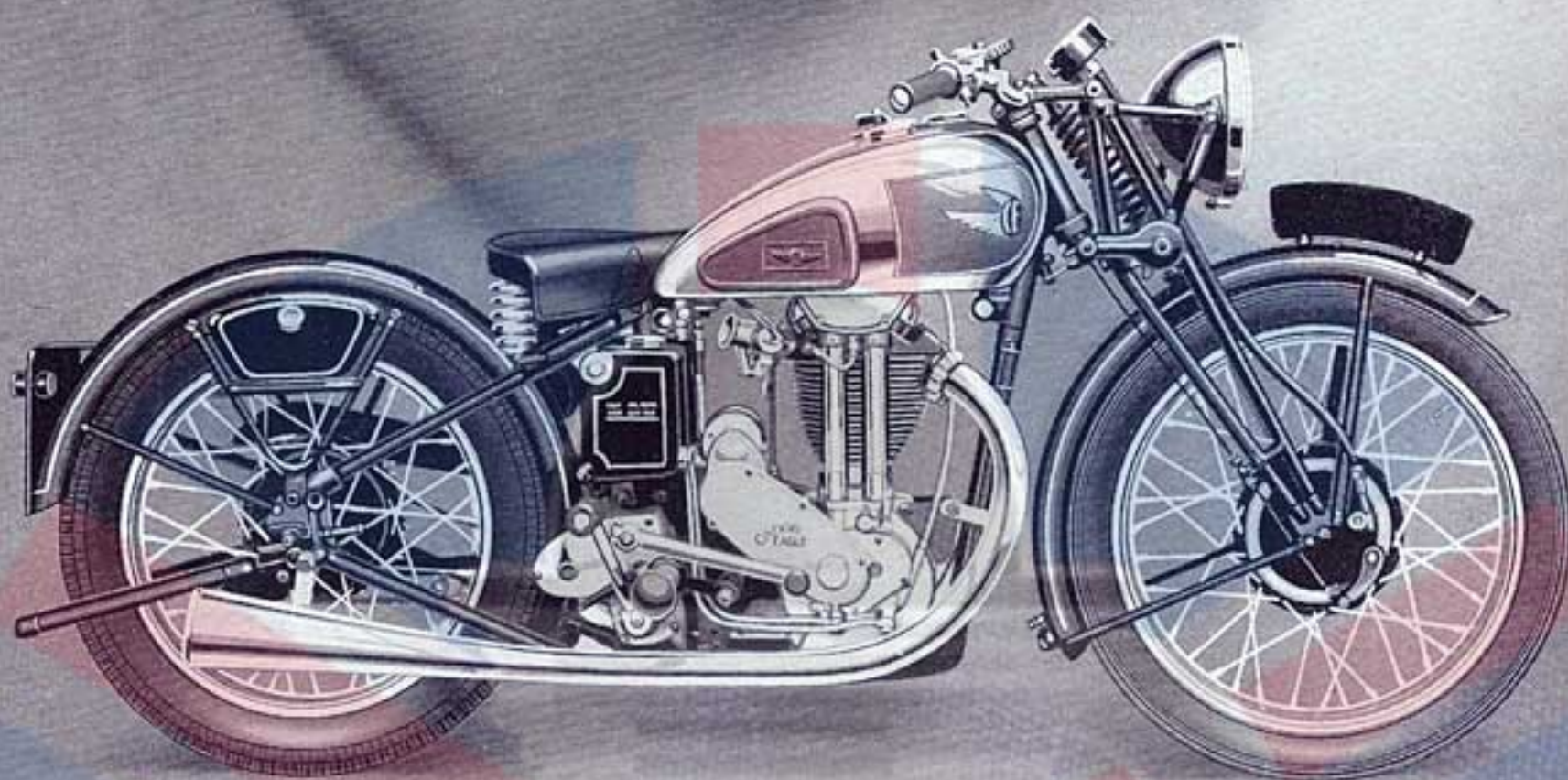
FRAME.—New design cradle frame, providing exceptionally rigid mounting for power unit and lateral rigidity to ensure perfect steering qualities. **FORKS.**—Webb tubular spring forks of exceptionally strong and graceful design with steering damper and shock absorbers. **LUBRICATION.**—Full dry sump system, oil pressure fed to all working parts, including cylinder wall, big-end bearing, mainshaft bearing and camshaft bearing, by duplex horizontal reciprocating rotary plunger pump. Surplus oil sucked from crankcase sump and returned to oil tank through fabric filter which entirely removes all impurities. **GEARBOX.**—Four-speed constant mesh pivot-mounted, positive stop foot gear change with indicator for gear position. **Gear Ratios :** 4.8, 6.5, 8.6, 14.0. **TRANSMISSION.**—By chain throughout. The front chain is enclosed in oil-bath chaincase, and the rear chain well protected by guard. Shock absorber is fitted on engine shaft. Chains, $\frac{1}{2}$ in. x .305in., on primary drive. Final drive is $\frac{5}{8}$ in. x $\frac{3}{4}$ in. **EXHAUST SYSTEM.**—Large diameter down-swept exhaust pipe with efficient megaphone silencer. **STANDS.**—Spring-up



MODEL P.50/2

rear stand, also front wheel stand and prop stand. **TANK.**—Large bulbous chromium-plated steel petrol tank of latest design; capacity 3 gallons approximately. Artistically picked out in maroon enamel. Separate oil tank is fitted below saddle of half-gallon capacity. **HANDLEBARS.**—1in. diameter, adjustable, very comfortable and strong, with twist grip control for throttle and long T.T. brake lever. **BRAKES.**—Large internal expanding brakes on both wheels, with finger adjustment. (7in. front and rear). **SADDLE.**—Lycett "Aero" Spring seat. **TYRES.**—"Firestone" 26in. x 3.25in. studded, rear; 26in. x 3in. ribbed, front. **CARBURETTOR.**—"Amal" two-lever semi-automatic. Throttle operated by twist grip. **IGNITION.**—Miller mag-dynamo. **MUDGUARDS.**—Deep section with flared ends quickly detachable. Hinged rear guard to facilitate quick wheel removal. **LUGGAGE CARRIER.**—Detachable luggage carrier fitted, 15/- extra. **ELECTRICAL EQUIPMENT.**—Lighting is provided by Miller mag-dynamo, mounted in well-protected position behind engine. Instrument panel is fitted on top of tank and is so built as to allow the tank to be removed without disconnecting the wiring system. Large 8in. headlamp with parking light and dipping device controlled from handlebar. **HORN.**—High-frequency electric horn, operated by button switch on handlebar. **FINISH.**—Black, with chromium-plated rims and polished stainless steel tank. Beautifully finished. **EQUIPMENT.**—Metal toolboxes, complete with toolkit. Large inflator. Licence holder, etc. Wheelbase 52½in. Clearance, 6in. Saddle height, 27in.

N.B.—English and Scottish orders are equipped with Smith's illuminated chronometric trip speedometer (to comply with the Law) ... (120 m.p.h.) £2/15/0 extra.



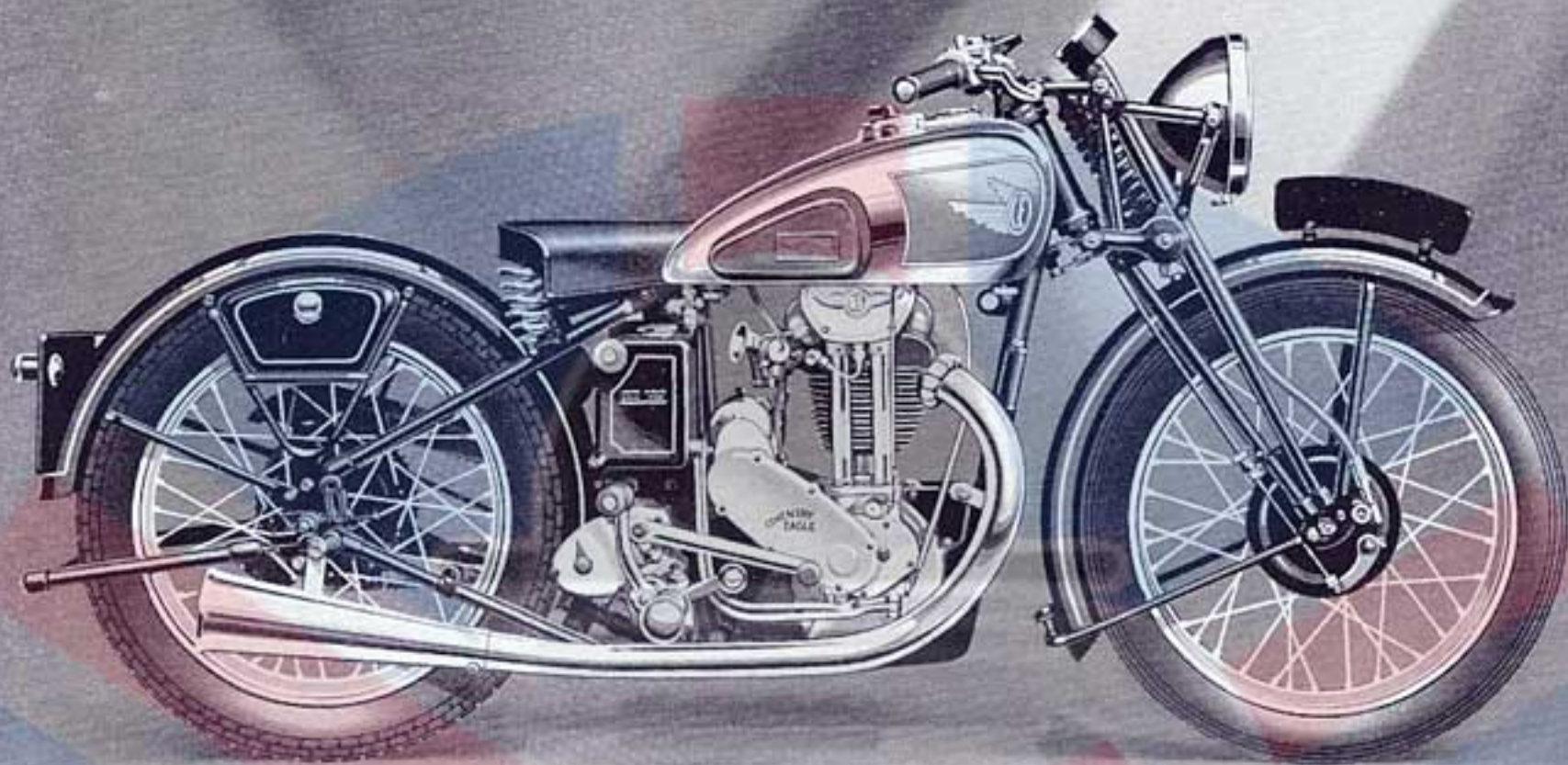
The COVENTRY · **EAGLE** *lying* "350"

MODEL P.35/1
(as illustrated)
AND
MODEL P.35/2
(up-swept exhaust)
349 c.c. O.H.V.

56 Guineas

S P E C I F I

FRAME.—New design cradle frame, providing exceptionally rigid mounting for power unit and lateral rigidity to ensure perfect steering qualities. **FORKS.**—Webb tubular spring forks of exceptionally strong and graceful design with steering damper and shock absorbers. **LUBRICATION.**—Full dry sump system, oil pressure fed to all working parts, including cylinder wall, big-end bearing, mainshaft bearing and camshaft bearing, by duplex horizontal reciprocating rotary plunger pump. Surplus oil sucked from crankcase sump and returned to oil tank through fabric filter, which entirely removes all impurities. **GEARBOX.**—Four-speed constant mesh pivot-mounted, positive stop foot gear change with indicator for gear position. **Gear Ratios.**—P.25 : 5.9, 7.9, 11.0, 17.0 ; P.35 : 5.6, 7.5, 10.0, 16.0. **TRANSMISSION.**—By chain throughout. The front chain is enclosed in oil-bath chaincase, and the rear chain well protected by guard. Shock absorber is fitted on engine shaft. Chains $\frac{1}{2}$ in. \times .305in. on primary drive. Final drive on P.35 is $\frac{3}{8}$ in. \times $\frac{1}{2}$ in. **EXHAUST SYSTEM.**—Large diameter down-swept exhaust pipe with efficient megaphone silencer. **STANDS.**—Spring-up rear stand, also front wheel stand and prop stand. **TANK.**—Large bulbous chromium-plated steel petrol tank of latest design ; capacity 3 gallons approximately. Artistically picked out in maroon enamel. Separate oil tank is fitted below saddle of half-gallon capacity. **HANDLEBARS.**—1in. diameter, adjustable ; very comfortable and strong, with twist grip control for throttle and long T.T. brake lever. **BRAKES.**—Large internal expanding brakes on both wheels,



MODEL P.25/1
(as illustrated)
AND
MODEL P.25/2
(up-swept exhaust)
249 c.c. O.H.V.

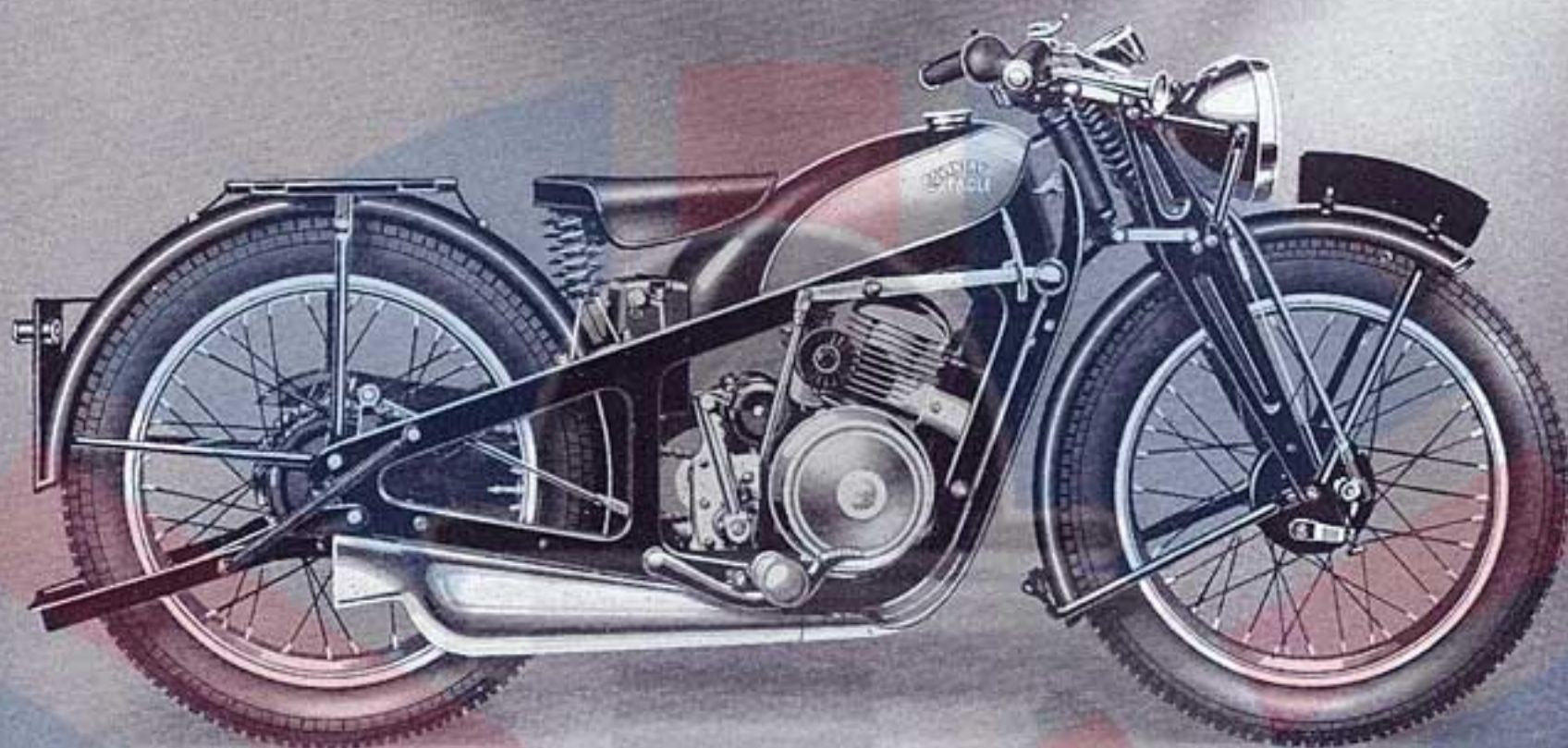
51 Guineas

The **COVENTRY-EAGLE** *Flying "250"*

C A T I O N

with finger adjustment. P.25—6in. front and rear; P.35—7in. front and rear. **SADDLE.**—Lycett "Aero" spring seat. **TYRES.**—"Firestone," 26in. x 3.25in. studded, rear; 26in. x 3in. ribbed, front. **CARBURETTOR.**—"Amal" two-lever, semi-automatic. Throttle operated by twist grip. **IGNITION.**—Miller mag-dynamo. **MUDGUARDS.**—Deep section with flared ends, quickly detachable. Hinged rear guard to facilitate quick wheel removal. **LUGGAGE CARRIER.**—Detachable luggage carrier fitted 15/- extra. **ELECTRICAL EQUIPMENT.**—Lighting is provided by Miller mag-dynamo, mounted in well-protected position behind engine. Instrument panel is fitted on top of tank and is so built as to allow the tank to be removed without disconnecting the wiring system. Large 8in. head lamp with parking light and dipping device controlled from handlebar. **HORN.**—High frequency electric horn operated by button switch on handlebar. **FINISH.**—Black, with chromium-plated rims and chromium-plated steel tank. Beautifully panelled in maroon. **EQUIPMENT.**—Metal toolboxes complete with toolkit. Large inflator. Licence holder, etc. Wheelbase, 52½in. Clearance, 6in. Saddle height, 27in.

N.B.—English and Scottish orders are equipped with Smith's illuminated chronometric trip speedometer (to comply with the Law), £2/10/0 extra (80 m.p.h.).



The COVENTRY-EAGLE

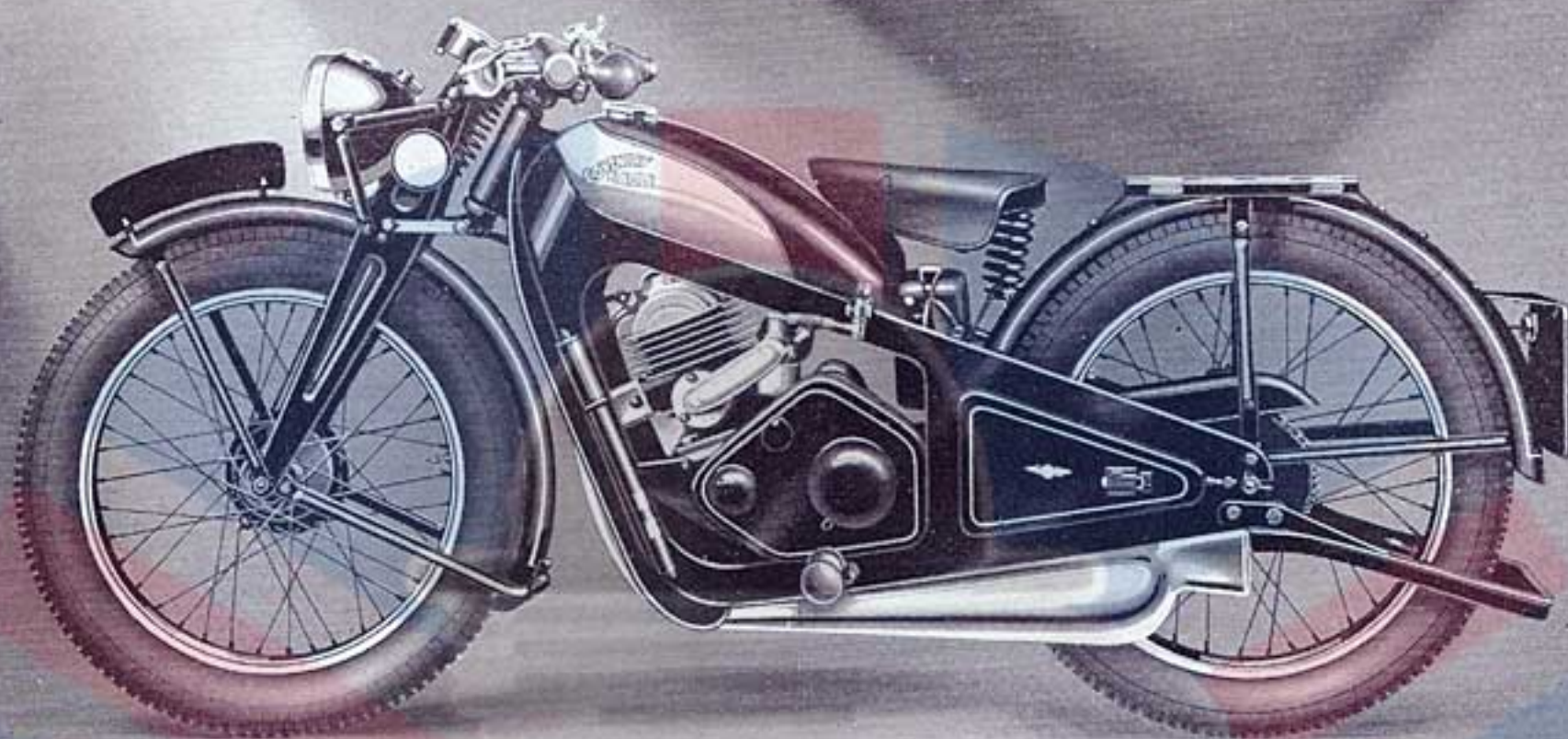
Silent Superb

MODEL P.1
27 Guineas

MODEL P.2 (as illustrated)
29 Guineas

S P E C I F I

ENGINE.—The famous Villiers two-stroke engine, noted for trouble-free performance, pulling power, and durability. **Models P.1 and P.2 :** 148 c.c. Villiers long-stroke, double-port, two-stroke. Bore 53 m/m. Stroke 67 m/m. **Models P.3 and P.4 :** 250 c.c. Villiers two-stroke. Bore 67 m/m. Stroke 70 m/m. **GEARBOX.**—The "Albion" gearbox is mounted behind the engine. The drive is taken by a $\frac{1}{2}$ in. pitch by .205 in. wide roller chain through the clutch mounted on the mainshaft. **DYNAMO.**—(On Models P.2 and P.4 only). Mounted immediately behind the cylinder is a 6 volt, 24 watt Miller dynamo driven by roller chain, adjustment being obtained by rotating dynamo on its seating. **BATTERY.**—(On Models P.2 and P.4 only). A 6 volt "Exide" battery, carried to a bracket inside the frame, is kept charged by a Miller 24 watt dynamo. **EXHAUST SYSTEM.**—A handsome and unique triple silencing system is fitted. The gases enter a large aluminium expansion chamber at front of frame and then pass to two silencers, one on each side. **FRAME.**—The world-famous Coventry-Eagle patented channel steel unbreakable frame of exclusive registered design (Regd. No. 731166) is built on car chassis lines, giving a perfect riding position. The engine and gearbox unit, complete with dynamo, carburettor, etc., can be removed as a whole when the main fixing bolts to frame have been taken out. **FORK.**—A perfectly-designed unit, having sides of channel section pressings connected by lugs, giving a girder construction. **TYRES.**—3.00 in. "Firestone." **TANK.**—A tank, giving approximately two gallons capacity of Petroil mixture is now fitted, finished with brilliant black enamel and lined gold, with carmine nose. Fitted with large filler cap. **CARBURETTOR.**—The "Villiers" carburettor is provided with two levers (one for throttle control by twist grip, the other for controlling needle jet size, giving easy starting) and with an air cleaner.



MODEL P.3
29 Guineas

MODEL P.4 (as illustrated)
31 Guineas

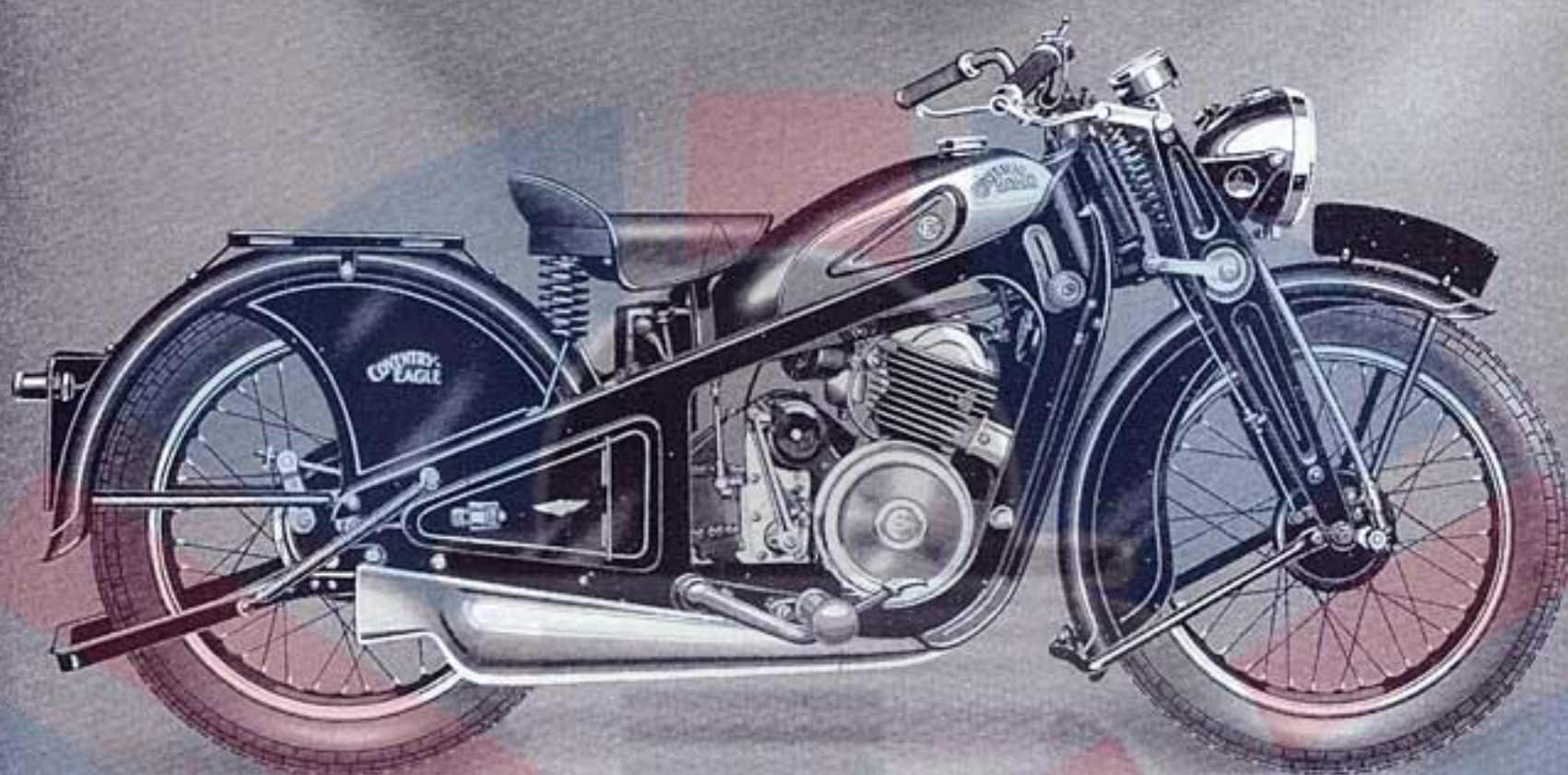
The COVENTRY·EAGLE

Silent Superb

C A T I O N

IGNITION.—By a Villiers flywheel magneto, totally enclosed in a polished aluminium cover. **LIGHTING EQUIPMENT.**—Models P.1 and P.2: Villiers direct lighting. Models P.2 and P.4: Miller dynamo lighting set. **On all Models:** 7in. diameter headlamp fitted with large ammeter. **BRAKES.**—Both wheels are fitted with large internal expanding brakes. Finger adjustment provided in each case. **SADDLE.**—Large and very comfortable Lycett "Aero." **HANDLEBARS.**—Chromium-plated twist grip throttle. Large comfortable rubber grips are fitted, and dimmer switch for dipping headlamp. **MUD-GUARDS.**—The hinged rear guard is one of the many Coventry-Eagle features for your convenience. It is fitted with a hinge which enables the rear portion of the guard to be raised and rear wheel taken from the machine single handed. Both guards are of domed section. A strong stay is fitted, making the machine suitable for carrying a pillion rider. **CARRIER.**—This is a steel pressing of exceptional strength and provided with four strap slots for securely fastening luggage, etc., the rear portion being made for use as a lifting handle when placing the machine on or off the stand. **STANDS.**—The rear stand is made of angle section steel, and is of the spring-up type, having buffers where suspended from frame. The front stand is of half-round section material and is fixed to the fork independently of the front wheel spindle. **EQUIPMENT.**—Complete toolkit, licence holder, grease gun, celluloid pump and one large metal toolbox fitting snugly into frame, with lock and key—handy, roomy, and smart. Legshields, fluted to give strength and prevent drumming.

N.B.—English and Scottish orders are equipped with Smith's illuminated chronometric speedometer (to comply with the Law) at an extra of £2/10/0.



The COVENTRY-EAGLE "250" De-luxe

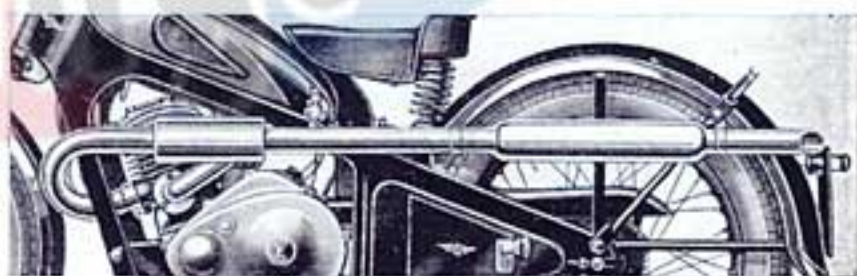
MODEL P.5
36 Guineas
MODEL P.6
(As Model P.5 but with
Upturned Exhaust Pipes)
36 Guineas

S P E C I F I C A T I O N

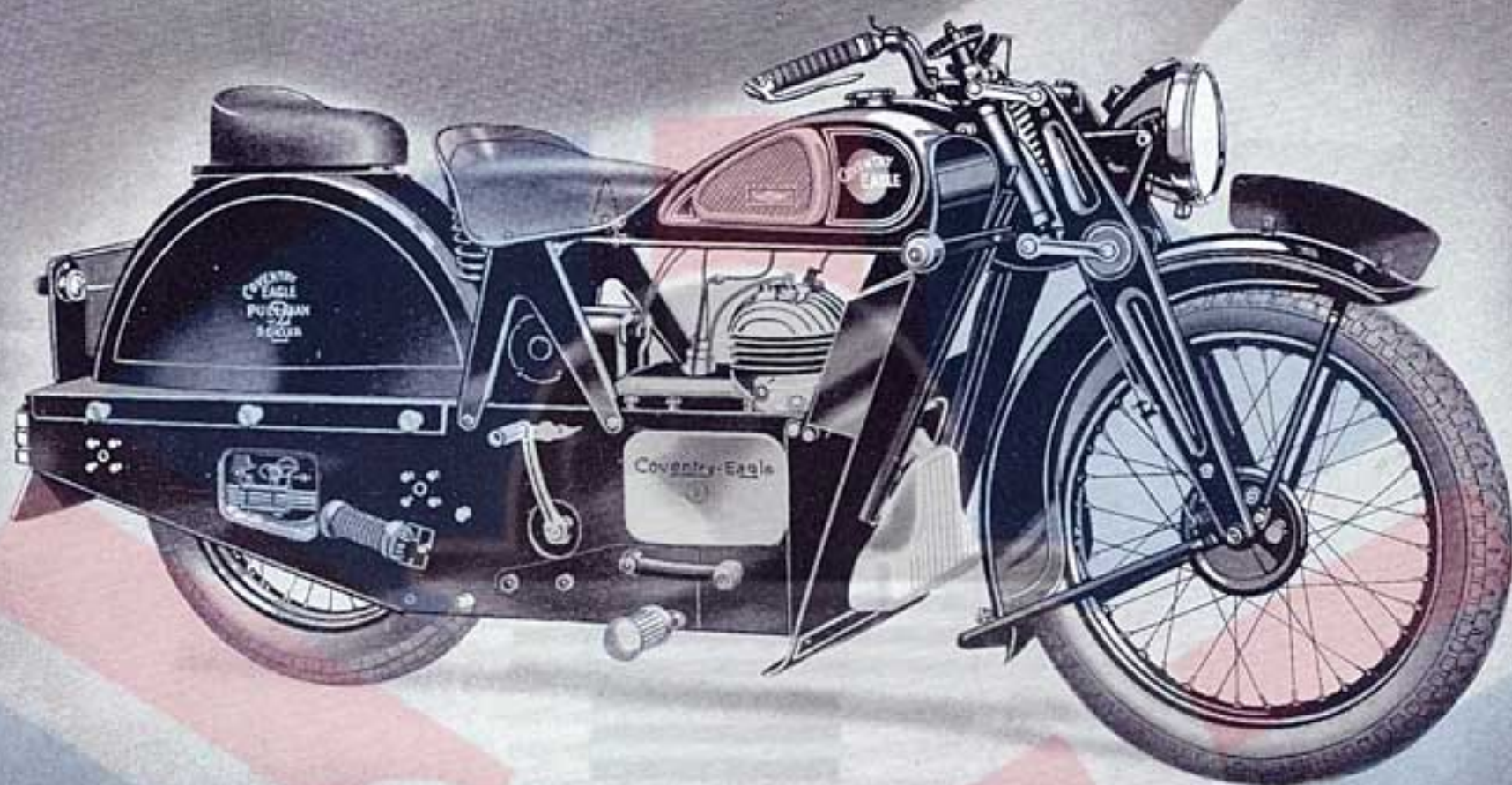
ENGINE.—250 c.c. Villiers. Bore 67 m/m. Stroke 70 m/m. double port. The chain, being totally enclosed in the polished aluminium cover, is provided with an inspection plug, for testing chain tension. Primary chain is adjusted by a draw bolt situated between engine plates. **GEARBOX.**—The "Albion" gearbox is mounted behind the engine and connected by the aluminium chaincase. The drive is taken by a $\frac{1}{2}$ in. pitch x .205 in. roller chain. **DYNAMO.**—6 volt, 24 watt Miller dynamo, driven by roller chain, which is also totally enclosed in the chaincase. **BATTERY.**—A 6 volt "Exide" battery, carried on a bracket inside the frame is kept charged by a Miller 24-watt dynamo. Driven by enclosed chain inside oilbath cover. **EXHAUST SYSTEM.**—A handsome and unique triple silencing system is fitted. The gases enter a large aluminium expansion chamber at front of frame and then pass to two silencers, one on each side. **FRAME.**—The world-famous Coventry-Eagle patented channel steel frame of exclusive registered design (Regd. No. 731166) is used and is absolutely unbreakable. The frame is built on car chassis lines, giving a perfect riding position. The engine and gearbox unit, complete with dynamo, carburettor, etc., can be removed as a whole when the main fixing bolts have been taken out. **FORK.**—Sides of channel section pressings connected by lugs, giving a girder construction. Built-in shock absorbers and a steering damper are fitted. **TYRES.**—"Firestone" 3.25 in. over-size comfort tyres. **TANK.**—Giving over two-gallons capacity of Petrol mixture, finished with brilliant black enamel and lined gold with the well-known Coventry-Eagle carmine nose. Fitted with large, quick-release filler cap. **CARBURETTOR.**—Villiers carburettor is provided with two levers (one for throttle control by twist grip, the other for controlling proportion of air, giving easy starting) and with an air cleaner. **IGNITION AND LIGHTING EQUIPMENT.**—By a Villiers flywheel magneto, which is totally enclosed in a polished aluminium cover. **MILLER dynamo lighting set.** 7 in. headlamp fitted with large ammeter. **BRAKES.**—Both wheels are fitted with internal expanding brakes; shoes 5 in. diameter front, and 6 in. diameter rear, the drums being made from a steel stamping. Finger adjustment provided in each case. Cush drive is fitted to rear hub. **SADDLE.**—Large and

very comfortable Lycett "Aero." **HANDLEBAR.**—On the handlebar is a dimmer switch for dipping headlamp, a horn push, and twist grip throttle. Chromium-plated. Large comfortable rubber grips are fitted. **MUDGUARDS.**—The hinged guard is one of the many Coventry-Eagle features for your convenience. Both guards are $4\frac{1}{2}$ in. domed section, the ends being flared. A strong mudguard stay is fitted, making the machine suitable for carrying a pillion rider. **CARRIER.**—This is a steel pressing of exceptional strength and provided with four strap slots for securely fastening luggage, etc., the rear portion being made for use as a lifting handle when placing the machine on or off stand. **STANDS.**—The rear stand is made of angle section steel and is of the spring-up type, having buffers where suspended from frame. The front stand is of half-round section material and is fixed to the fork independently of the front wheel spindle. **EQUIPMENT.**—Complete toolkit, grease gun, licence holder, celluloid pump, and two large metal toolboxes, fitting snugly into frame, with locks and keys—handy, roomy, and smart. Knee grips, 6 volt high-frequency horn. Legshields (on Model P.5 only).

N.B.—English and Scottish orders are equipped with Smith's illuminated chronometric trip speedometer (to comply with the Law) at an extra of 50/-.



MODEL P.6 has upturned exhaust pipes as shown.



The COVENTRY-EAGLE PULLMAN 2 Seater

MODEL P.11

43 Guineas

S P E C I F I C A T I O N

ENGINE.—250 c.c. Villiers engine with flat top (deflector-less) piston. The latest Villiers production.
FRAME.—The Coventry-Eagle "Pullman" car type chassis (Patent applied for No. 32847/34). Car type rear wheel semi-elliptic leaf springing. Extra strong legshields integral with frame. Bumper. Inspection covers. Undershielding. Easy accessibility to engine, gearbox, etc. Low centre of gravity with ideal steering. **GEARBOX.**—Albion heavy type 4-speed, with foot change. **TRANSMISSION.**—Front chain, $\frac{3}{8}$ in. x .225 in.; rear, $\frac{1}{2}$ in. x .205 in. Dynamo, $\frac{3}{8}$ in. x .155 in. **IGNITION AND LIGHTING.**—Villiers flywheel magneto, Miller dynamo lighting set, 7 in. headlamp fitted large ammeter, dimmer switch on handlebar. Large accumulator. **FORK.**—Girder construction, channelled, shock absorbers and steering damper built in. **TANK.**—One-piece construction. Quick detachment. Chromium top strap. Capacity 2 $\frac{3}{4}$ gallons. Large filler. Knee grips. No welding. One bolt fixing. **BRAKES.**—Internal expanding. Front, 5 in.; rear, 6 in. Steel stamped drums. Quick finger adjustment. Bowden controlled. **TYRES.**—Large 3.25 in. wide "Firestone" comfort tyres. **GUARDS.**—Front, 5 in., well valanced.; rear, instantly detachable. Completely valanced. **STAND.**—Front, half-round section; central, hand operated. One piece; cannot drop or rattle. **EQUIPMENT.**—Toolkit, licence holder, inflator, grease gun, electric horn, legshields, and toolbox. **PILLION SEAT.**—As the sprung rear wheel gives luxury travel to passenger, we fit seat and footrests in correct position. The rear seat is easily detachable, leaving the carrier for use as single seater. **FINISH.**—All enamelled parts bonderized, followed by best brilliant black enamel. Tank black with chromium top-plate. N.B.—English and Scottish orders are equipped with Smith's illuminated chronometric speedometer (to comply with the Law) at an extra £2/10/0.



The COVENTRY·EAGLE

Cadet

**Down-swept Exhaust
Pipe optional**

MODEL P.7 (98 c.c.)

Bore 50 m/m. Stroke 50 m/m.
AND

MODEL P.8 (125 c.c.)

Bore 50 m/m. Stroke 62 m/m.

£24 - 10 - 0

S P E C I F I C A T I O N

ENGINE.—Villiers 98 c.c. or 125 c.c. two-stroke two-port engine unit with three-speed gear. The latest flat-top piston design. Ball and roller bearings throughout. Gearbox of the sliding dog type with smooth single-plate clutch. The primary chain is totally enclosed in aluminium case and runs in an oilbath. **TRANSMISSION.**—Very strong, $\frac{1}{2}$ in. \times $\frac{3}{8}$ in. rear chain. The primary chain is enclosed in cast aluminium oilbath case. **EXHAUST SYSTEM.**—Original duplex exhaust pipe, culminating in single efficient silencer. Very quiet. **FRAME.**—Built of Reynolds 531 tubing, brazed-up throughout. Designed to give low and comfortable riding position with easy steering. **FORK.**—Front forks registered design, with channel steel sides, connected by lugs, giving girder construction. **WHEELS.**—Built with strong spokes and rims and fitted with extra large and comfortable "Firestone" tyres, 25 in. \times 2.75 in. **TANK.**—Specially designed bulbous, welded, all-steel saddle tank, suitable for Petrol mixture, holding $1\frac{1}{2}$ to $1\frac{3}{4}$ gallons. **CARBURETTOR.**—Villiers automatic, with single lever control with a really efficient air intake filter and fitted with a device for easy starting. **IGNITION.**—Villiers high-tension magneto ignition. **LIGHTING.**—Villiers direct lighting from flywheel dynamo and cobalt steel magneto, giving large output. $5\frac{1}{2}$ in. headlamp with independent parking lights operated by instantly replaceable dry battery in headlamp. **BRAKES.**—Powerful internal expanding, front and rear. Finger adjustment provided in each case. **SADDLE.**—Comfortable spring seat. **HANDLEBARS.**—Adjustable for angle and reach. Comfortable rubber grips. The lever fittings are welded on. **MUDGUARDS.**—Wide section steel guards with strong stays. **CARRIER.**—Strong steel carrier. **STAND.**—Strong clip up rear stand. **EQUIPMENT.**—Complete toolkit, licence holder, celluloid pump, metal toolbox, bulb horn, and legshields. **WEIGHT.**—Approx. 129 lbs.

MOST IMPORTANT.—This machine has been built and designed for solo use only. Should it be used for pillion riding, the guarantee is invalid.

N.B.—English and Scottish orders are equipped with Smith's illuminated chronometric speedometer (to comply with the Law) at an extra £2/5/0.

NOTICE

We do not appoint agents for the sale on our behalf of our motor cycles or other goods, but we assign to motor cycle Dealers areas in which we supply to such Dealers exclusively for re-sale in such areas. No such Dealer is authorised to transact any business, give any warranty, make any representations or incur any liability on our behalf.

CONDITIONS OF SALE AND GUARANTEE

We give the following guarantee with our motor cycles, motor cycle combinations and sidecars including all accessories and component parts other than tyres, saddles, chains and lighting and electrical equipment, and other than accessories and component parts supplied to the order of the Purchaser and differing from those comprised in the standard specification supplied with our motor cycles, motor cycle combinations and sidecars, but including accessories and parts supplied by way of exchange as hereinafter provided. This guarantee is given in place of any implied conditions or warranties or any liability whatsoever statutory or otherwise; no guarantee except that hereinafter contained and no condition or warranty whatsoever statutory or otherwise is given or is to be implied, nor are we to be under any liability whatsoever except under the guarantee hereinafter contained. Any statement, description, condition or representation contained in any catalogue, advertisement, leaflet or other publication shall not be construed as enlarging, varying or overriding anything herein contained. In the case of machines (a) which have been used for "hiring out" purposes or (b) any motor cycle and/or sidecar used for any dirt track, cinder track or grass track racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition), or (c) machines from which the trade mark, name or manufacturing number has been altered or removed or (d) any machines in which parts have been used not supplied by or approved by the motor cycle manufacturer or (e) any machine from which the silencing system as fitted by the manufacturer has been partially or wholly removed or interfered with, no guarantee, condition or warranty of any kind statutory or otherwise is given or is to be implied nor are we to be under any liability whatsoever in respect of any such machine.

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 six months only from date of purchase or date of exchange in case of any accessory or part supplied by way of exchange as hereinafter provided, and damages for which we make ourselves responsible under this guarantee are limited to the free repair of or supply of a new part or accessory in exchange for the part of the motor cycle, motor cycle combination or sidecar or accessory which may have proved defective. We undertake, subject to the conditions mentioned below, to make good in manner aforesaid any part or accessory covered by this guarantee which has proved defective within the said period of six months. We do not undertake to replace or refix, or bear the cost of replacing or refixing any such new part of accessory in the motor cycle, motor cycle combination or sidecar. As motor cycles, motor cycle combinations and sidecars 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 a 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.
3. The attaching of a sidecar to a motor cycle by any form of attachment not provided, supplied, or approved by the manufacturers, or to a motor cycle which is not designed for such use.

We do not guarantee tyres, saddles, chains or lighting and electrical equipment, or any accessories or component parts supplied to the order of the Purchaser differing from those comprised in the standard specifications supplied with our motor cycles, motor cycle combinations or sidecars. As regards all such tyres, saddles, chains, lighting and electrical equipment, accessories and component parts, no guarantee, conditions or warranty of any kind statutory or otherwise is given or is to be implied, and we are to be under no liability whatsoever in respect thereof.

CONDITIONS OF GUARANTEE

If a defective part or accessory should be found in our motor cycles, motor cycle combinations or sidecars, or in any part or accessory supplied by way of exchange as before provided, it must be sent to us CARRIAGE PAID and accompanied by an intimation from the owner that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the date of the purchase or the date when the alleged defective part or accessory was exchanged as the case may be.

Failing compliance with the above, such articles will lie here at THE RISK OF THE OWNER, and this guarantee and any implied guarantee, warranty or condition shall not be enforceable.

REPAIRS

Any motor cycle, motor cycle combination or sidecar sent to us to be plated, enamelled or repaired 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 materials 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 all conditions and warranties statutory or otherwise and all liabilities whatsoever 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.

GENERAL INFORMATION

MODEL	Wheel Base	Overall Length	Saddle Height	Ground Clearance	Petrol Consumption	Oil Consumption	Compression Ratio	Gear Ratios				Net Weight
								Top	Third	Second	Bottom	
	ins.	ins.	ins.	ins.	m.p.g.	m.p.g.						lbs.
P.1	48 $\frac{1}{2}$	76	26 $\frac{1}{2}$	4 $\frac{1}{2}$	100-120	—	5	6.9	—	10.8	19.1	174
P.2	48 $\frac{1}{2}$	76	26 $\frac{1}{2}$	4 $\frac{1}{2}$	100-120	—	5	6.9	—	10.8	19.1	184
P.3	48 $\frac{1}{2}$	76	26 $\frac{1}{2}$	4 $\frac{1}{2}$	90-100	—	5	5.5	—	8.6	15.3	184
P.4	48 $\frac{1}{2}$	76	26 $\frac{1}{2}$	4 $\frac{1}{2}$	90-100	—	5	5.5	—	8.6	15.3	198
P.5	50	78	27 $\frac{1}{2}$	5	85-95	—	5	5.5	—	8.6	15.3	243
P.6	50	78	27 $\frac{1}{2}$	6 $\frac{1}{2}$	85-95	—	5	5.5	—	8.6	15.3	238
P.7	46	73 $\frac{1}{2}$	25 $\frac{1}{2}$	6	120-140	—	5	7.8	—	12.6	22.7	128
P.8	46	73 $\frac{1}{2}$	25 $\frac{1}{2}$	6	120-140	—	5	7.8	—	12.6	22.7	129
P.11	53	82 $\frac{1}{2}$	28 $\frac{1}{2}$	6	80-85	—	5	5.5	7.4	9.9	16.1	328
P.25	52 $\frac{1}{2}$	80 $\frac{1}{2}$	27	6	95-100	3,500	6.8	5.9	7.9	11.0	17.0	305
P.35	52 $\frac{1}{2}$	80 $\frac{1}{2}$	27	6	90-95	3,000	6.5	5.6	7.5	10.0	16.0	333
P.50	52 $\frac{1}{2}$	80 $\frac{1}{2}$	27	6	80-85	2,500	6.2	4.8	6.5	8.6	14.0	353

EXTRAS

Smith's Illuminated Speedometer (80 m.p.h.) Non-Trip	£2 5 0	The "Popular" (oblong) Pillion Seat (adjustable) on any Model	11 0
Smith's Illuminated Speedometer (80 m.p.h.) Trip	£2 10 0	Pillion Footrests (per pair)	4 9
Smith's Illuminated Speedometer (120 m.p.h.) Trip	£2 15 0	Stop Light in lieu of Rear Light	8 6
The "Pullman" Pillion Seat (adjustable) on any Model	15 6		

The Prices and Specifications in this Catalogue are subject to alteration without notice or advice.