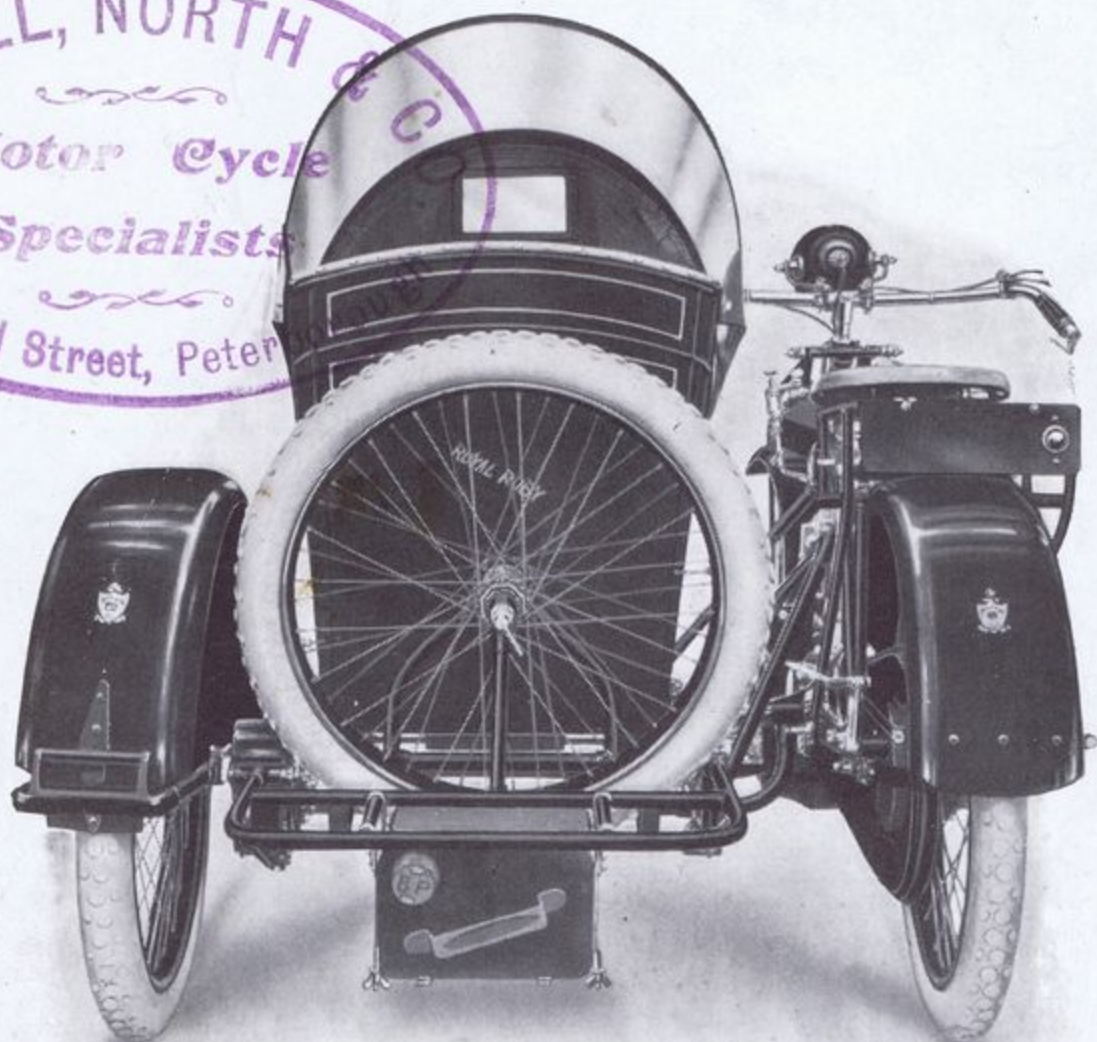


ROYAL RUBY

Season
1921

Motor Cycles



The back view showing the very wide Mudguards, Petrol Tin Carrier, Luggage Carrier and the handsome appearance of the whole Outfit.

MANUFACTURED BY

THE RUBY CYCLE CO. LTD.

Royal Ruby Works,
ALTRINCHAM

Managing Director :

GEO. E. RIGBY.

Directors :

W. C. BACON
R. RIGBY
J. D. WILLIAMS
W. H. BACON

Usual Manufacturers' Union Guarantee.

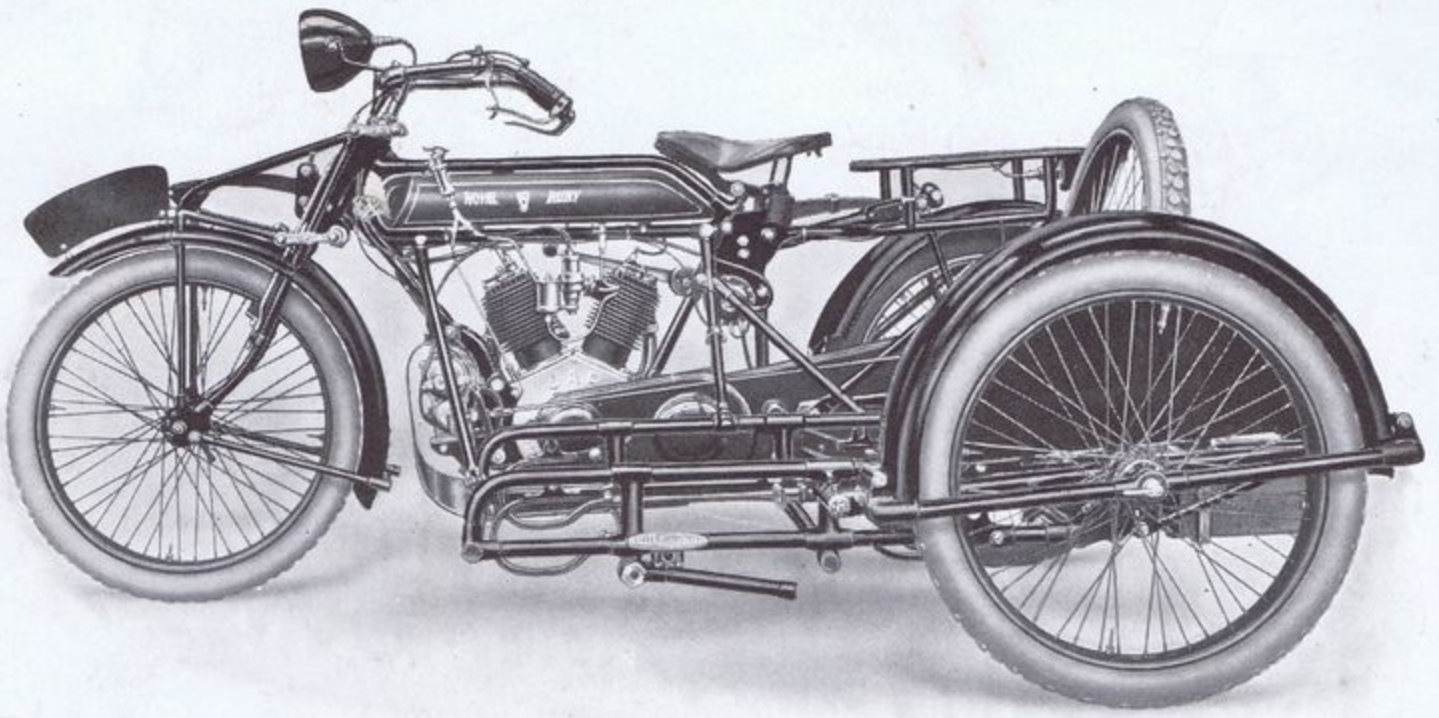
We reserve the right to modify or deviate from the specification in minor details, or make any improvements we find desirable.

Telephones :

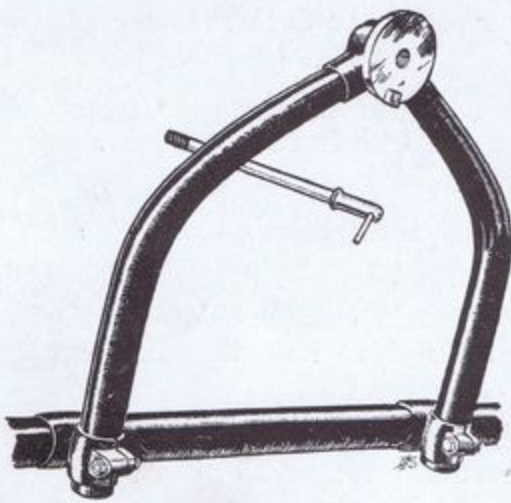
ALTRINCHAM 655
(4 LINES)

Telegrams :

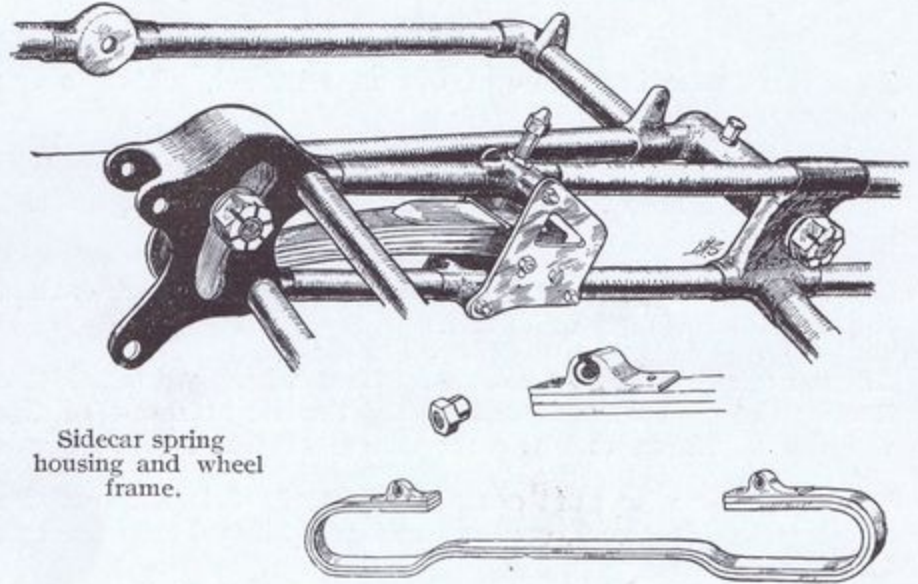
"MACHINES,
ALTRINCHAM."
A.B.C. CODE 5th EDITION



This illustrates the Combination without the body, showing the special chassis with its connections, also the patent Royal Ruby adjustable spring wheel and special springs for carrying the body which can be quickly attached by tightening up four nuts.

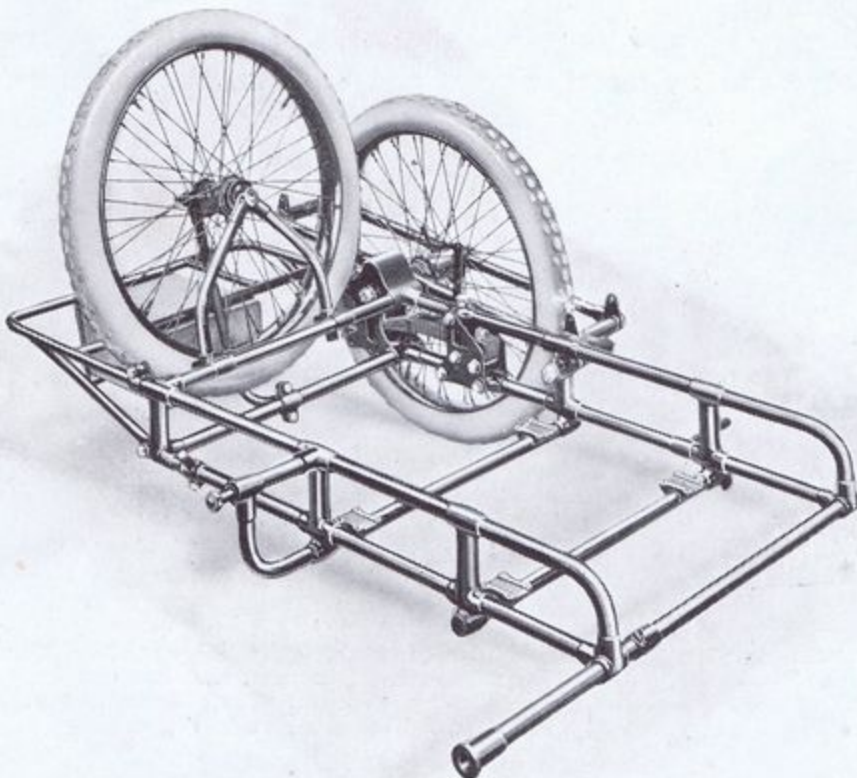


Spare wheel carrier.



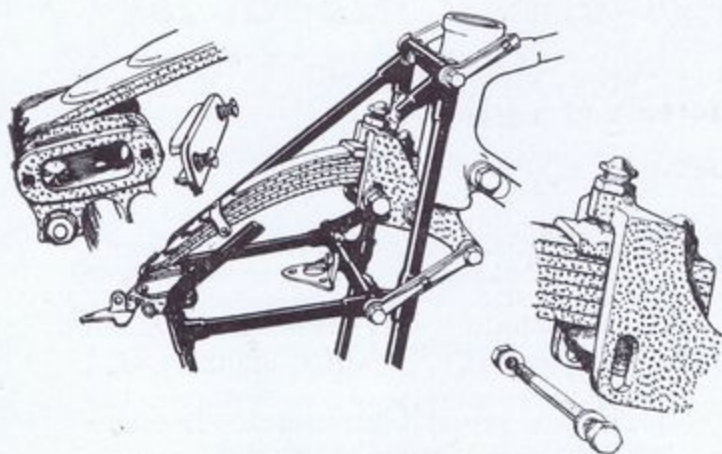
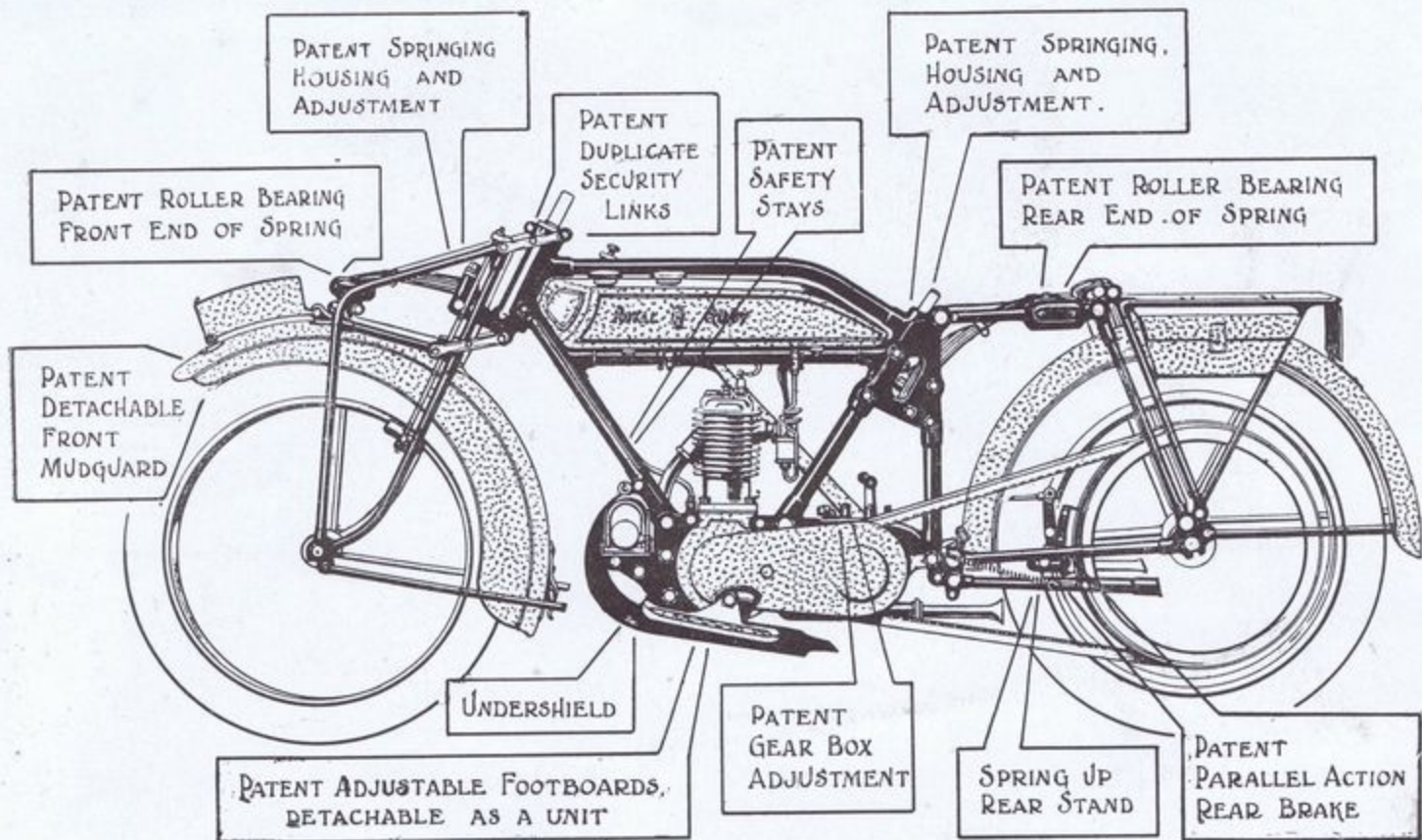
Sidecar spring housing and wheel frame.

Special springs for body and patented attachment.

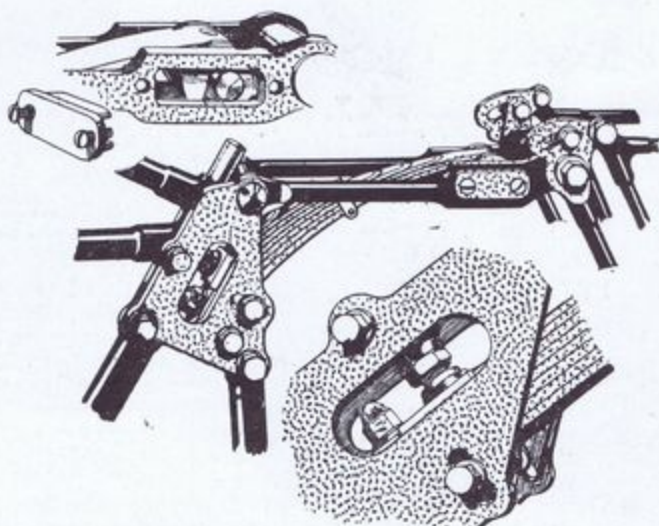


This illustrates the complete chassis and especially the patent springing arrangement which will be seen is exceptionally neat, strong and very effective. It also shows the spare wheel carrier and spare wheel, and the extra strong connections.

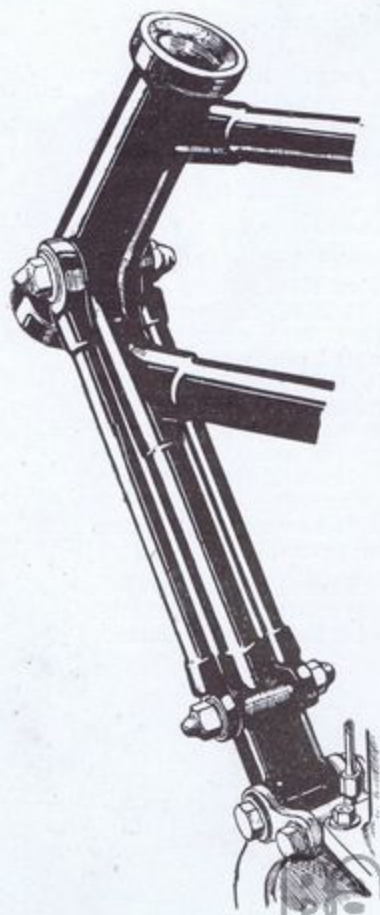
BARNSTORMERS.CO.NZ



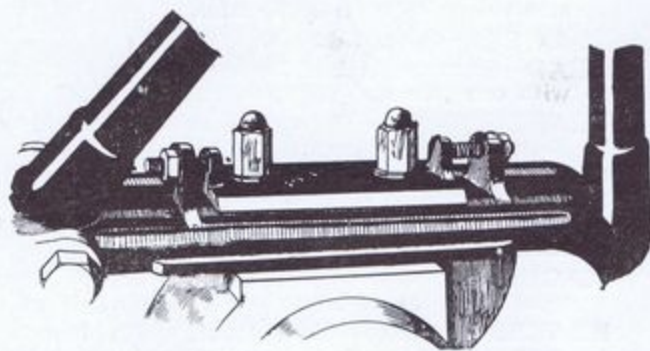
This shows the method of housing the front spring, which you note is adjustable, and also illustrates the patent roller bearing for the front of the spring.



This illustrates the housing of the rear laminated spring, showing the strong side plates to prevent lateral movements, also adjustment of the spring, and the patent roller bearing for the eye of the spring.



Royal Ruby patent safety stays supporting the front down tube, and connecting steering head to the engine lug, eliminates all chance of breakage to the front down tube.

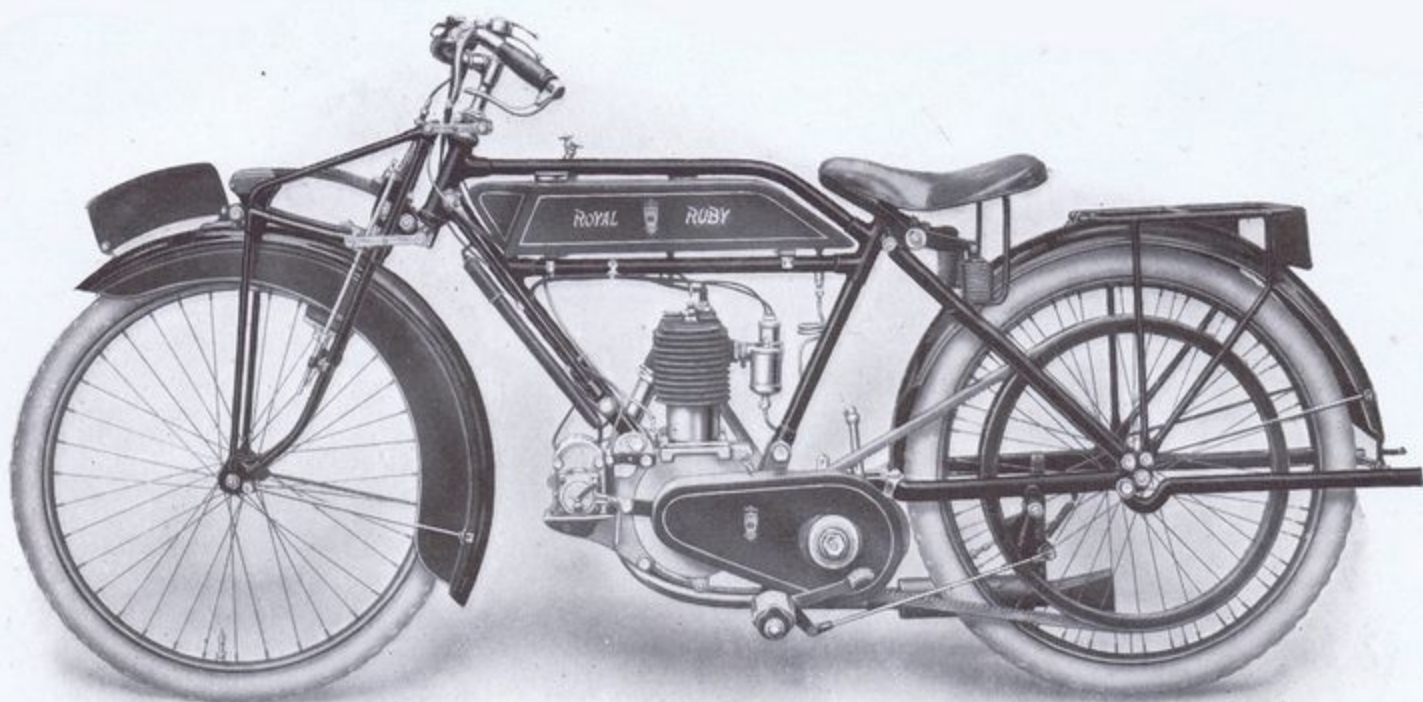


Royal Ruby patent adjuster for gear bracket. This enables the chain to be adjusted without holding the gear box, and can be adjusted to the very finest point desirable.



Royal Ruby adjustable footboards, made of aluminum, showing how easily they are detached, and also adjusted to the different positions required to suit the rider.

Barnstormer



THE ROYAL RUBY

2 $\frac{3}{4}$ H.P. Single Cylinder (4-Stroke) Sports Model

Fitted with Royal Ruby 2-Speed Gear, Clutch and Kickstarter

THE Royal Ruby "Sports Model" has been introduced to meet the demand for a light inexpensive sporting solo machine.

Our new model is fitted with the Royal Ruby patent spring fork, two-speed gear, kick-starter and clutch, and the whole machine is manufactured exclusively at our Works, Altrincham.

Riders will find our "Sports Model" a "go anywhere" machine, fast and economical. The weight is 185 lbs., which brings the machine under the 30/- tax; petrol consumption approx., 120 miles per gallon.

SPECIFICATION

FRAME—Low built, soundly constructed and with dropped back, giving low position, made throughout of Royal Ruby fittings and best quality weld-less steel tubing. Fitted with Royal Ruby patent safety stays as shown and described on opposite page.

FORKS—Royal Ruby patent adjustable, fitted with laminated spring as shown and described on opposite page.

ENGINE—Royal Ruby 2 $\frac{3}{4}$ h.p. single cylinder (four-stroke) with all the latest improvements.

MAGNETO—Thomson-Bennett variable ignition.

GEAR—Royal Ruby patent two-speed countershaft with free engine, handlebar control, clutch and kickstarter.

CARBURETTOR—A.M.A.C. or B. & B.

TRANSMISSION—Chain from engine to gear and Dunlop belt from gear to back wheel.

CHAIN COVER—Metal as shown.

BRAKES—Front, specially designed with Bowden Control and inverted lever through handlebar. Rear, operated by foot pedal, fitted with Royal Ruby eccentric adjustment.

SADDLE—Pan seat.

CARRIER—Special design as shown.

TANK—Specially well made, holding 1 $\frac{1}{2}$ gallons petrol and 3 pints oil, and fastened on two supports brazed to frame, enamelled in black with rich ruby colour panels and lined in gold leaf.

LUBRICATION—From separate chamber in tank through Best & Lloyd's semi-automatic sight feed with pump.

CONTROL—Ignition, carburettor, valve lift, clutch and front brake by levers on handlebar, rear brake, by foot pedal on left-hand side.

HANDLEBARS—Upturned or Semi-T.T. optional.

MUDGUARDS—Substantial. Front, 4 $\frac{1}{2}$ " wide with side shields and rear 5" wide with B.E. and sides, quickly detachable but securely fastened.

FOOTREST—With rubber pads as shown.

WHEELS—26" x 2 $\frac{1}{4}$ " B.E. rims, well enamelled black all over and fitted with good quality hubs.

PANNIER BAG—Metal, with leather front as shown.

TOOLS—Set of tools in roll.

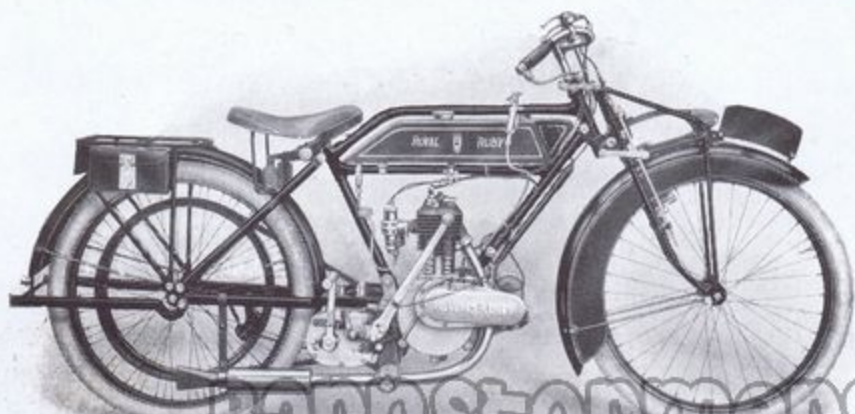
INFLATOR AND CLIPS—Celluloid inflator with clips brazed to frame.

TYRES—Dunlop, rubber studded, 26" x 2 $\frac{1}{4}$ " B.E.

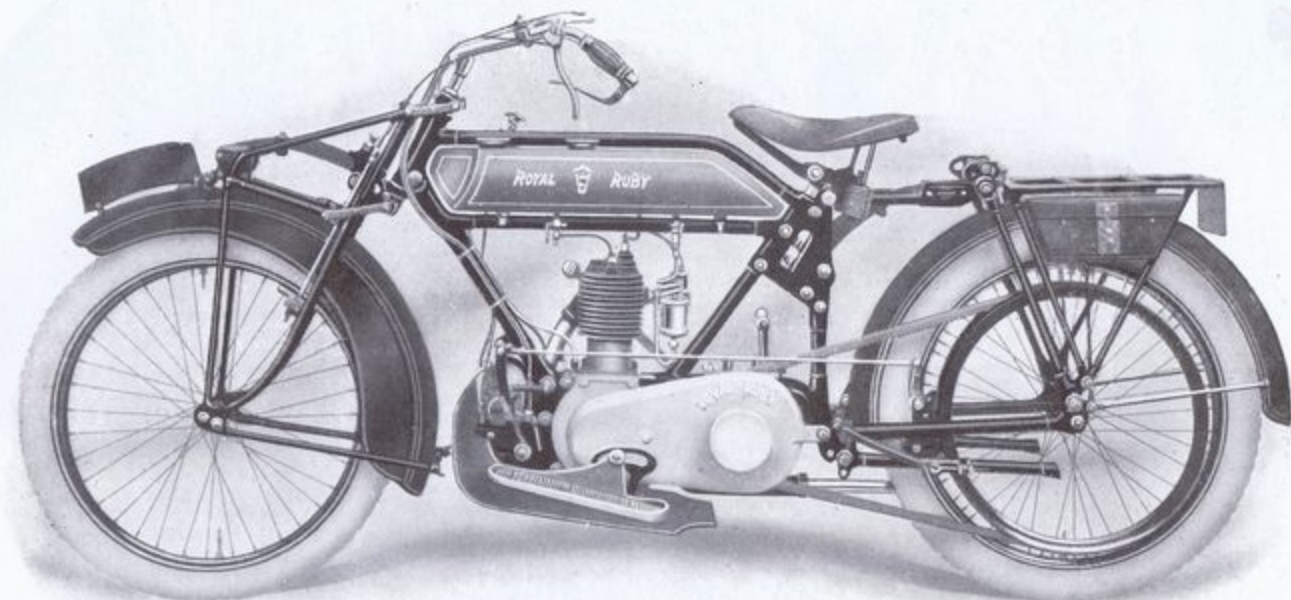
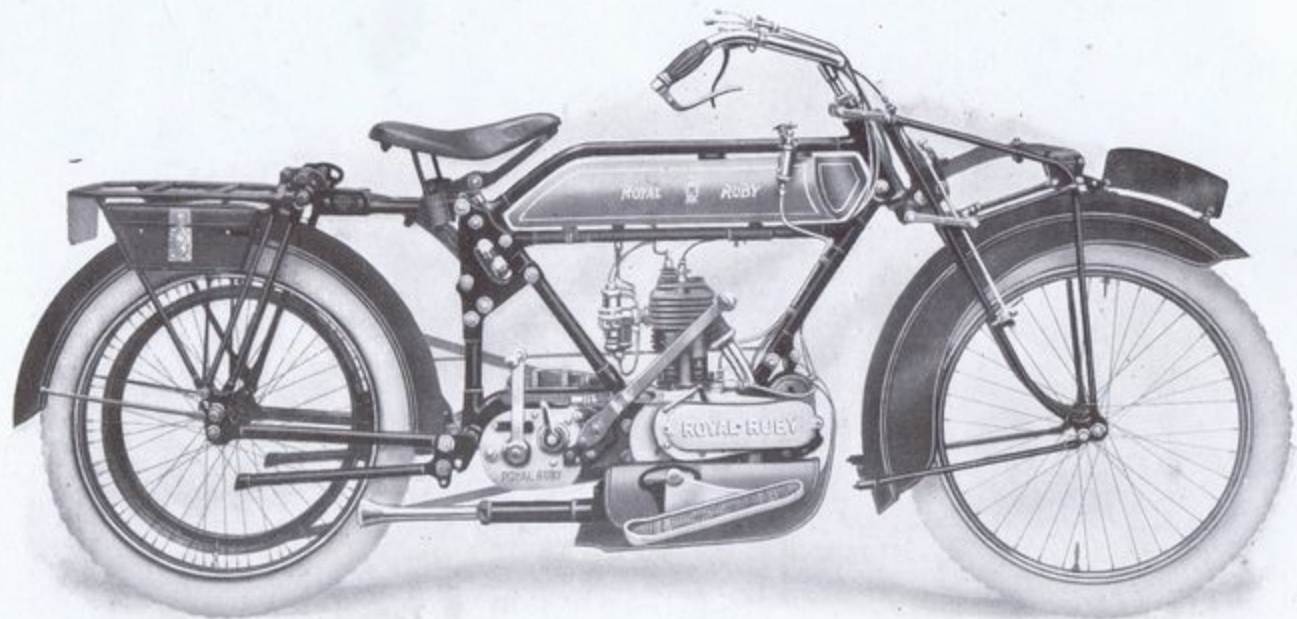
Complete as specification, beautifully enamelled black, and bright parts specially well nickel-plated.

PRICE

85 Guineas



BARNSTORMERS.CO.NZ



Royal Ruby 3 h.p. Single Cylinder (4 stroke) Patent Adjustable Spring Frame Solo Model.

THIS illustrates one view of our new model, which is the most up-to-date motor cycle on the market.

The engine, gear, and the patent method of springing have been thoroughly road tested for a considerable time, and found to be absolutely efficient and free from vibration and lateral play.

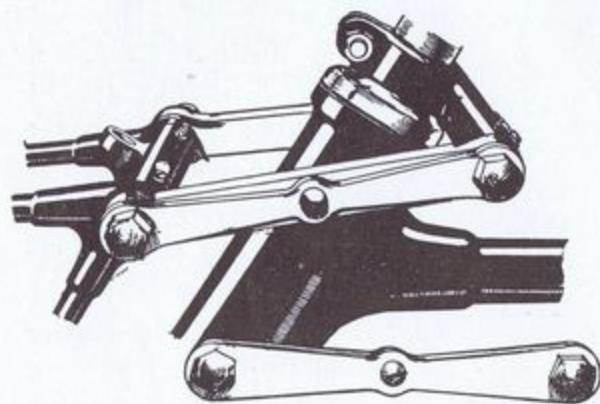
On the following pages will be found a full specification, and illustrations showing all the special features in detail.

There are several outstanding features which we consider absolutely essential on a spring frame, the most important being the adjustment of the springs to suit the different weights of riders and the roughness of the various roads.

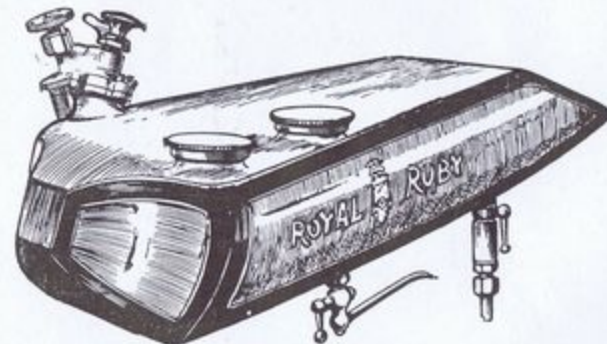
For the rider who puts COMFORT first the 3 h.p. Royal Ruby spring frame model makes an irresistible appeal, comfort and reliability being the outstanding features of our spring frame machine.

During 1920 hundreds of this model were sold, and we have had scores of letters from satisfied riders testifying to the wonderful comfort and reliability of the 3 h.p. Ruby Motor Cycle.

The machine is not slow and a speed of 40 m.p.h. can be maintained on the level if desired, and the 3 h.p. engine has been proved to be most efficient and economical for general touring purposes.



Royal Ruby patent locking plates prevent the link nuts from working loose. These allow us to use Dome-headed nuts, which give a good finish without sharp edges.



Registered design tank, splendidly made. The tank tapers from front to rear, and has convex sides, doing away with all sharp corners, looks very pretty, and gives comfort to the rider.

Fitted with Royal Ruby 3-Speed Gear, Clutch and Kickstarter

SPECIFICATION

FRAME AND WORK—This unique system of spring suspension is the result of many years' experience and research, and you will see from the illustration that the whole machine is suspended fore and aft on a pair of laminated springs, which are centrally disposed, and can be adjusted to comply with the weight of the rider.

Another ingenious feature is the patented roller bearing for the eye of the spring, used instead of the standard practice of shackles and such contraptions. This design eliminates all possibility of lateral play.

The spring frame can be converted in a few seconds into a rigid one by means of the Royal Ruby patented locking device.

ENGINE—Royal Ruby, 3 h.p. single cylinder, with all the latest improvements.

SILENCER—Royal Ruby patent, which is most efficient.

GEAR—Royal Ruby patent two-speed countershaft, with free engine, handlebar control, Clutch and kick-starter.

TRANSMISSION—Hans Renold Chain from engine to gear and Dunlop belt from gear to back wheel.

CHAIN COVER—Fully enclosed, made of aluminium as shown, can be easily and quickly detached.

MAGNETO SHIELD—Going right under the engine to protect the whole unit.

BRAKES—Front, specially designed with Bowden control and inverted lever through handlebar. Rear, Royal Ruby patented parallel action brake, operated by left foot.

CARBURETTOR—Amac or B. & B.

MAGNETO—Thomson-Bennett variable ignition.

SADDLE—Brooks' B150 Pan seat.

CARRIER—Special design as shown.

TANK—Registered design, holding 1½ gallons of petrol and 3 pints of oil, large filler caps, fitted with priming tap and also with petrol strainer, and fastened on two supports brazed to frame. Enamelled in black with ruby colour panels and lined in gold leaf.

LUBRICATION—Best & Lloyd's semi-automatic sight feed with pump.

CONTROL—Ignition, carburettor, valve lift, clutch and front brake by inverted levers on handlebar. Rear brake by foot pedal on left-hand side.

HANDLEBARS—Uprturned as shown, or semi T.T. optional.

MUDGUARDS—Substantial guards, front 4½" wide, with side shields, and rear 6½" wide with beaded edges and sides, quickly detachable, but securely fastened. The front mudguard is fastened by our patent attachments, as shown on the last page.

FOOTBOARDS—Royal Ruby patent adjustable, made of aluminium, as shown on the next page.

WHEELS—26" × 2½", beaded edge, wedgewood rims, fitted with best quality hubs.

TYRES—26" × 2½" B.E. Dunlop heavy rubber studded.

TOOLS—Fully-equipped tool roll.

BAGS—One pair specially large pannier bags, as shown.

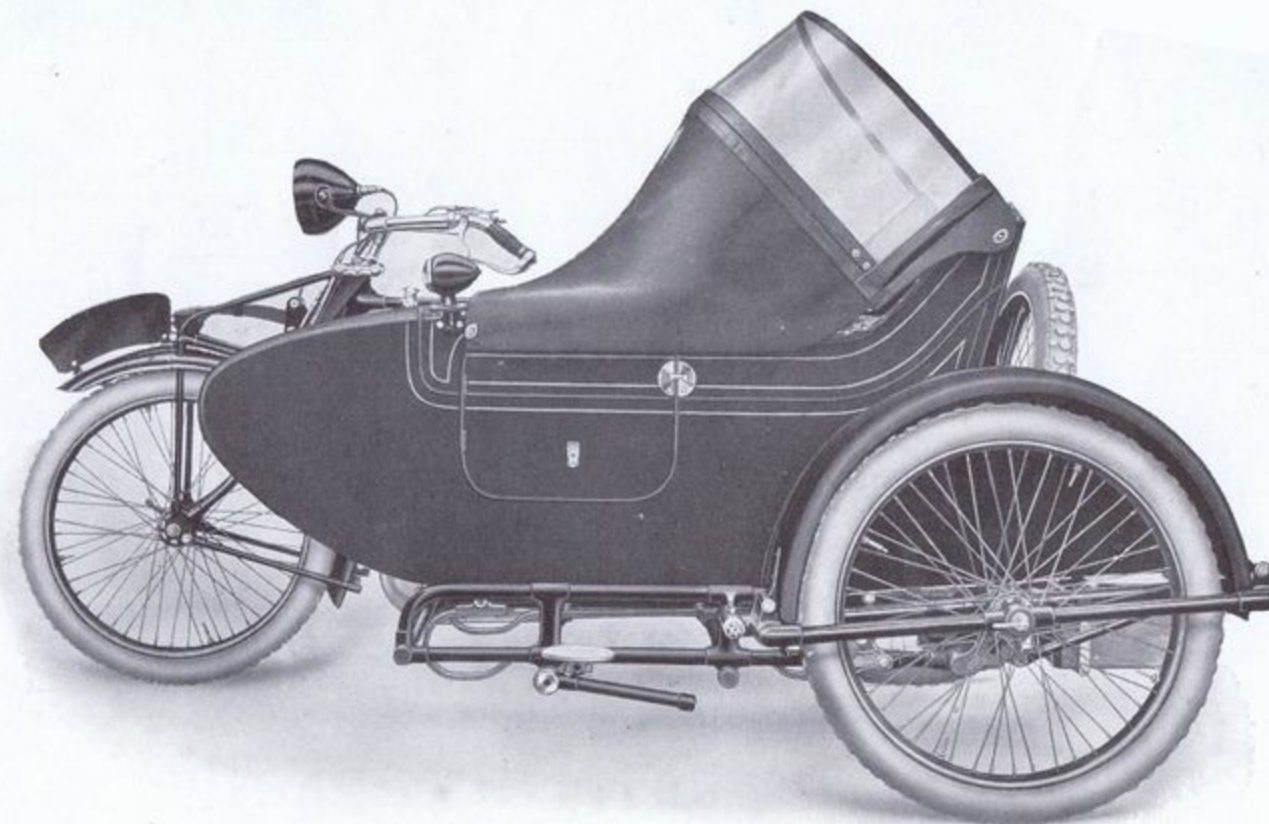
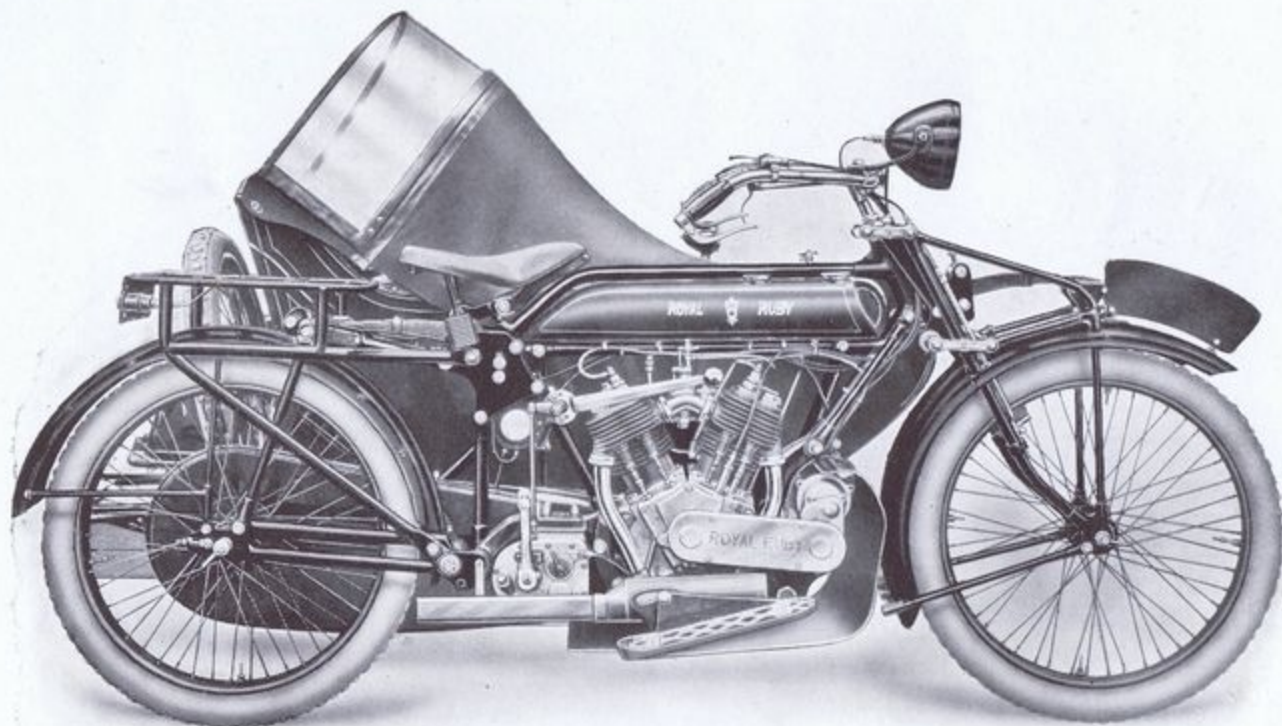
INFLATOR—Dover, celluloid.

GUARANTEE—Usual Manufacturers' Union Guarantee.

We reserve the right to modify or deviate from the specification in minor details.

PRICES

Motor Cycle, complete as above, beautifully finished in Black Enamel and usual nickel plated parts ..	£120 0 0
Speedometer—Covey Model B.	£6 0 0
„ Covey B.T. namely Trip	£7 0 0
Horn, Covey Patent Motor Cycle Horn	£3 0 0



8 h.p. Twin Royal Ruby Combination, with Patent Adjustable Spring Frame and Side Car Wheel.

THE Royal Ruby patent spring suspension of machine and side-car wheel completely insulates the driver and passenger from those nerve racking jolts which are commonly experienced by all users of rigid frame machines.

THE Royal Ruby spring suspension is not a hastily devised idea, neither an apology for a spring-frame, but it is the result of several years' experimental work and severe road testing, and we claim that our patent design is absolutely the most efficient and effective spring-frame on the market at the present time, and it renders motor cycling pleasant and comfortable even over the roughest road surfaces.

From the illustration it will be seen that the spring suspension consists of laminated leaf springs centrally disposed, and the spring tension can be easily adjusted to suit the requirements of the rider.

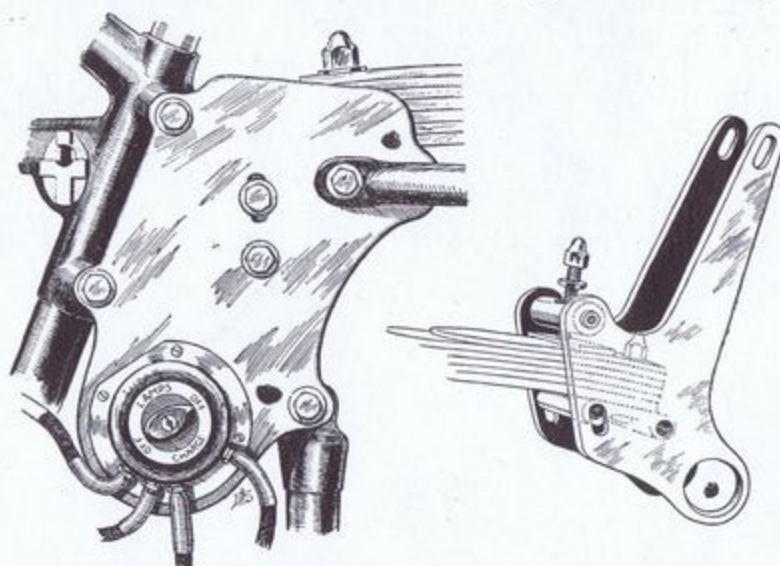
Another special feature is the patent roller bearing for the eye of the spring, which, in conjunction with the spring housing, effectually prevents all lateral play and eliminates the use of shackles.

The Royal Ruby spring side-car wheel is accommodated in a substantial tubular frame which is pivoted at the front end and thus adjusts itself to the varying road surfaces.

It will be observed that the machine and side-car are sprung as one unit on laminated leaf springs, and the driver, passenger and luggage, etc., are completely insulated from all road vibration.

The pivot pin bush is of substantial proportions and the patented design renders lateral play impossible.

The machine and side-car forms a magnificent passenger-carrying unit unequalled for comfort, and is without doubt one of the most luxurious side-car combinations ever offered to the motor cycling public.



Showing method of fastening and housing the rear spring and switch for electric lighting.

Showing method of fastening and housing the front spring.

SPECIFICATION

FRAME AND FORK—New design, fitted with our patented system of a spring suspension, which is the result of many years' experience and research. You will see from the illustration the whole machine is suspended fore and aft on a pair of laminated springs which are centrally disposed, and can be adjusted to comply with the weight of the rider or the roughness of the roads. The middle section is fitted with our patented safety stays which support the front down tube and connect the steering head to the engine lug and plates. This triangular construction is capable of withstanding all side strains, thus preventing fatigue of the frame members.

ENGINE—J.A.P. 8 h.p. twin cylinder with M.O. side valves 85 m.m. x 85 m.m.

SILENCER—Special design.

GEAR—Sturmey Archer Three-speed countershaft with our patented adjustment.

TRANSMISSION—All chain drive with Hans Renold $\frac{3}{8}$ " x $\frac{3}{8}$ " extra strong chain.

CHAIN COVERS—Metal as shown, the rear is fitted on to our patent frame which strengthens up the sheet metal in the most satisfactory manner.

MAGNETO SHIELD—Specially large, going right under the engine to protect the whole unit.

BRAKES—Special design, front, with inverted lever. Rear, very strong internal expanding hand brake, fitted to rear wheel.

CARBURETTOR—A.M.A.C. or B. & B.

MAGNETO—Thomson-Bennett.

SADDLE—Brooks' B170, pan seat, padded top.

CARRIER—Very large, special design as shown.

TANK—Registered design, holding two gallons petrol and five pints lubricating oil, large filler caps, and fastened on two supports brazed to frame, enamelled in black, ruby colour panels and lined in real gold leaf.

LUBRICATION—Best & Lloyd's semi-automatic sight drip feed with pump and through duplicate pipes to engine.

CONTROL—Ignition and carburettor by levers on handlebar, valve lifter by inverted lever on handlebar, clutch by lever on handlebar, front brake by inverted lever on handlebar, rear brake by foot pedal on left hand side of machine.

HANDLEBAR—Extra strong upturned.

MUDGUARDS—Specially wide, viz. 8 $\frac{1}{2}$ ", for both front and rear wheels.

STANDS—Fitted to front wheel, very strong, jack included in tool kit for rear wheel.

FOOTBOARDS—Royal Ruby patent adjustable.

WHEELS—28" x 3" B.E. Wedgewood rims, specially strong, fitted with best quality hubs, interchangeable.

TYRES—28" x 3" Dunlop extra heavy rubber studded B.E.

TOOLS—Fully-equipped tool roll, including jack.

INFLATOR—Good quality with foot attachment.

SIDECAR

CHASSIS—Extra strong, special design, fitted with Royal Ruby patent adjustable spring wheel with laminated spring. It is of the very best quality throughout having four couplings to motor cycle, and once coupled up, is as strong as one unit. The wheel is fitted with the best quality hub and is interchangeable with motor cycle, the mudguard is specially strong and wide and can be quickly removed. The chassis is fitted with luggage carrier and special attachment for carrying the spare wheel. A stand is fitted to raise the chassis from the ground, also carrier to hold one tin of petrol.

BODY—Large size, coach built and coach painted, richly upholstered and specially well finished throughout, and is fitted with Easting windscreen.

PRICES

Motor Cycle Combination	£235 0 0
Easting Windscreen	£5 10 0
Spare Wheel and Carrier for same	£9 10 0
Lucas Electric Lighting Set	£25 0 0