

BARNSTORMERS.CO.NZ

RUDGE

Quality Motor Cycles



ROLLETT

The RUDGE 1939 SERIES

We are averse to the policy of making purposeless changes for the sake of change only, and consequently the well-tried Rudge range is offered for 1939 with no major alterations, although certain technical modifications resulting in improved performance have been effected.

We are also continuing the common-sense policy of including in the listed prices speedometers and all equipment—you buy a Rudge at an "ALL-ON" price, with no irritating "extras" to follow.

Petrol tanks on the 1939 models (except the "RAPID") are finished in a striking chromium plate and black design with gold lines. The tank of the 250 c.c. "RAPID" model is finished in black with gold lines.

Rudge combines high performance with dependability to a unique degree, giving the maximum of pleasurable motor cycling, with the minimum of maintenance cost. **There is a Rudge model to suit your requirements**—if you are in doubt, please write us—we are always glad to advise fellow enthusiasts.

THE 1939 RUDGE RANGE

500 c.c. "ULSTER."

Designed for the rider who demands REAL "eighty-five-ish" performance. Probably the fastest 500 c.c. machine in normal production, it combines speed, fierce acceleration and amazing stopping power with perfect reliability.

The alum-bronze cylinder head, enclosed pressure lubricated semi-radial valve gear, special wear-resisting cylinder material and the massive crankcase ensure a super performance with long life. Steering and road-holding, exceptional with the forks now fitted throughout the 500 c.c. range.

The ideal riding position, T.T. type foot change and carefully chosen gear ratios enable the remarkable power output to be used to full advantage.

The many detail refinements and the comprehensive equipment make this model the enthusiast's ideal.

In three words, the ULSTER is "The Expert's Choice."

500 c.c. "SPECIAL."

Designed as the ideal "Dual Purpose Mount"—equally satisfactory as a "seventy-seventy-five-ish" silent solo, or a powerful sidecar machine, the SPECIAL has a world-wide reputation for sustained performance and utter dependability. Its principal characteristics are a flow of smooth, silent power with mechanical cleanliness. All moving parts work under ideal conditions of lubrication.

Steering—perfect. Braking—super. Routine maintenance—simple. "Clean to ride and easy to clean," the SPECIAL is the choice of the busy man who rides day in and day out with no time to tinker.

500 c.c. "SPORTS-SPECIAL."

Designed for weekday work and weekend sport, this model combines the outstanding qualities of the SPECIAL with a SPORTS specification.

The ribbed front tyre, narrow guards, racing twist grip and upswept pipes give an appearance of speed, justified by the performance. The specification is generous and complete.

The smooth silent power unit makes traffic riding a pleasure, yet once out in the country the urge to "give it the gun" and to get back on the mudguard pad is irresistible.

"Speed with Silence" is the modern demand—it is fulfilled in the SPORTS SPECIAL.

250 c.c. "SPORTS."

Designed for high performance at low cost, this model incorporates all the good features of the proved RAPID plus "that little something" obtained from a high compression piston and special carburetter.

Speed, "Seventy-ish." Snappy acceleration and super braking produce really surprising averages on long runs, and in traffic the 250 c.c. SPORTS usually "gets there first."

A big machine in every way, its sporting appearance is enhanced by plated rims, upswept exhaust system, narrow guards and ribbed front tyre. During an engine type test at Brooklands, the model lapped at over 76 m.p.h. for five hours! Need we say more?

250 c.c. "RAPID."

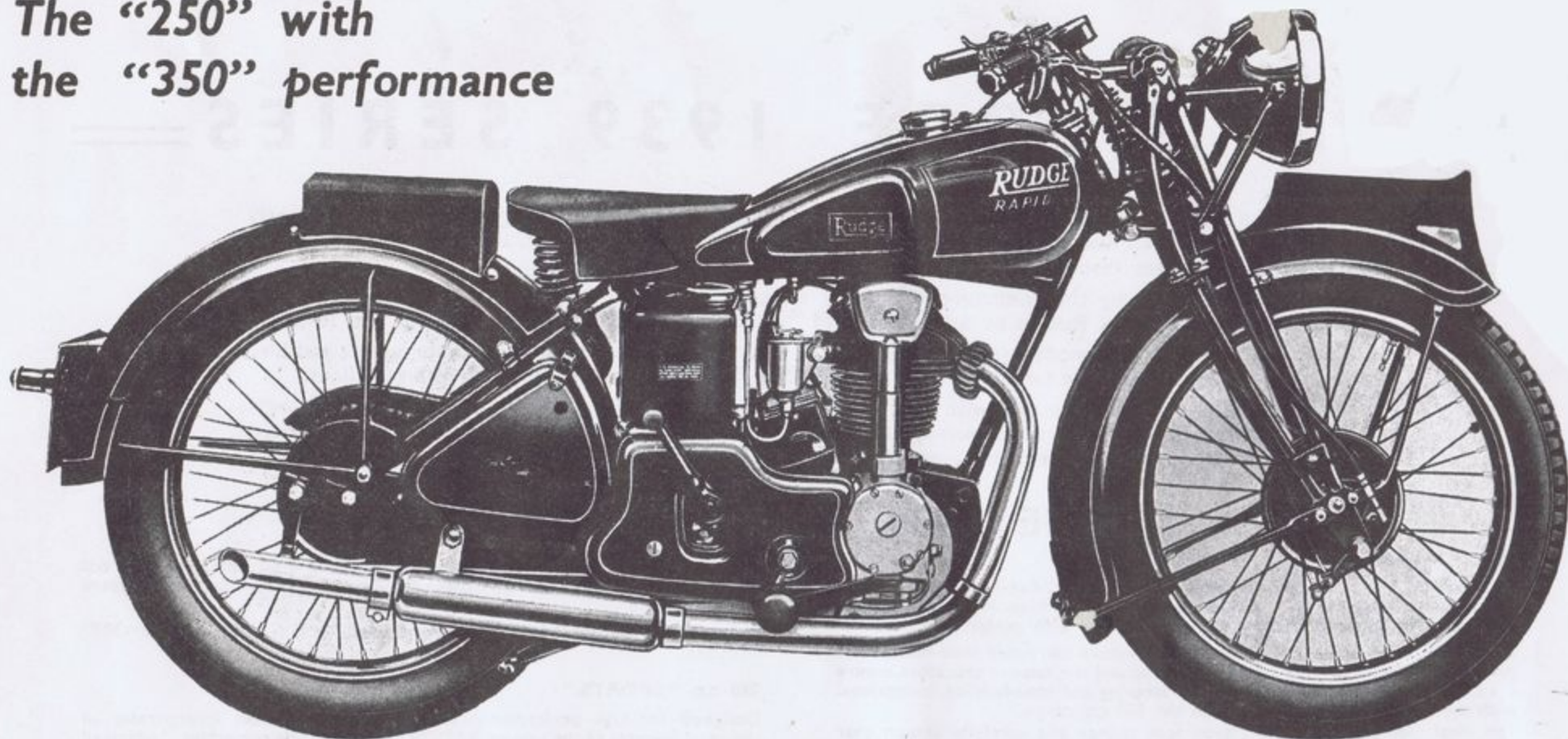
Designed as a "Man's Mount," it is hard to realise that the RAPID is only 250 c.c.

The bold tank, the 500 c.c. riding position with its large saddle, the big coupled brakes and ample tyres indicate a machine built for the heftiest of riders. The engine is "big" in performance, too!!

Extremely quiet mechanically, and with a well silenced exhaust, its flexibility, crisp acceleration and high maximum speed, justify our slogan—"The '250' with '350' Performance." Easy starting, perfect steering and the foot controlled four-speed gearbox make it an ideal machine for traffic riding.

With its enviable record for reliability and economy it is a model which we are proud to recommend.

The "250" with
the "350" performance



250 c.c. "RAPID" £55 - 0 - 0 ALL ON

ENGINE.—245 c.c. Bore 62 mm. Stroke 81 mm. Two overhead valves operated by rockers mounted upon roller bearings. New and improved design of detachable cylinder head with spherical combustion chamber, 14 mm. plug. Double row roller big end bearing with duralumin cage. Cylinder of wear-resisting, NICKEL-CHROME IRON to Rudge special specification has deeper finning and much improved appearance.

DETACHABLE CYLINDER HEAD MAY BE REMOVED WITH THE PETROL TANK IN POSITION.

LUBRICATION.—Dry sump entirely automatic designed to operate without adjustment. The oil is circulated by a duplex pump through a Tecalemit filter of large area.

ELECTRICAL EQUIPMENT.—Specially designed Lucas Maglita provides ignition and supplies current for large 8in. head lamp, tail light and high frequency horn. Lucas battery.

CARBURETTER.—Amal, needle type. Twist grip throttle control. Handlebar lever air control. Fitted with triple gauze flame arrester.

BRAKES.—RUDGE PATENTED (Patent No. 260656) PROPORTIONAL COUPLED BRAKES, 6½in. diameter. Die cast aluminium shoes.

PETROL TANK.—Rudge "Aero" model, furnished with central filler cap and handsomely finished in black and gold. Fitted with large pneumatic knee grips. Capacity 3½ gallons. 2-level petrol tap, providing an emergency reserve supply sufficient for 30 miles.

OIL TANK.—Separate oil tank with large filler and drain plug, provides efficient cooling. Capacity half-gallon.

FOOT RESTS.—Easily adjustable. Fitted with thick rubber pads. Lugs incorporated in chain stays for pillion foot rests.

HANDLEBARS.—Adjustable semi-sports type, ¾in. diameter with black celluloid covering, fitted with external levers. Adjustable steering damper.

WHEELS AND TYRES.—Built on steel shell, with RUDGE SYSTEM OF OFFSET SPOKING—strong and light. Adjustable bearings. Fitted with new pattern Dunlop "Universal" Tyres, 3.25/19 (26 x 3.25).

MUDGUARDS.—Of deep section giving ample tyre clearance, yet providing full protection from mud. The rear guard is IMMEDIATELY DETACHABLE for ease of wheel removal.

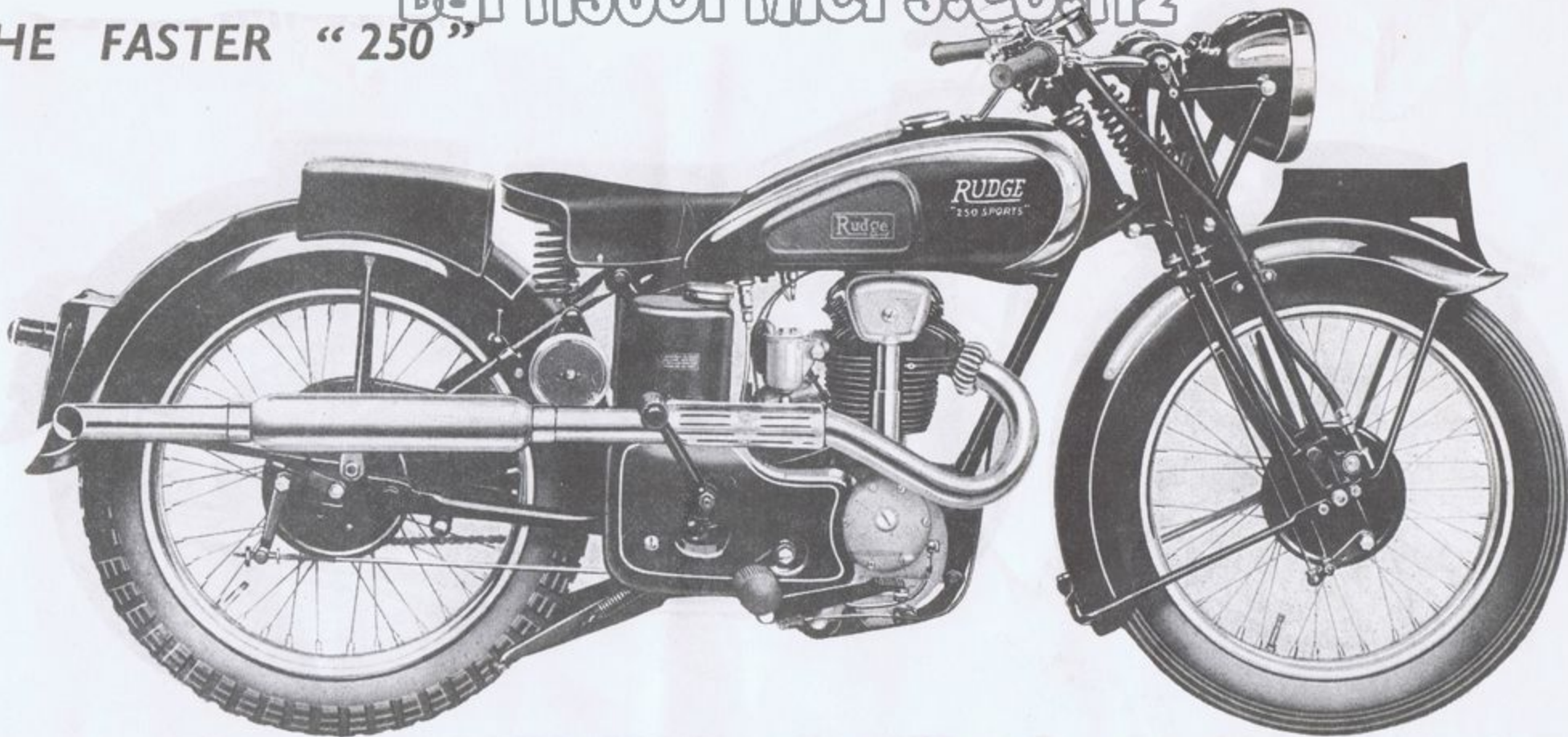
STANDS.—Tubular stand for front wheel. Parking stand central spring-up type of sturdy construction.

GEARBOX.—Rudge-Whitworth patent four-speed (Patent No. 331643). Gears in CONSTANT MESH. Kick starter mechanism ENCLOSED. Mechanism shield particularly neat and instantly detachable. Positively operated foot change. Multi-plate clutch. Solo gear ratios: 6.39 to 1; 8.2 to 1; 11.2 to 1; 15.95 to 1.

EXHAUST SYSTEM.—Large diameter downswept exhaust pipe and cylindrical silencer, with absorber tube in the tail pipe. Heavily chromium plated throughout.

FINISH.—The outstanding Rudge Quality finish, multi-coat superfine black enamel on RUSTPROOF UNDERCOAT, lined brilliant bronze. Bright parts heavily chromium plated on nickel. ALL PROMINENT BOLTS ARE CAPPED WITH DOMED NUTS. Blue or Maroon enamel, £1 extra. Chromium plated panel tank, 10/- extra.

THE FASTER "250"



250 c.c. "SPORTS" £57 - 10 - 0 ALL ON

ENGINE.—245 c.c. Bore 62 mm. Stroke 81 mm. Two overhead valves operated by rockers mounted upon roller bearings. New and improved design of detachable cylinder head with spherical combustion chamber, 14 mm. plug. Double row roller big end bearing with duralumin cage. Cylinder of wear-resisting NICKEL-CHROME IRON, to Rudge special specification, has deeper finning and much improved appearance.

DETACHABLE CYLINDER HEAD MAY BE REMOVED WITH THE PETROL TANK IN POSITION.

LUBRICATION.—Dry sump entirely automatic, designed to operate without adjustment. The oil is circulated by a duplex pump through a Tecalemit filter of large area.

ELECTRICAL EQUIPMENT.—Specially designed Lucas Maglita provides ignition and supplies current for large 8in. head lamp, tail light and high frequency horn. Lucas battery.

CARBURETTER.—Amal, needle type. Twist grip throttle control. Handlebar lever air control. Fitted with triple gauze flame arrester.

BRAKES.—RUDGE PATENTED (Patent No. 260656) PROPORTIONAL COUPLED BRAKES, 6½in. diameter. Die cast aluminium shoes.

PETROL TANK.—Rudge "Aero" model, furnished with central filler cap and handsomely finished. Fitted with large pneumatic knee grips. Capacity 3½ gallons. 2-level petrol tap, providing an emergency reserve supply sufficient for 30 miles.

OIL TANK.—Separate oil tank with large filler and drain plug, provides efficient cooling. Capacity half-gallon.

FOOT RESTS.—Easily adjustable. Fitted with thick rubber pads. Lugs incorporated in chain stays for pillion foot rests.

HANDLEBARS.—Adjustable semi-sports type, 7in. diameter with black celluloid covering, fitted with long front brake lever and Binks quick action twist grip. Adjustable steering damper.

WHEELS AND TYRES.—Built on steel shell, with RUDGE SYSTEM OF OFFSET SPOKING—strong and light. Adjustable bearings. Fitted with new pattern Dunlop Tyres, 3.00 x 20 (26 x 3.00). Front ribbed; rear "Universal." 3.25 x 19 (26 x 3.25).

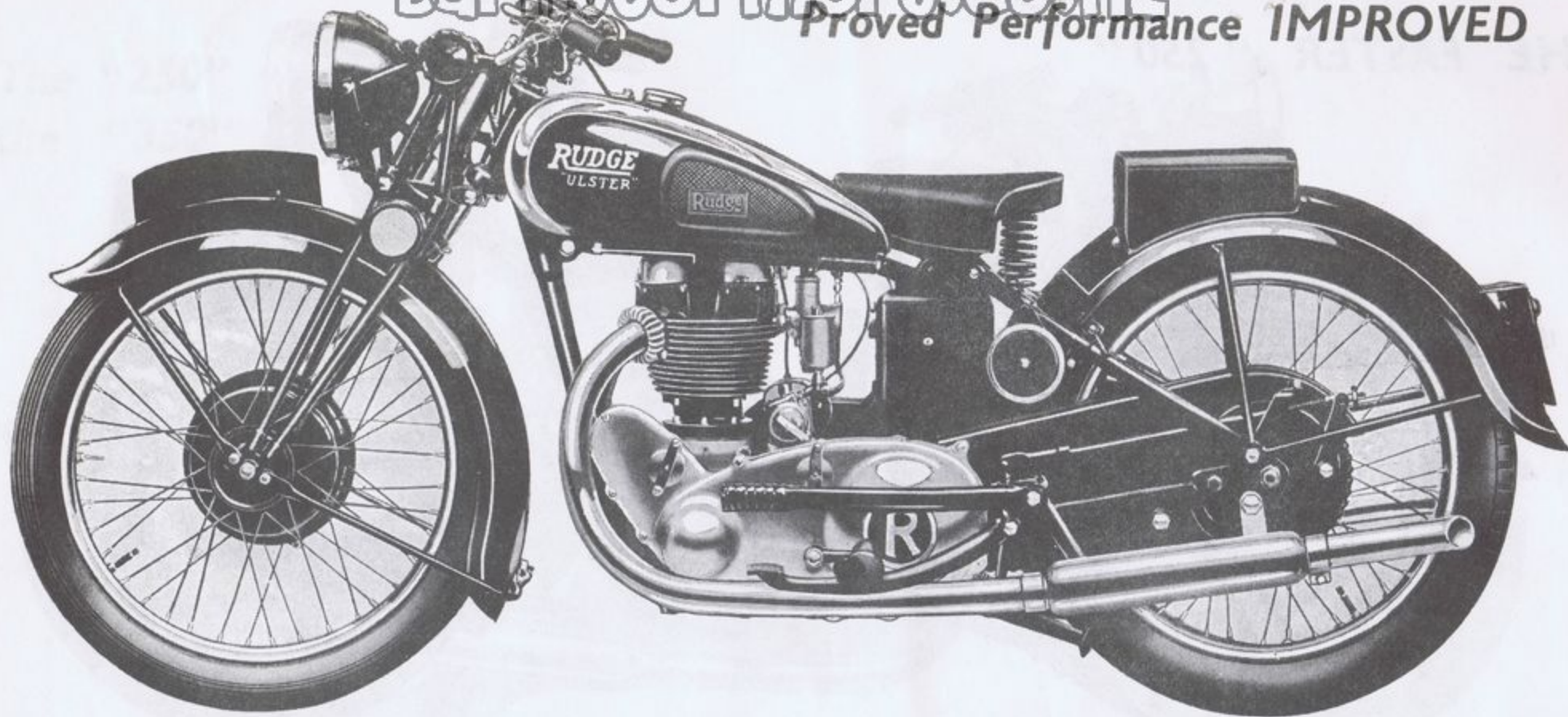
MUDGUARDS.—Sports section guards, with flared ends. The rear guard is IMMEDIATELY DETACHABLE for ease of wheel removal.

STANDS.—Tubular stand for front wheel. Parking stand central spring-up type of sturdy construction.

GEARBOX.—Rudge-Whitworth patent four-speed (Patent No. 331643). Gears in CONSTANT MESH. Kick starter mechanism ENCLOSED. Mechanism shield particularly neat and instantly detachable. Positively operated foot change. Multi-plate clutch. Solo gear ratios: 6.39 to 1; 8.2 to 1; 11.2 to 1; 15.95 to 1.

EXHAUST SYSTEM.—Large diameter upswept exhaust pipe and cylindrical silencer, with absorber tube in the tail pipe. Heavily chromium plated throughout.

FINISH.—The outstanding Rudge Quality finish, multi-coat superfine black enamel on RUST-PROOF UNDERCOAT, lined brilliant bronze. Bright parts heavily chromium plated on nickel. ALL PROMINENT BOLTS ARE CAPPED WITH DOMED NUTS. Blue or Maroon enamel, £1 extra. Petrol tank finished in striking chromium plate and black design, with gold lines.



500 c.c. "ULSTER" £82 - 0 - 0 ALL ON

ENGINE.—499 c.c. Bore 85 mm. Stroke 88 mm. Well-known RUDGE system high efficiency arrangement of FOUR OVERHEAD VALVES—t/o radial exhaust and two parallel inlet—fitted in an aluminium bronze cylinder head with 14 mm. central plug. PORTS AND COMBUSTION CHAMBER POLISHED. Completely enclosed and pressure lubricated valve operating gear, tubular valve operating rods. THREE-ROW ROLLER BIG END BEARING with duralumin cage. Designed for VERY HIGH PERFORMANCE, with SLIPPER TYPE PISTON, HIGH LIFT CAM, and RACING VALVE SPRINGS. Cylinder of special wear-resisting, NICKEL-CHROME IRON to Rudge specification, has deeper finning and much improved appearance. Engine bench tested and stripped for inspection before road test. DETACHABLE CYLINDER HEAD MAY BE REMOVED WITH THE PETROL TANK IN POSITION.

LUBRICATION.—Dry sump entirely automatic, designed to operate without adjustment. The oil is fed under pressure to the big end, the cylinder head and cylinder, and returned to the oil tank through a Tecalemit filter of large area.

ELECTRICAL EQUIPMENT.—B.T.H. Magneto and Miller Dynamo driven by chains running in an oil bath. 8in. head lamp. Exide battery. High frequency electric horn.

CARBURETTER.—Amal, needle type. Twist grip throttle control. Handlebar lever air control.

BRAKES.—RUDGE PATENTED (Patent No. 260656) PROPORTIONAL COUPLED BRAKES, 8in. diameter front, 7½in. diameter rear, FINGER ADJUSTMENT TO BOTH FRONT AND REAR. Die cast aluminium shoes.

PETROL TANK.—Rudge "Aero" model, furnished with central filler cap and handsomely finished. Fitted with large pneumatic knee grips. Capacity approximately 3½ gallons. 2-level petrol tap, providing an emergency reserve supply sufficient for 25 miles.

OIL TANK.—Separate oil tank with large filler and drain plug, provides efficient cooling. Capacity half-gallon.

FOOTRESTS.—Easily adjustable. Serrated hangers, giving wide range of adjustment. Fitted with thick rubber pads. Lugs incorporated in chain stays for pillion foot rests.

HANDLEBARS.—Adjustable semi-Sports type, ½in. diameter with black celluloid covering, fitted with long front brake lever, and Binks quick action twist grip. Adjustable steering damper.

WHEELS AND TYRES.—Quickly detachable rear wheel. Wheel may be removed leaving chain and brake adjustment untouched. Positive drive through three driving studs and three bolts. Adjustable taper roller bearings. Rear spindle fitted with tommy bar. New pattern Dunlop tyres: (front 3.00/21 (27 x 3in.) ribbed, rear 3.25/20 (27 x 3.25in.) "Universal" are standard on this model.

MUDGUARDS.—Sports section guards with flared ends. The rear guard is fastened to the frame by wing bolts, making it easily detachable.

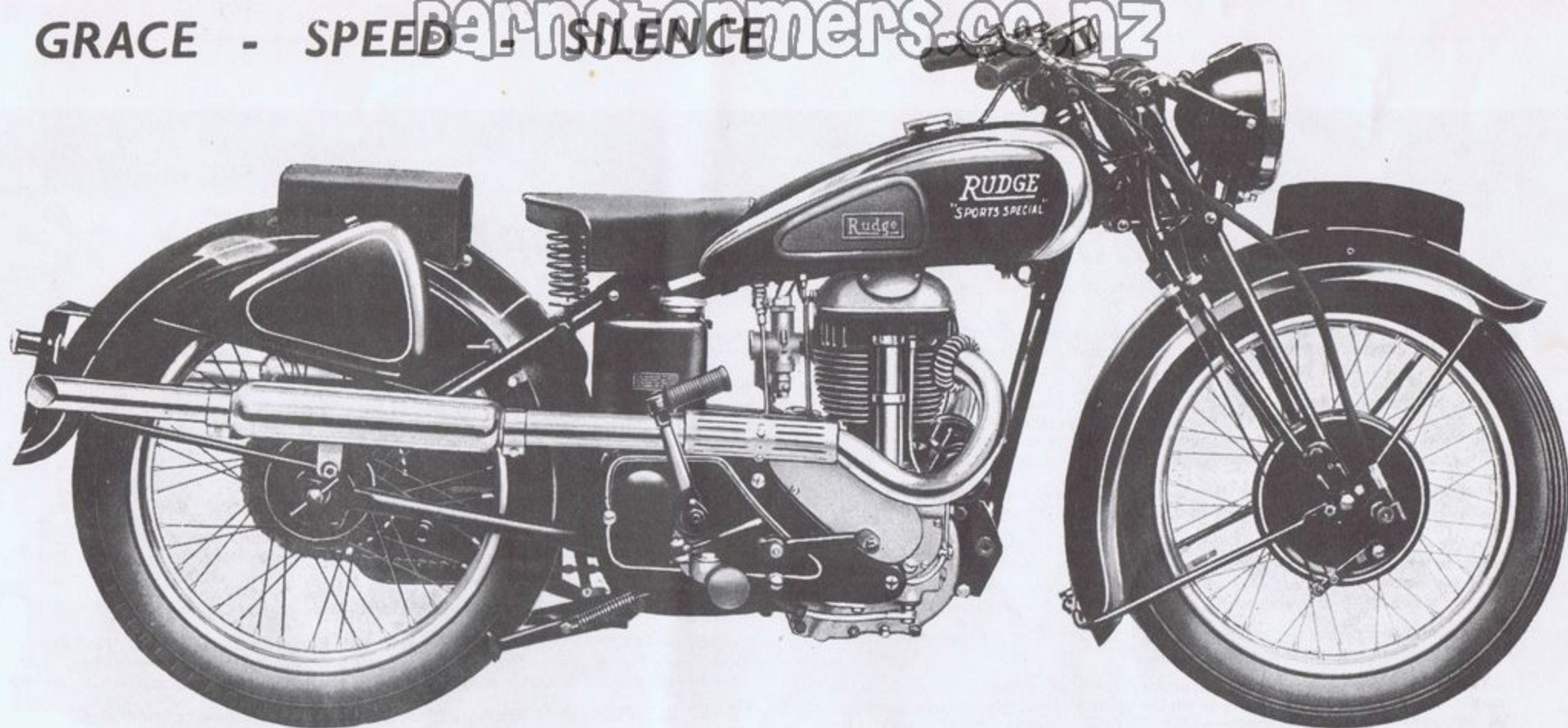
STANDS.—Tubular stand for front wheel, parking stand central spring-up type, with easy-to-operate hand lever. Rudge-Whitworth Patent. (Patent No. 359089).

GEARBOX AND CLUTCH.—Rudge-Whitworth patent four-speed (Patent No. 331643). Gears in CONSTANT MESH. Kick starter mechanism ENCLOSED. Positively operated foot-change on right hand side of machine. Multi-plate clutch enclosed in oil-tight cover to eliminate slip or drag. Solo gear ratios: 4.53 to 1; 5.62 to 1; 7.36 to 1; 13.28 to 1. Sidecar gear ratios: 5.5 to 1; 6.82 to 1; 8.9 to 1; 16.0 to 1.

EXHAUST SYSTEM.—Advanced design, permitting very high performance with commendable degree of silence. Two large diameter wide angle low level exhaust pipes from cylinder head to two cylindrical silencers, with tail pipes incorporating absorber tubes. Heavy chromium plate throughout. Upswept exhaust pipes 30/- extra.

FINISH.—The outstanding Rudge Quality finish, multi-coat, superfine black enamel on RUSTPROOF UNDERCOAT, lined brilliant bronze. Bright parts heavily chromium plated on nickel. ALL PROMINENT BOLTS ARE CAPPED WITH DOMED NUTS. Blue or Maroon enamel, £1 extra. Petrol tank finished in striking chromium plate and black design, with gold lines.

EXTRAS.—Rudge-Whitworth International Six Days' type rear hub. "ONE NUT RELEASE!" 10/- extra.



500 c.c. "SPORTS SPECIAL" £72 - 0 - 0 ALL ON

ENGINE.—495 c.c. Bore 84.5 mm. Stroke 88 mm. Rudge system FOUR OVERHEAD VALVES, with completely enclosed and pressure lubricated operating gear. Tubular valve operating rods. Polished Ports. Double row roller big end bearing, with duralumin cage. Piston "Aerolite" close clearance, non slap. Cylinder of wear-resisting NICKEL-CHROME IRON to Rudge special specification, has deeper finning and much improved appearance. Engine bench tested and stripped for inspection before road test.

DETACHABLE CYLINDER HEAD MAY BE REMOVED WITH THE PETROL TANK IN POSITION.

LUBRICATION.—Dry sump entirely automatic designed to operate without adjustment. The oil is fed under pressure to the big end, cylinder head and cylinder, and returned to the oil tank through a Tecalemit filter of large area.

ELECTRICAL EQUIPMENT.—B.T.H. Magneto and Miller Dynamo, driven by chains running in an oil bath. 8in. head lamp. Exide battery. High frequency electric horn.

CARBURETTER.—Amal, needle type. Twist grip throttle control. Handlebar lever air control.

BRAKES.—RUDGE PATENTED (Patent No. 260,656) PROPORTIONAL COUPLED BRAKES, 8in. diameter front, 7½in. diameter rear. FINGER ADJUSTMENT TO BOTH FRONT AND REAR. Die cast aluminium shoes.

PETROL TANK.—Rudge "Aero" model, furnished with central filler cap and handsomely finished. Fitted with large pneumatic knee grips. Capacity approximately 3½ gallons. 2-level petrol tap, providing an emergency reserve supply sufficient for 25 miles

OIL TANK.—Separate oil tank, with large filler and drain plug, provides efficient cooling. Capacity half-gallon.

HANDLEBARS.—Adjustable semi-Sports type, ¾in. diameter, with black celluloid covering, fitted with long front brake lever, and Binks quick action twist grip. Adjustable steering damper

WHEELS AND TYRES.—Quickly detachable rear wheel. Wheel may be removed, leaving chain and brake adjustment untouched. Positive drive through three driving studs and three bolts. Adjustable, taper roller bearings. Rear spindle fitted with tommy bar. New pattern Dunlop "Universal" tyres (front 3.25/19 (26 x 3.25) ribbed, rear "Universal") are standard on this model.

MUDGUARDS.—Sports section guards with flared ends. The rear guard is fastened to the frame by wing bolts, making it easily detachable.

STANDS.—Tubular stand for front wheel, parking stand central spring-up type, with easy-to-operate hand lever. Rudge Whitworth patent. (Patent No. 359089).

GEARBOX AND CLUTCH.—Rudge-Whitworth patent four-speed (Patent No. 331643). Gears in CONSTANT MESH. Kick starter mechanism ENCLOSED. Positively operated foot-change on right hand side of machine. Multi-plate clutch enclosed in oil-tight cover to eliminate slip or drag. Solo gear ratios: 4.74 to 1; 5.89 to 1; 7.65 to 1; 13.9 to 1.

EXHAUST SYSTEM.—Advanced design, permitting very high performance with commendable degree of silence. Two large diameter wide angle upswept exhaust pipes from cylinder head to two cylindrical silencers, with tail pipes incorporating absorber tubes. Heavy chromium plate throughout. Low level exhaust pipes optional.

FINISH.—The outstanding Rudge Quality finish, multi-coat, superfine black enamel on RUSTPROOF UNDERCOAT, lined brilliant bronze. Bright parts heavily chromium plated on nickel. ALL PROMINENT BOLTS ARE CAPPED WITH DOMED NUTS. Blue or Maroon enamel, £1 extra. Petrol tank finished in striking chromium plate and black design, with gold lines.

RUDGE SPECIAL FEATURES

OVERHEAD VALVE ENCLOSURE.—The valves and operating mechanism on 500 c.c. models are totally enclosed by an oil-tight aluminium cover bolted to the cylinder head (see Fig. 2).

Oil is delivered under pressure to the cylinder head, and each rocker has its individual oil feed. The tubular push rods operate direct on to the cam followers, and are enclosed in an oil-tight telescopic housing (See Fig. 1). The resultant mechanical silence and absence of wear is remarkably good.

Overhead rocker adjustment is required very infrequently and is easily accessible via the inspection cap in the aluminium head cover (See Fig. 1).

For the "Ulster" model, probably the fastest standard 500 c.c. model in current production, a four-valve cylinder head in aluminium bronze with polished ports is retained, with the well-known arrangement of parallel inlet valves, radial exhaust valves and a central sparking plug.

The valves and operating mechanism on this head also are totally enclosed and all rockers are pressure lubricated.

CYLINDER BARREL.—All Rudge cylinder barrels are made of chrome nickel cast-iron. The method of bolting down the cylinder head renders the operation of removal remarkably simple—**THE PETROL TANK NEED NOT BE DISTURBED.**

LUBRICATION.—The capacity of the oil pump provides a copious flow of oil to the cylinder head while ensuring an adequate feed to the big end. An additional lead is taken to the rear of the cylinder (See Fig. 1). The area of the filter is remarkably generous.

QUICK DETACHABLE REAR WHEEL.—All 500 c.c. models are fitted with a really quickly detachable rear wheel (See Fig. 3). The brake drum and sprocket remain in position when the wheel is removed. The knockout spindle is fitted with a tommy bar. The wheel bearings are of the adjustable taper roller type, which have proved extremely efficient during arduous tests. The special system of cam adjustment for the rear chain is retained

together with detachable mudguard, including such refinements as jack-plug for the rear lamp cable.

FRONT FORK.—The Rudge enclosed-spring type fork has proved extremely satisfactory since its inception. A bronze bush in the outer telescopic sheath fitted with a grease gun nipple obviates all wear.

FOUR-SPEED GEARBOX.—The roller bearing four-speed box with T.T. type positive foot change is standard throughout the range. The extended gearbox filler makes routine maintenance a matter of moments.

OIL BATH CHAIN CASE.—Every model in the range is fitted with a handsome cast aluminium oil bath chain case (See Fig. 4). There is no rattle and no resonance.

On the 500 c.c. models the clutch is enclosed in an oil-tight cover.

RUDGE HANDLIFT STAND.—This patented Rudge feature (Patent No. 359089) see Fig. 4, is fitted to 500 c.c. models and enables the machine to be placed on the stand without effort, even with the rider remaining seated.

RUDGE COUPLED BRAKES (Patent No. 260656).—Every model is fitted with the unique Rudge system of proportionally coupled brakes. This method of operation gives the highest braking efficiency known to Road Transport, and ensures a correct proportion of braking to each wheel whatever the speed. Skidding is eliminated under any conditions.

Aluminium brake shoes are used throughout the range.

SILENCERS.—The large cubic capacity of the silencers, together with the specially designed absorber tubes, ensures a quiet exhaust note without impairing the performance.

TYRES.—Dunlop tyres are fitted throughout the range. Tyre sizes and tread design have been selected to suit each individual model.

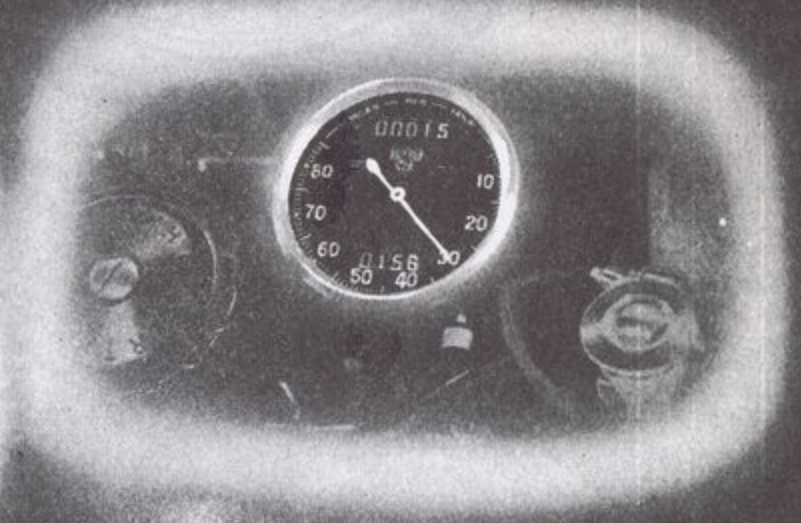
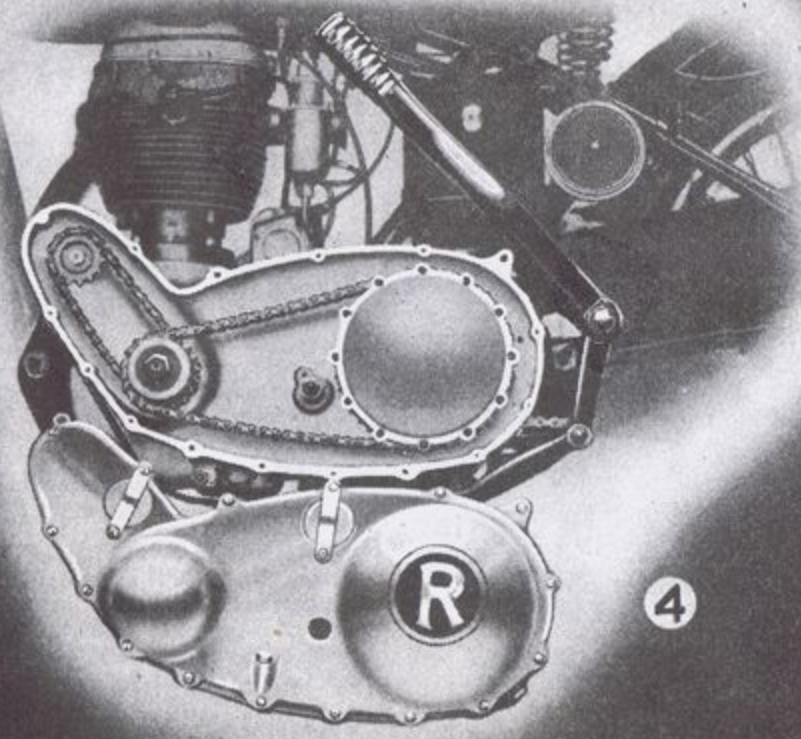
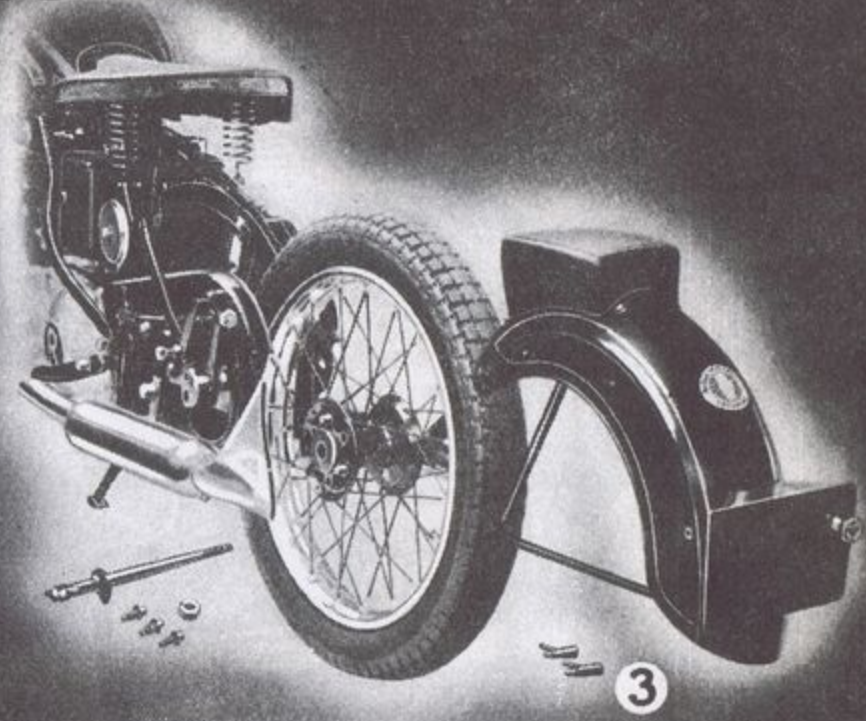
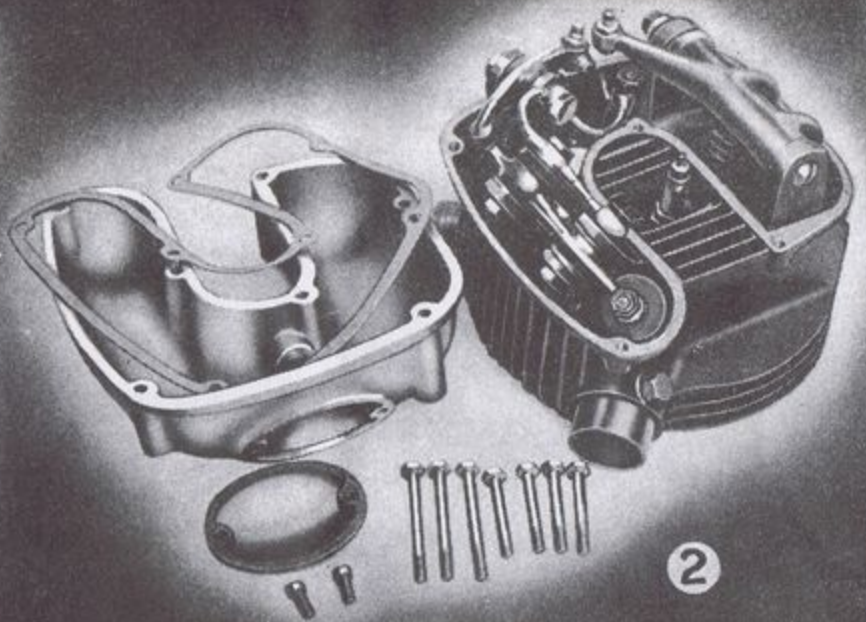
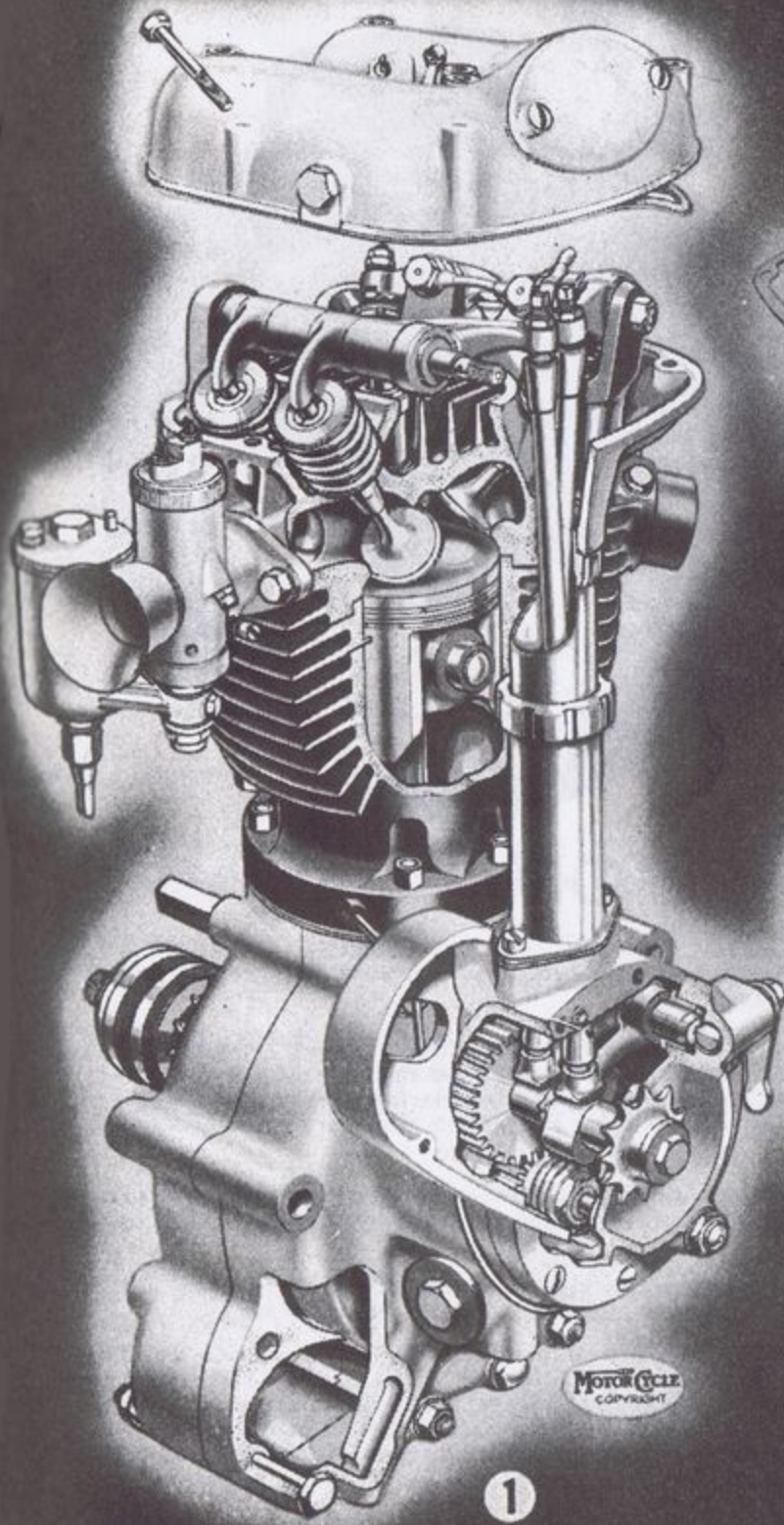
STANDARD on ALL MODELS

3½ gallon petrol tank with reserve supply tap.
 RUDGE roller bearing four-speed gearbox.
 T.T. type positive foot gear change.
 RUDGE proportionately coupled brakes.
 Enclosed battery.
 Mechanism shield.
 Aluminium oil bath chain case.
 Large pillion pad.
 Quickly detachable rear mudguard.
 Smith's illuminated chronometric trip speedometer.
 Electric lighting set with 8in. head lamp.

High frequency electric horn.
 Licence holder.
 Pump and tool kit.

STANDARD on 500cc. MODELS

Quickly detachable rear wheel.
 Hand lift central stand (Patent No. 359089).
 Fully enclosed and pressure lubricated valve gear.
 Decompressor for easy starting.
 Folding kick starter.
 Improved front fork.
 Fully enclosed oil tight clutch.



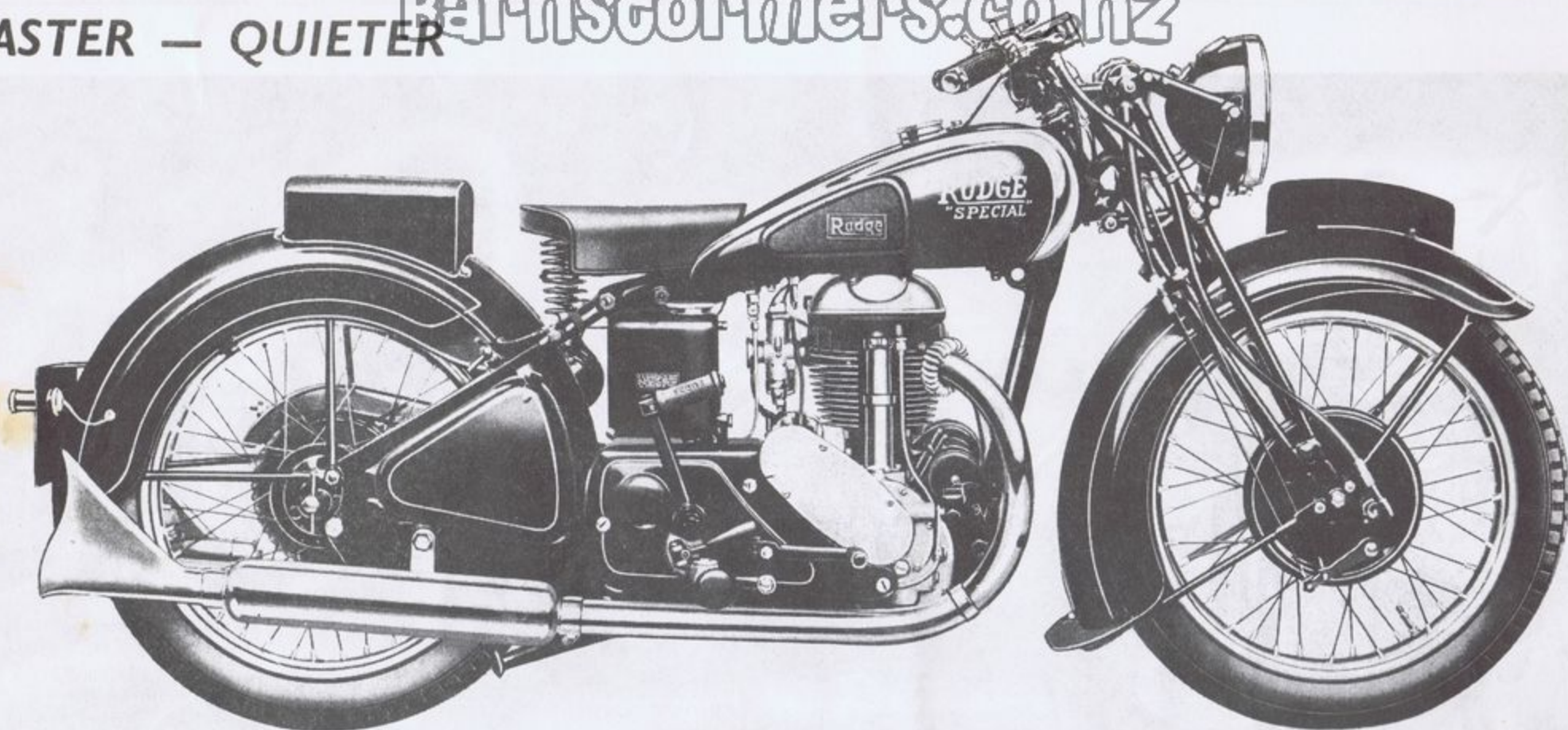
EVERY RUDGE HAS THE FOLLOWING COMPLETE EQUIPMENT AS STANDARD

ELECTRIC LIGHTING — 8" HEAD LAMP.
 HIGH FREQUENCY ELECTRIC HORN.
 ILLUMINATED TRIP SPEEDOMETER
(500 c.c. only)
 LICENCE-HOLDER — PILLION PAD.
 FULL KIT OF TOOLS.

ALL INCLUDED IN LIST PRICE

FASTER — QUIETER

Barnstormers.co.nz



500 c.c. "SPECIAL" £69 - 10 - 0 ALL ON!

ENGINE.—495 c.c. Bore 84.5 mm. Stroke 88 mm. Rudge system FOUR OVERHEAD VALVES, with completely enclosed and pressure lubricated operating gear. Tubular valve operating rods. Double row roller big end bearing with duralumin cage. Polished Ports. Piston, "Aerolite" close clearance, non slap. Cylinder of wear-resisting NICKEL-CHROME IRON, to Rudge special specification, has deeper finning and much improved appearance. Engine bench tested and stripped for inspection before road test.

DETACHABLE CYLINDER HEAD MAY BE REMOVED WITH THE PETROL TANK IN POSITION.

LUBRICATION.—Dry sump entirely automatic, designed to operate without adjustment. The oil is fed under pressure to the big end, cylinder head and cylinder, and returned to the oil tank through a Tecalemit filter of large area.

ELECTRICAL EQUIPMENT.—B.T.H. Magneto and Miller Dynamo, driven by chains running in an oil bath. 8in. head lamp. Exide battery. High frequency electric horn.

CARBURETTER.—Amal, needle type. Twist grip throttle control. Handlebar lever air control.

BRAKES.—RUDGE PATENTED (Patent No. 260656) PROPORTIONAL COUPLED BRAKES, 8in. diameter front, 7½in. diameter rear, FINGER ADJUSTMENT TO BOTH FRONT AND REAR. Die cast aluminium shoes.

PETROL TANK.—Rudge "Aero" model, furnished with central filler cap, and handsomely finished. Fitted with large pneumatic knee grips. Capacity approximately 3½ gallons, 2-level petrol tap, providing an emergency reserve supply sufficient to cover 25 miles.

OIL TANK.—Separate oil tank, with large filler and drain plug, provides efficient cooling. Capacity half-gallon.

FOOTRESTS.—Easily adjustable. Serrated hangers, giving wide range of adjustment. Fitted with thick rubber pads. Lugs incorporated in stays for pillion footrests.

HANDLEBARS.—Adjustable semi-Sports type. ½in. diameter with black celluloid covering, fitted with adjustable steering damper.

WHEELS AND TYRES.—Quickly detachable rear wheel. Wheel may be removed, leaving chain and brake adjustment untouched. Positive drive through three driving studs and three bolts. Adjustable taper roller bearings. Rear spindle fitted with tommy bar. New pattern Dunlop "Universal" tyres (3.25/19 (26 x 3.25), front and rear) are standard on this model.

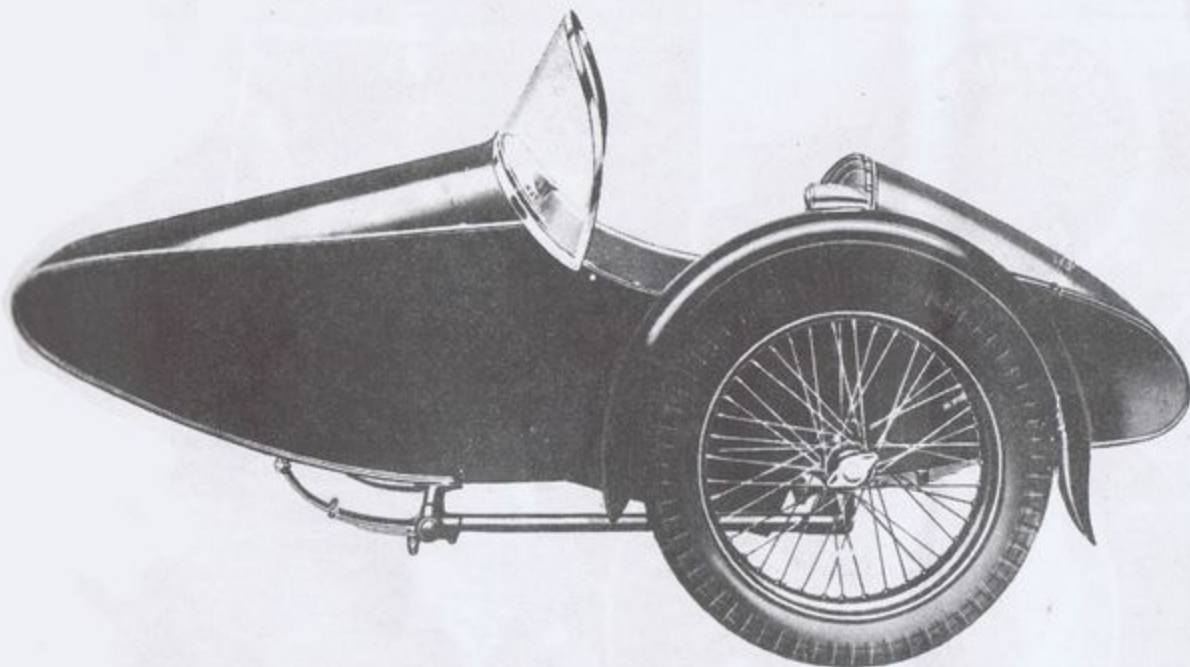
MUDGUARDS.—Deep large section and valanced, giving ample tyre clearance, yet providing full protection from mud. The rear guard is fastened to the frame by wing bolts, making it easily detachable.

STANDS.—Tubular stand for front wheel, parking stand central spring-up type, with easy-to-operate hand lever. Rudge-Whitworth patent. (Patent No. 359089.)

GEARBOX AND CLUTCH.—Rudge-Whitworth patent four-speed (Patent No. 331643). Gears in CONSTANT MESH. Kick starter mechanism ENCLOSED. Mechanism shield particularly neat and instantly detachable. Foot-change positively operated on right hand side of machine. Multi-plate clutch, enclosed in oil-tight cover to eliminate slip or drag. Solo gear ratios: 4.74 to 1; 5.87 to 1; 7.65 to 1; 13.9 to 1. Sidecar gear ratios: 5.5 to 1; 6.82 to 1; 8.9 to 1; 16.0 to 1.

EXHAUST SYSTEM.—Advanced design, permitting very high performance, with improved silencing. Two large diameter wide angle radial low level exhaust pipes from cylinder head to two large cylindrical silencers with flared fish tails, incorporating absorber tubes. Heavy chromium plate throughout. Upswept exhaust pipes 30/- extra.

FINISH.—The outstanding Rudge Quality finish, multi-coat, superfine black enamel on RUSTPROOF UNDERCOAT, lined brilliant bronze. Bright parts heavily chromium plated on nickel. ALL PROMINENT BOLTS ARE CAPPED WITH DOMED NUTS. Blue or Maroon enamel, £1 extra. Petrol tank finished in striking chromium plate and black design, with gold lines.



SYSTON SPORTS

DIMENSIONS.—Length overall, 7ft. 2in.: length inside (from back squab to toe board), 3ft. 7in.: width, 19½in.: depth, 20in.

COLOURS.—Can be had in a dual colour scheme if requested in a choice of the following colours: Carnation Red, Black, Olive Green, Swallow Green, Maroon, Silver, Dark Blue or Ivory.

UPHOLSTERY.—Deeply sprung: best quality Rexinè in Blue, Red, Green, Black or Brown, with coverall apron in Black.

TYRES.—Dunlop Cord Tyres of any standard size to suit requirements.

SPECIFICATION.—Chrome metal framed Sports Windscreen, set at an angle close to the passenger. Lucas chromium plated streamline lamp. Fourth point connection and coverall apron.

Price £17 - 19 - 6

BEDFORD SPORTS TOURER

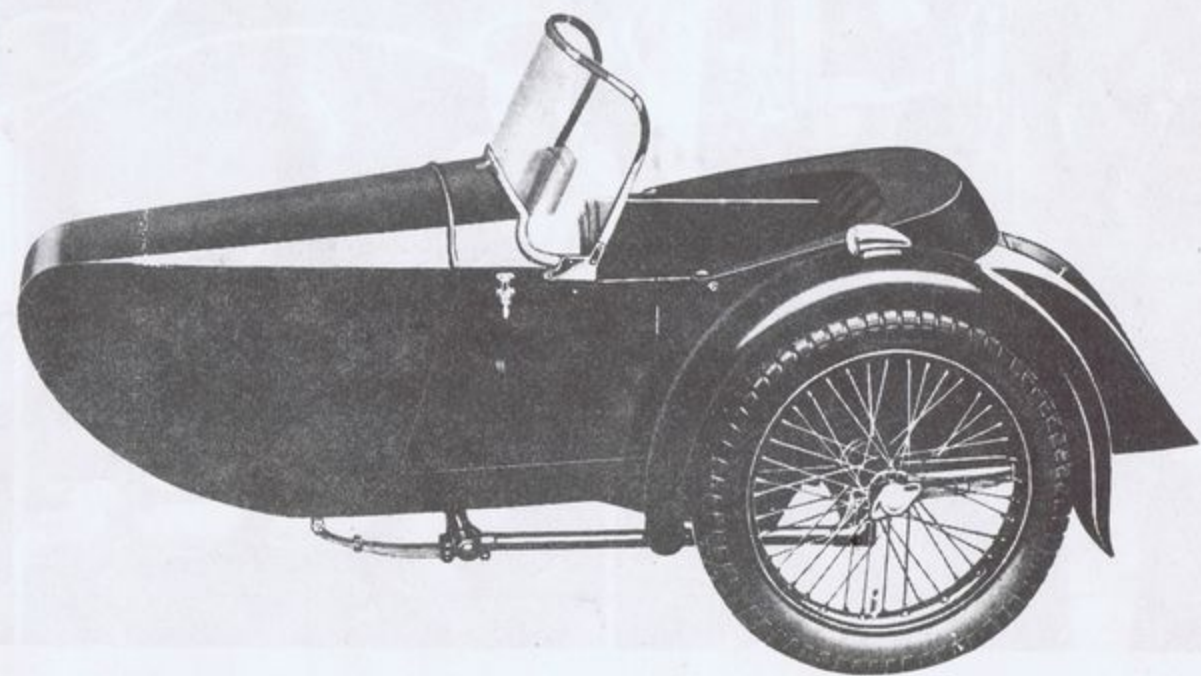
DIMENSIONS.—Length overall 78in.: length inside (from back squab to toe board), 43 in.: width 20½in.: depth 23in.

COLOURS.—Black body with Carnation Red louvres, Olive Green body with Ivory louvres, Carnation Red with Silver louvres. Additional Colours available: Swallow Green, Maroon, Dark Blue.

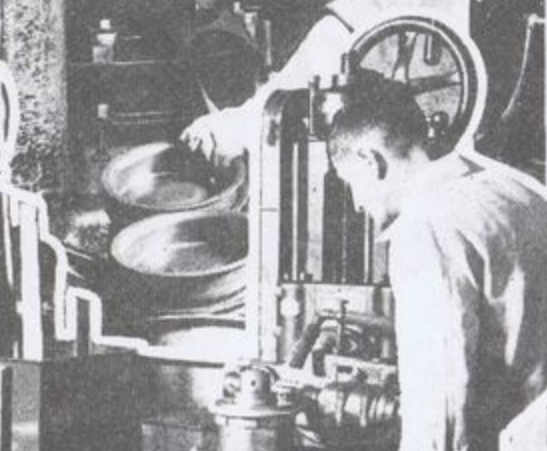
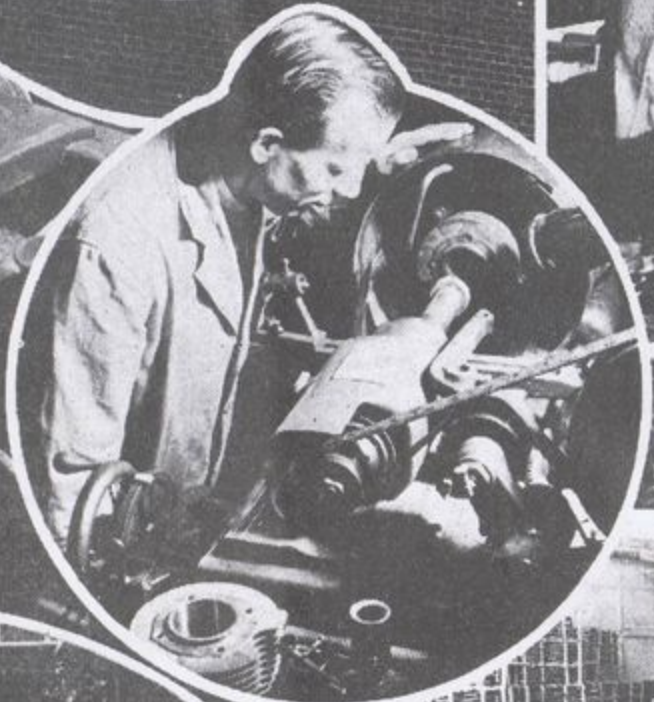
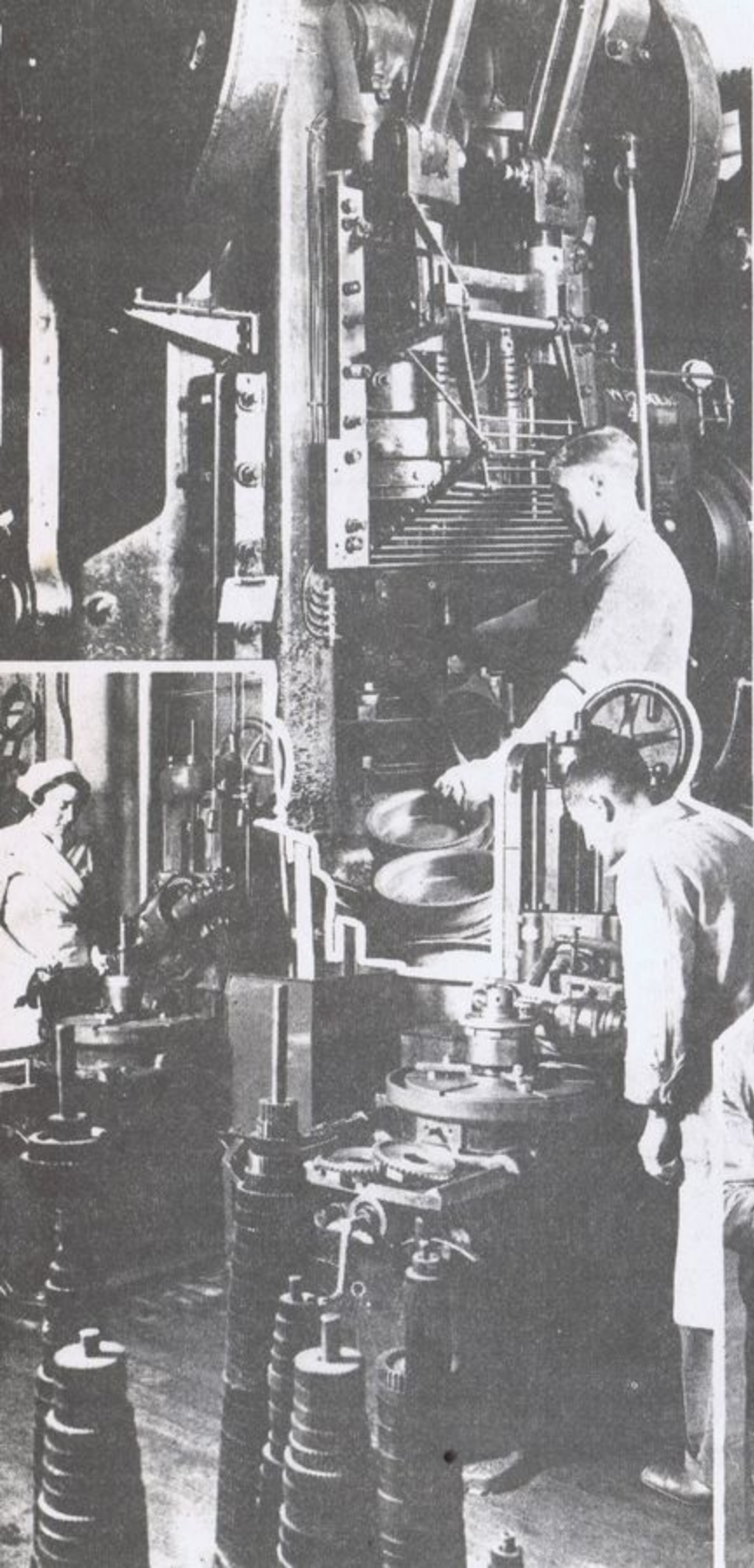
UPHOLSTERY.—Deeply sprung, best quality Rexine in Blue, Red, Green, Black, Brown or Maroon.

TYRES.—Dunlop Cord Tyres of any standard or size to suit requirements.

SPECIFICATION.—Large water-tight hinged scuttle, streamline chromium plated Lucas type lamp and wiring, chrome metal framed windscreen fixed on the hinged scuttle, hood of ingenious design, operated by the passenger from the inside. Hinged rear locker lid.



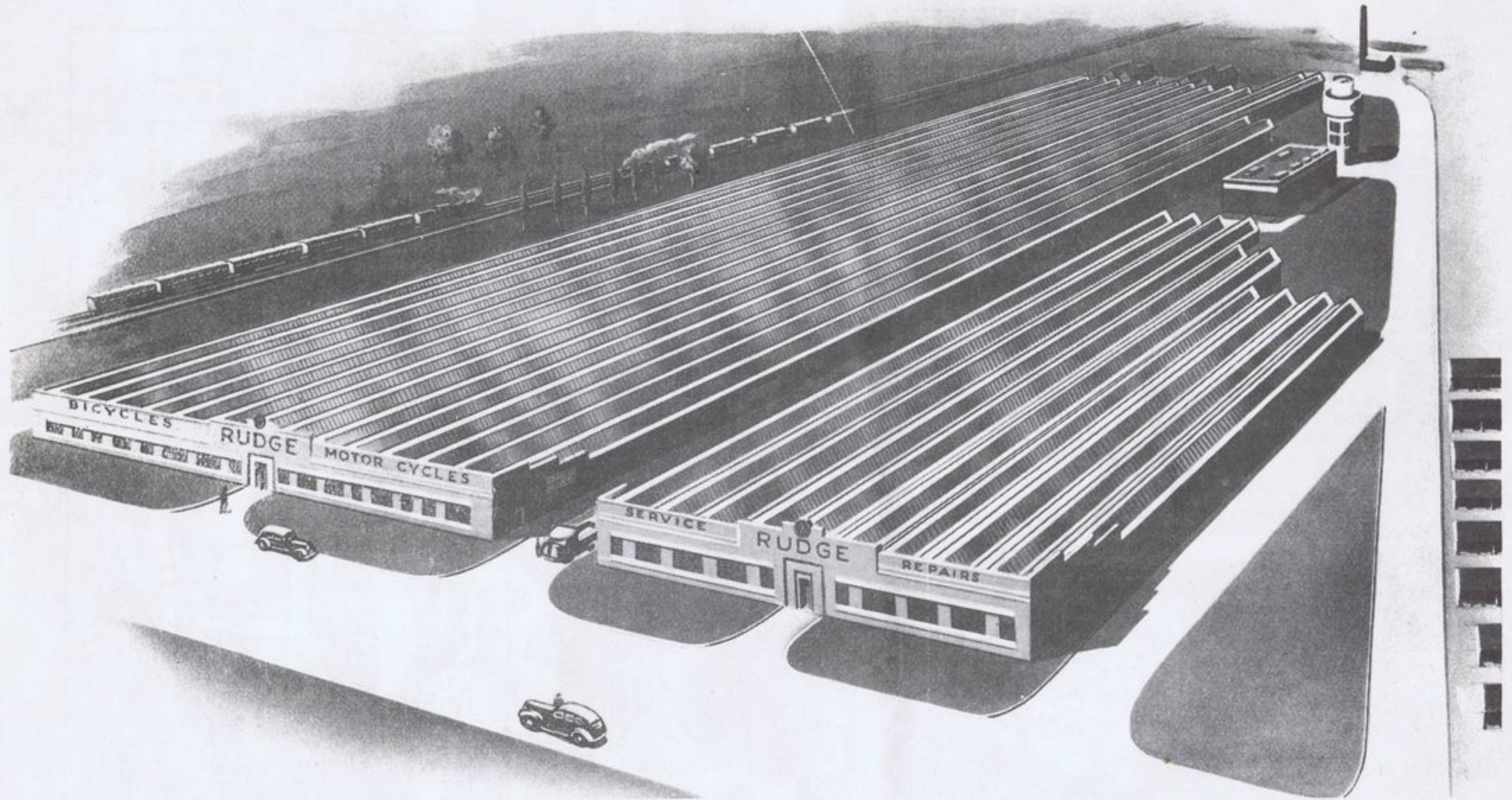
Price £19 - 10 - 0



Barnstormers.co.nz

TECHNICAL INFORMATION

Information Required.	250 c.c. "Rapid."	250 c.c. "Sports."	500 c.c. "Special" and "Sports-Special."	500 c.c. "Ulster."
Bore	62.0 mm.	62.0 mm.	84.5 mm.	85.0 mm.
Stroke	81.0 mm.	81.0 mm.	88.0 mm.	88.0 mm.
Capacity	245 c.c.	245 c.c.	495 c.c.	499 c.c.
Valve Timing.				
Inlet opens before T.D.C.	-2 mm.	-2 mm.	-2 mm.	10.0 mm.
Inlet closes after B.D.C.	8.0 mm.	8.0 mm.	8.4 mm.	13.0 mm.
Exhaust opens before B.D.C.	13.4 mm.	13.4 mm.	14.4 mm.	16.0 mm.
Exhaust closes after T.D.C.	2.2 mm.	2.2 mm.	2.4 mm.	10.0 mm.
Magneto advance before T.D.C.	12-14 mm.	12-14 mm.	12-14 mm.	12-14 mm.
Tapping clearance when timing valve ... ..	.025in.	.025in.	.020in.	.020in.
Tappet clearance, normal cold engine, Inlet	Nil.	Nil.	Nil.	Nil.
Exhaust ... ..	.004in.	.004in.	.004in.	.004in.
Plug gap ... ..	.018in.	.018in.	.018in.	.012-.015in.
Contact breaker point gap ... ..	.012in.	.012in.	.012in.	.012in.
Piston ring gap ... ..	.010in.	.010in.	.012in.	.012in.
Type of plug	Lodge MH.14	KLG/LKS/5	Lodge MH.1	KLG.LKS/5.
Jet Setting	120	130	150	150
Tyre Pressure in lbs. per sq. inch.				
Front Solo or Sidecar... ..	16	24	20	26
Rear Solo	20	20	22	22
Sidecar	—	—	28	28
Sidecar wheel	—	—	16	16
Tyre size	3.25in. × 19in.	Front 3.00in. × 20in. Rear 3.25in. × 19in.	3.25in. × 19in.	Front 3.00in. × 21in. Rear 3.25in. × 20in.
Gear Ratios. All models.				
Gearbox sprocket	19T.	19T.	22T.	Solo. 23T. S./car. 19T.
Rear sprocket	48T.	48T.	45T.	45T. 45T.
4th	6.39	6.39	4.74	4.53 5.5
3rd	8.2	8.2	5.87	5.62 6.82
2nd	11.2	11.2	7.65	7.36 8.9
1st	15.95	15.95	13.9	13.28 16.0
Compression Ratio	6.6 : 1	7.7 : 1	5.7 : 1	6.8 : 1
Tank Capacity.				
Petrol approx.	3½ galls.	3½ galls.	3½ galls.	3½ galls.
Oil	½ gall.	½ gall.	½ gall.	½ gall.
Wheelbase	4ft. 3in.	4ft. 3in.	4ft. 6in.	4ft. 6in.
Overall length	6ft. 7in.	6ft. 7in.	6ft. 11in.	7ft. 0in.
Saddle height	26in.	26in.	26in.	26½in.
Width of handlebar	28½in.	28½in.	28½in.	28½in.
Ground clearance	5in.	5in.	4¼in.	4¾in.



RUDGE-WHITWORTH LIMITED
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