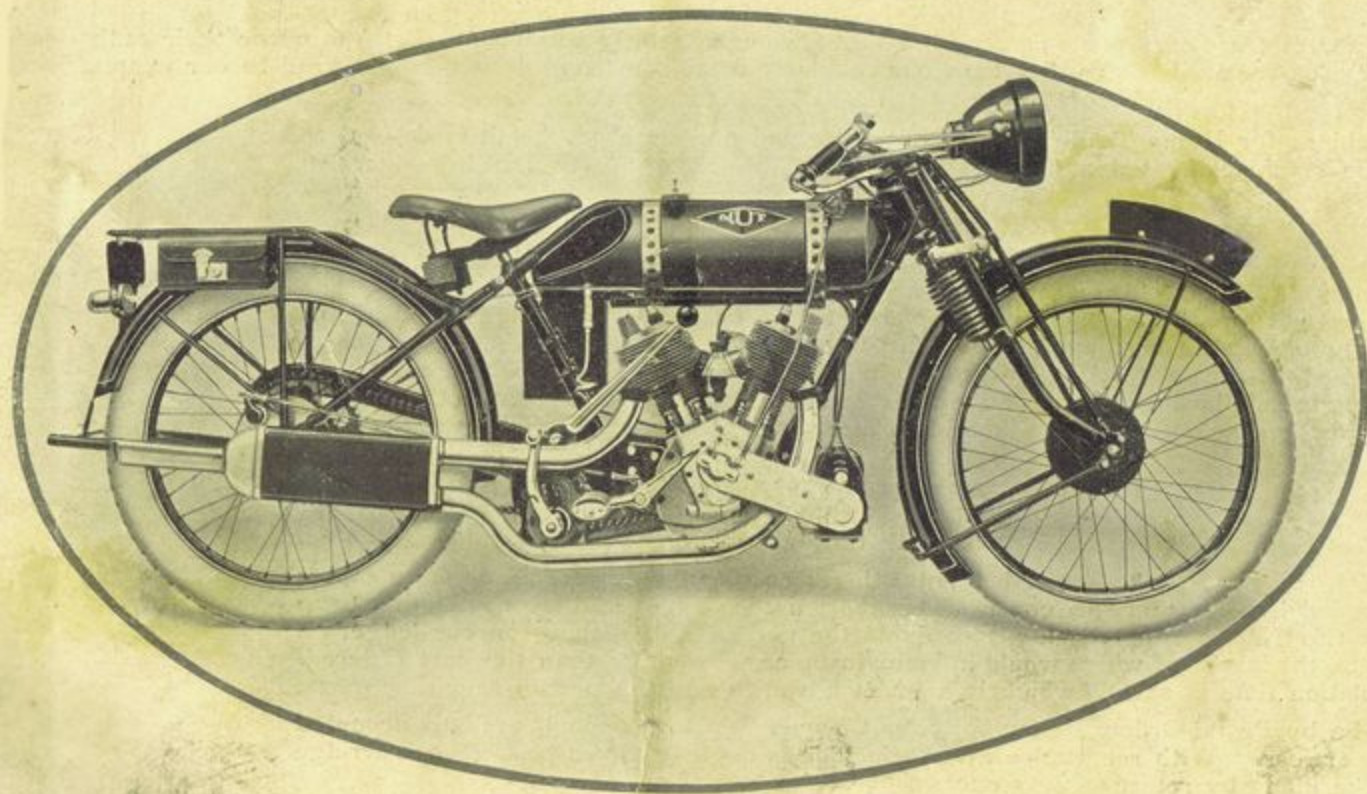




The Seal of Success.



5 h.p. 700 c.c. N.U.T.

N.U.T. Engine and Cycle Company, Ltd.,

N.U.T. Works. Derwenthaugh, near Newcastle upon Tyne.

Telephone: Central 869. Telegrams: "NUTS, Newcastle."

Barnstormers.co.nz



OUR TERMS OF BUSINESS

ORDERS. Orders for motor cycles are *only* received through our regularly established distributors or their authorised agents. Any orders for motor cycles received from other than our regularly established agents will be referred to our nearest local agent.

PACKING. All machines for Home Trade are carefully wrapped and greased. If it is desired to have the machines crated a nominal amount will be charged for the crates which are **not returnable.**

DELIVERY. Free delivery to nearest railway station in Great Britain and English nearest port of shipment for Ireland. All motor cycles are sold at our works at Newcastle-upon-Tyne in good order and condition and are to be considered delivered to the customer when signed for by the carriers. Upon receipt of goods by the customer it is essential that the carrier company's delivery sheet should in all cases be signed "**not examined.**" The goods should then be carefully inspected and in the event of any damage having taken place during transit, notice of such damage should be sent to the carriers and also to us at once, or in any case not later than three days after receipt of goods, and claim made from them.

TERMS FOR THE SUPPLY OF SPARE PARTS AND ACCESSORIES.

Orders for spare parts or accessories will be dealt with through duly authorised agents.

We only open accounts with our duly authorised agents, therefore direct orders received from others must always be accompanied by remittance to cover. This must not be considered as a reflection upon your personal credit, for this rule is adopted simply to avoid the necessity of placing on our ledgers a multitude of small accounts, the labour of which would in many instances cost more than the part ordered. In establishing this regulation time is saved, which is a great advantage to the person requiring parts.

Remittances should be by Postal Order, Money Order or Cheque. Postage Stamps are only accepted on orders for one shilling or less. With remittance always include enough to cover postage or carriage on parts. Refund will be made by return of any excess.

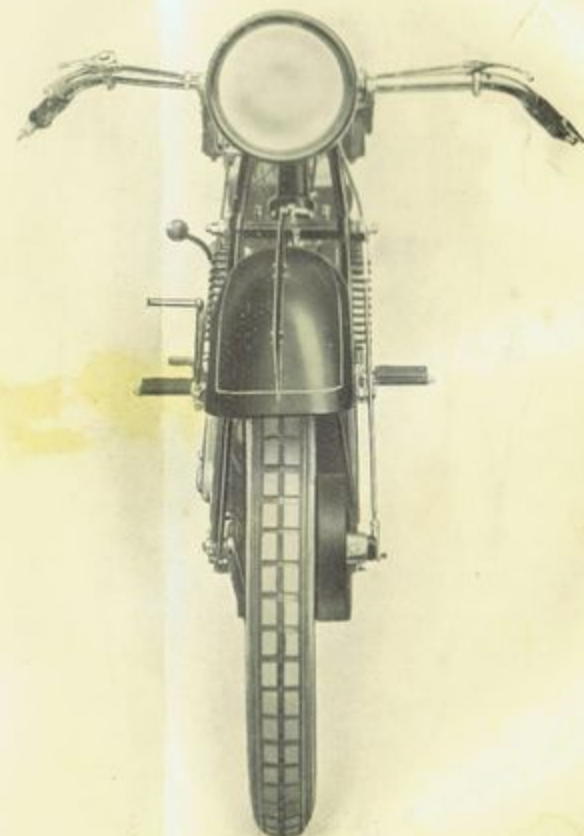
Goods are sent by parcel post, ordinary risk, unless specially requested to be insured.

Goods sent by passenger train always at Railway Company's risk.

Machines or parts for repairs must be sent carriage paid to Scotswood Station (L. & N.E.R.), and the name of the sender attached, or they cannot be received. Full information with advice as to mode of despatch should be posted the same day.

RIGHTS RESERVED.

The right is reserved to accept or decline any orders for motor cycles described in this catalogue, to modify (without notice) prices, designs, or specifications, and to withdraw or substitute patterns as may from time to time be advisable.



FULL FRONT VIEW OF DYNAMO MODEL.



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INTRODUCTION

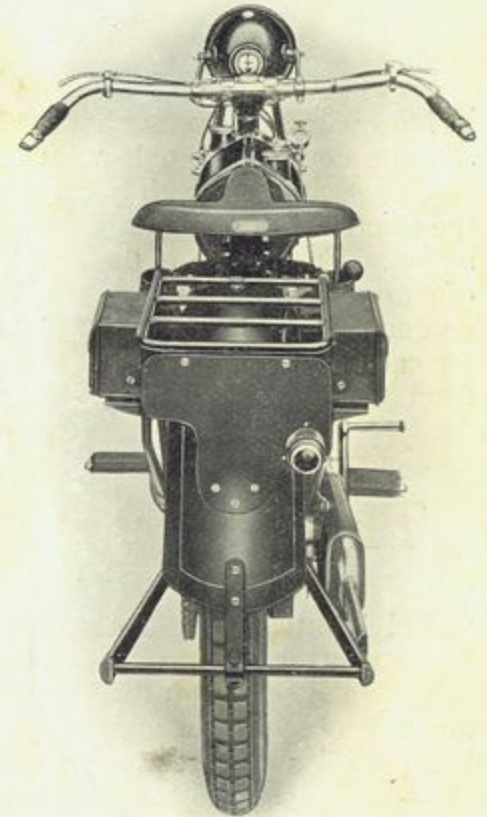
EVERY motor cyclist takes a pride in the motor cycle that he rides, regardless as to make, H.P., or date of manufacture. To some motor cyclists any disparaging remark made towards their motor cycles is taken as a reflection upon their judgment of choosing that motor cycle as their ideal.

Having in mind this feeling between the motor cyclists and their motor cycles, we have endeavoured to place upon the market, motor cycles that would more fully justify this feeling and admiration than has before been attempted.

Beauty of design, all round efficiency, luxurious equipment, the highest standard of reliability and freedom from week end adjustments have been combined with the greatest ease of control and a very high average touring speed in the "N.U.T." The excellence of finish and workmanship and the freedom from that tired feeling after long rides is more apparent in the "N.U.T.," than in any other motor cycle that can be purchased by the public.

There is more than beauty, efficiency, reliability and speed embodied in the "N.U.T.," there is an indescribable "feel" that is detected immediately by the experienced motor cyclist. There is freedom from any sensation of uncontrollability. The motor cycle and rider do not seem to be separate and apart. There is a sweetness of running, a sense of absolute control, of instant response to the throttle that gives the motor cyclist the impression that the motor cycle is part of the rider.

Workmanship is the predominating factor in the all-round excellence of a motor cycle. The best engineering design and the highest grades of component parts cannot make a perfect machine unless the workmanship is right. Workmanship is our watchword and the N.U.T. Motor Cycle is the embodiment of all that is best in generations of good workmen. Our men are from a class whose craftsmanship helped in the birth and achieved the success of the locomotive, the big gun of precision and the steam turbine. The accuracy of workmanship that made the gun and the turbine great is a feature of the "N.U.T."



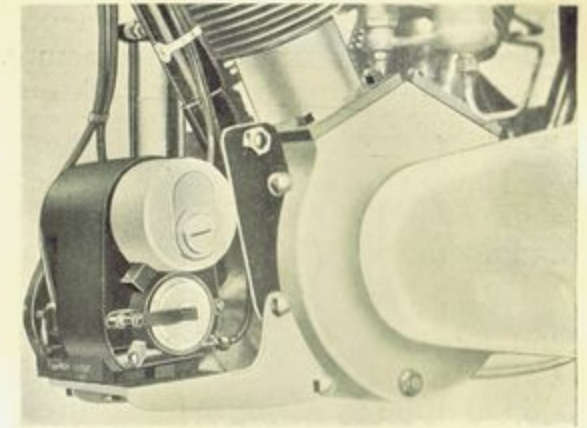
FULL REAR VIEW OF DYNAMO MODEL.



N.U.T. FEATURES WHICH

The Lucas Magdyno Lighting and Ignition Set.

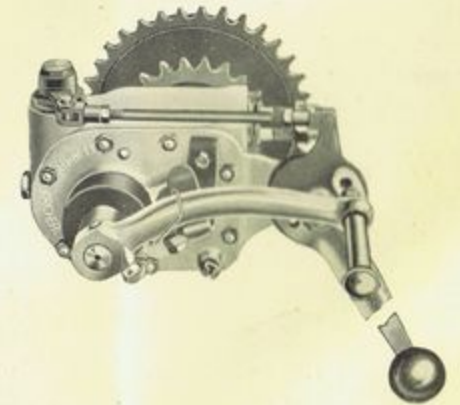
IN previous attempts that have been made to design a combined magneto and dynamo the course taken has invariably been in the direction of providing one low tension generator producing current for ignition and lighting, and so irrevocably associating the electrical design that a fault on either side would put both lighting and ignition out of action. Furthermore, the ignition side was a departure from the well established principles of magneto design, the result being a rather poor compromise. In the Lucas Magdyno the magneto and dynamo are retained as separate units to perform the special functions required for each system; the dynamo being neatly housed within the magneto and driven by gears from the magneto shaft.



MAGDYNO AND PART OF ENGINE.

The Sturmey Archer Three Speed Gear.

THE outstanding feature of this new production is that the three speeds and a kick starter are provided by using only three pair of pinions, the kick starter drive is taken through the low gear pinions, thus dispensing with the extension on the box, and reducing weight appreciably. The kick starter mechanism is entirely enclosed and the box presents a particularly neat and pleasing appearance. The pinions of this box are so arranged, when in high gear, the idle wheels are gearing down, reducing friction considerably. The change gear compensator so well known to users of Sturmey Archer gears is now incorporated in the box giving this device greater efficiency and perfect lubrication. This compensator, together with constant mesh pinions, prevents any possibility of damage to gears when changing.



THREE QUARTER OFFSIDE VIEW OF GEAR BOX





CALL FOR ATTENTION

The Druid Forks on the N.U.T.

THESSE forks are especially designed with the correct rake and trail as required on the N.U.T. machine. They incorporate the following essentials which are required on a scientifically built fork.

Absolute lateral rigidity so that rolling or side play is impossible. Instant respond to steering; and strain on the steering column relieved. Infinite wear and absolutely noiseless. Minimum alteration in length of wheelbase as the fork moves. Spring movement in line with steering. The upward and rearward movement increases with the speed of the machine. Bearing surfaces of ample dimensions to maintain lateral stability and meet all strains and side thrusts of sidecar work. Larger and stiffer construction to meet the strains of an efficient front wheel brake. No adjustable parts or attachments—these causing complication, trouble, and loss of efficiency. Provision for the easy detachment of the wheel.

An important feature is the Druid "Parallel Ruller" type of pairs of links pivotally connected to the steering head and fork crown with vertical compression springs attached underneath the crown to lugs at rear of fork blades.

Another important feature is that the Druid is a self-contained fork, *i.e.*, the whole of the spring action is confined within and shocks absorbed by the fork itself. The springs are not anchored to any member of the frame, but only to the unsprung portion of the fork itself—therefore, any vibration or shock which the springs do not take up returns to the front portion. Thus the vibration is absorbed within the fork and cannot possibly pass on to the frame or handlebars.

The springs are extra large and are made under a special process from best quality steel. They are fully tested before assembling and are guaranteed to be of correct tension for the load.

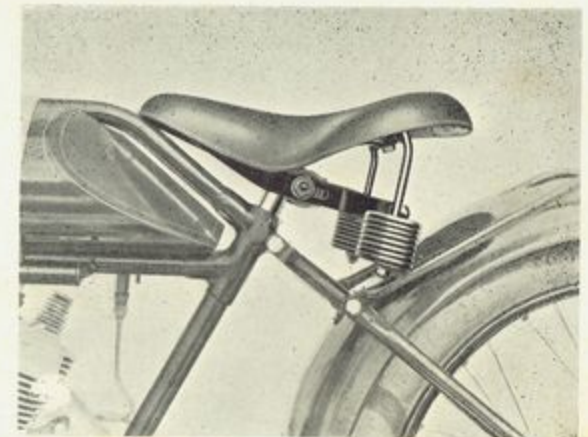


THE DRUID FORKS ON THE N.U.T

The Unusually Low Saddle Position.



The extremely low saddle position makes the rider almost part and parcel of the machine, and gives far greater control over the motor cycle in rounding corners and on greasy surfaces. It also adds to the appearance and compactness of the machine.

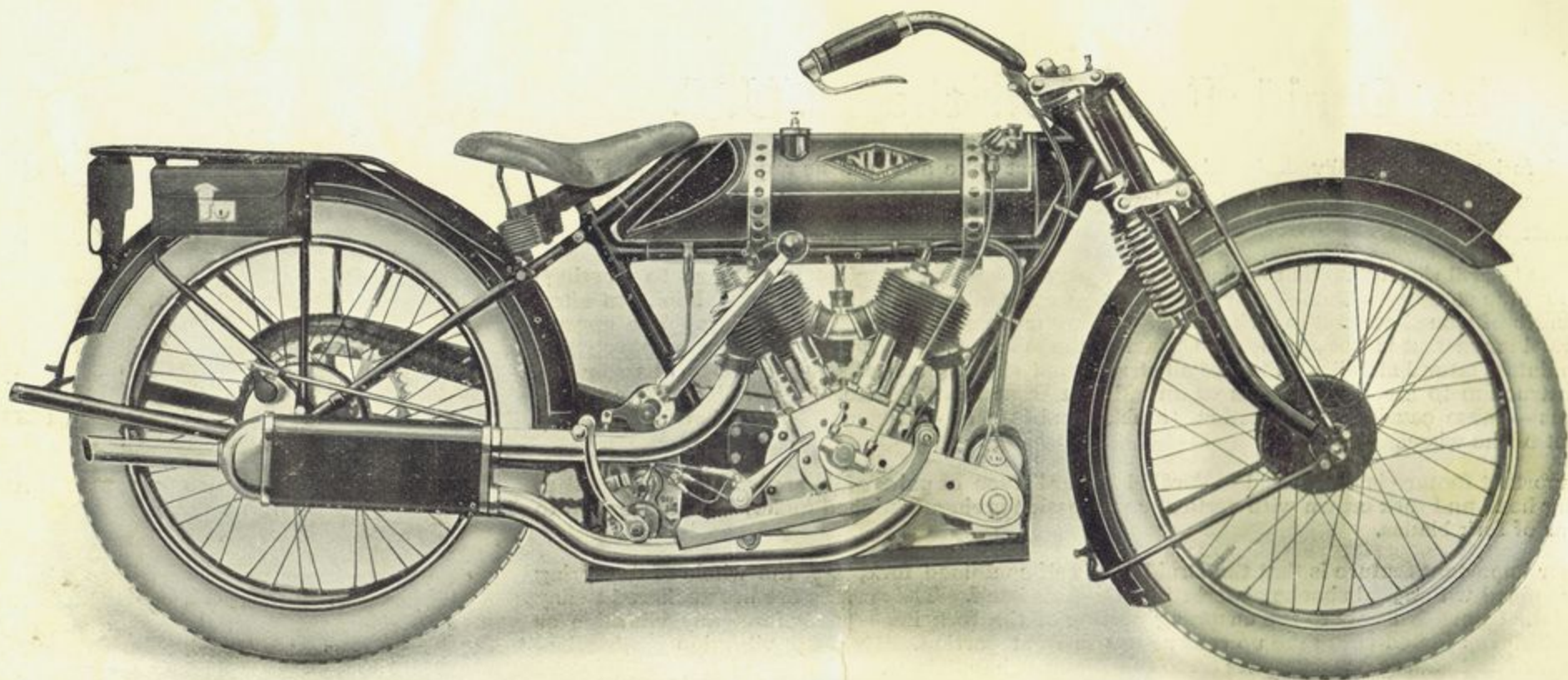


THE N.U.T SADDLE POSITION.

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THE FAMOUS N.U.T.



5 h.p. "Overseas" Model F. Price £65 0s. 0d.

THIS Model has been constructed with a view to meeting the requirements of Colonial riders, who wish for a machine to meet their local conditions. It has been designed under the supervision of an overseas rider and differs from the Standard specification in the following particulars:—The engine and gearbox has a ground clearance of 6-ins.; Footboards of N.U.T. design are fitted in the place at footrests; Heavier rims and spoke nipples; Dunlop 26 x 3 oversize extra heavy car tyres; Dust proof covers fitted over valve tappets and springs; Twist grip control to throttle and magneto; Air control fitted to carburettor; Hand and foot control clutch-operation is conjointly and also independent of hand control; Extra heavy undershield protecting engine and gear box; it is also a good "sand slider."

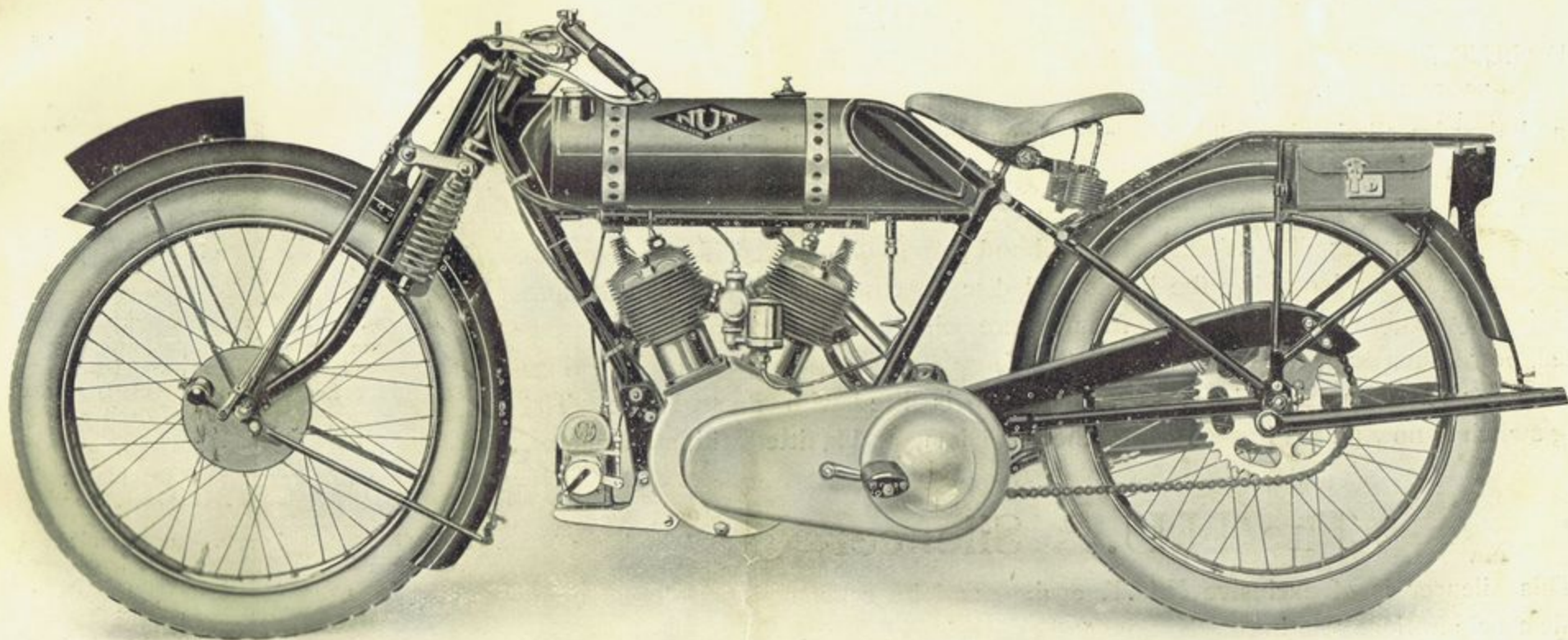
1926 IMPROVEMENTS.—The following improvements are incorporated in both Overseas and Standard Models:—Brakes 33 1/3% greater area. Brake cam shafts 100% larger. Gear control fitted to gear box. Adjustment of chains does not affect adjustment of gears. Cylinders nickel plated all over. Petrol tank supported by felt strip. A special screw-driver and hammer supplied in the tool kit. Head lug of neater design. Steel inlet valve caps. New design of front chain guard. New type mechanical oil pump.

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5 H.P. MOTOR CYCLE



5 h.p. Standard Magneto Model E. Price £62 0s. 0d.
5 h.p. Standard Dynamo Model E. Price £72 0s. 0d.

THIS is a Dual Purpose Model designed for solo or sidecar use. Whilst being the most luxuriously equipped machine on the market, it is a remarkably light machine weighing only 277 and 300 lbs. respectively—Standard and Dynamo, with its full equipment. It has that extra power which is found wanting in 3½ and 4 h.p. combinations. Its very high efficiency assures the very minimum of running costs. The low saddle position, very wide handle-bars, and perfect balance, incorporated with its highly efficient engine and luxurious equipment, justifies our contention that this machine stands in a class of its own as a high speed touring motor cycle. It is capable of a very high average road speed and at the same time is very economical as regards petrol, oil and tyres. With all its luxurious equipment and sturdy construction it represents the last word in motor cycle design.



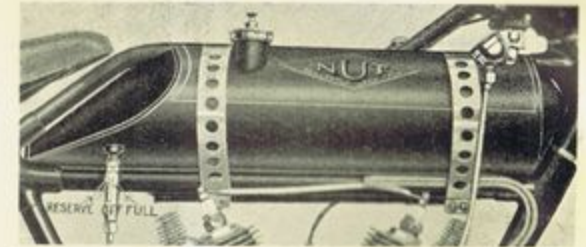
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N.U.T. FEATURES WHICH

The N.U.T. Tank.

THE N.U.T. Tank is designed to be held absolutely rigid in the frame by two large nickel plated bands, giving the tank a very large area of contact to the frame tubes and thereby eliminating vibration and drumming. It is of oval, semi-torpedo design giving a most harmonious appearance to the lines of the machine. The oil and petrol are carried in two compartments in the one tank and are separated by an air compartment, eliminating all possibility of the oil and petrol being mixed if one compartment is damaged. By loosening the bands and disconnecting the oil and petrol pipes the tank is very easily removed from the frame, there being no obstruction of filler caps, drip feed, petrol taps or gear change lever to interfere with its ready removal. The filler caps are $1\frac{1}{4}$ " clear diameter and the petrol filler cap is fitted with a petrol dope. The lighting switch is now placed in the rear of the head lamp and is fitted with an ammeter.



THE N.U.T. TANK.

The N.U.T. Silencer.

This silencer is of exclusive N.U.T. design, and its construction is based upon scientific considerations relating to the flow and expansion of gases. The exhaust gases undergo a double expansion and double reversal of flow and are then compressed before being exhausted into the atmosphere. Such an arrangement allows the gases to be exhausted at small volume and high velocity while maintaining an extractor effect under the valves. It will be noted that the pipes are of unequal length and protrude a given distance into the expansion box. Any alteration of this arrangement will be accompanied by a drop in efficiency. The results of over a year's experimenting and research on this exhaust system bear out our contention that it gives absolute silence with freedom from back pressure.



THE N.U.T. SILENCER.





CALL FOR ATTENTION

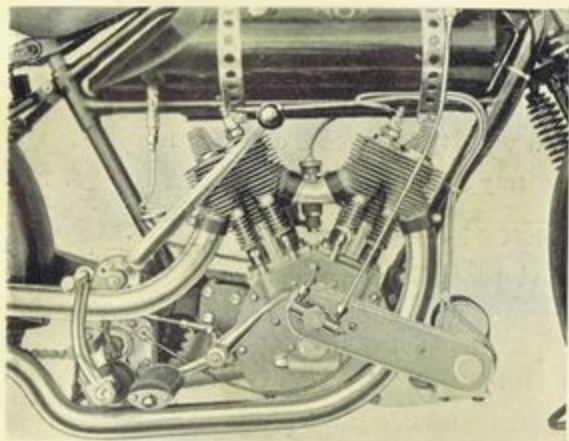
The N.U.T. Engine.

THIS Engine has been entirely designed by the Makers on the latest scientific principles, and gives a much better performance than any engine we have supplied hitherto. Although the appearance of the engine is only very slightly altered, we would particularly point out the interchangeability of all parts.

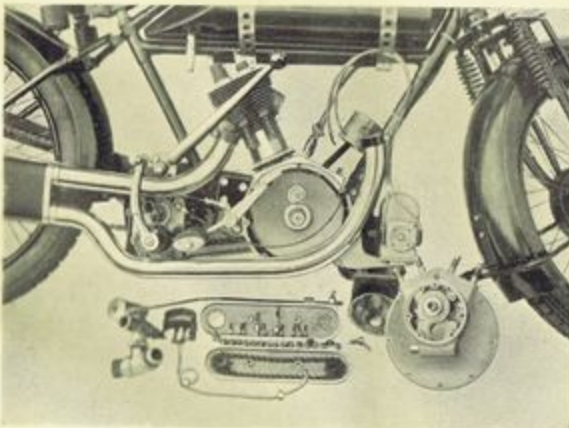
The following parts are interchangeable with each other—the valves, the valve springs, the valve collars, the cylinders, the three shafts, the twelve roller bearings, the valve guides and tappet guides, the flywheels, the studs used in the crank case and cylinder base and the port clips. There are only two sizes of nuts used on the engine. The only duplicated parts that are not interchangeable are connecting rods, the exhaust and inlet rockers and one set of roller bearing outer races.

The cylinders are readily detachable without removing the engine from the frame. By taking off the pistons and the crank case cover (which can be removed with the timing gear and case as a unit), the flywheels assembled with connecting rods may be detached from the crank case without taking the latter out of the frame.

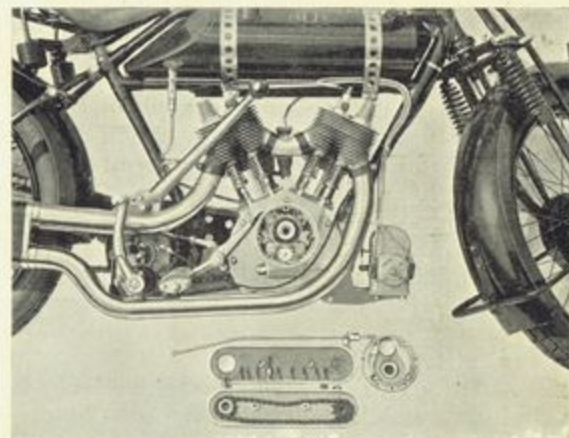
The crank case being in one piece ensures an engine that is clean at all times.



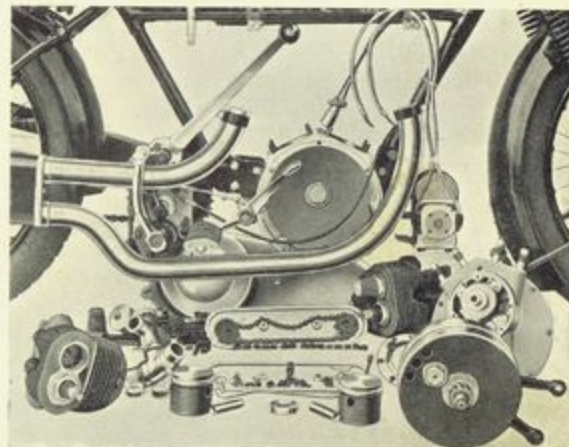
THE N.U.T. ENGINE.



THE N.U.T. ENGINE PARTIALLY DISMANTLED.



THE N.U.T. ENGINE WITH TIMING CASE COVER REMOVED.



THE N.U.T. ENGINE FULLY DISMANTLED.



DETAILED SPECIFICATION

- Brakes.**—Interchangeable front, rear and sidecar and of larger surface than all previous Models.
- Carburetter.**—"AMAC," with double control on handlebars, removeable jet.
- Clutch.**—Hand controlled three plate Sturmey-Archer, steel plate and Ferodo plugs, fitted with shock absorber.
- Control.**—Ignition, throttle, air, front brake and clutch all controlled from handlebars; rear brake, foot controlled from right side of machine.
- Engine.**—N.U.T.—Side valve "V" Twin, 70×91 (700 c.c.), fitted with aluminium alloy pistons.
- Equipment.**—Every machine is fitted with front and rear stands, carrier, two pannier bags, tool roll, number plates, inflator and petrol squirt.
- Finish.**—In N.U.T. brown enamel, relieved by go'd lines. Usual parts heavily nickel plated, wheels in black.
- Footrests.**—Adjustable, giving any desired position to secure most comfort.
- Forks.**—Druid Model H of approved and tested design; spring deflection 3 inches.
- Frame.**—Scientifically designed and constructed to give the lowest possible saddle position and to withstand the enormous stresses which occur at high speeds. An entire absence of "whip" is obtained.
- Gear.**—Three-speed Sturmey-Archer countershaft, heavyweight 10 pitch gears, quadrant change fitted on gear box.
- Gear Ratios.**—Standard 4.28 on top with 45 tooth rear sprocket; reduction through gear box is 1.5 and 2.9—40 and 50 tooth sprockets are available giving ratios of 3.88 and 4.76 on top.
- Ground Clearance.**—Five inches.
- Handlebars.**—TT bars are fitted as Standard but upturned Touring bars are available. Handlebars are adjustable on a radius of 1 $\frac{3}{8}$ ins.

Overall Width of Footrests.—22"—adjustable range of 3" giving height from ground at 5 $\frac{3}{4}$ and 11 $\frac{3}{4}$.

Overall Height of Motor Cycle.—3'.
Overall Length of Motor Cycle.—7' 4".
Overall Width of Handlebars.—3'

Ignition.—By high tension magneto. Dynamo models by Lucas Magdymo.

Lubrication.—By mechanical pump with sight feed glass on tank. Oil consumption 1,800 to 2,000 M.P.G.

Mudguards.—Front and rear 6 $\frac{1}{2}$ inches wide; of the latest and most handsome domed section with 1 $\frac{1}{2}$ inches clearance to tyres.

Petrol Consumption.—Approximately about 80/90 M.P.G. solo; 70/75 M.P.G. sidecar.

Saddle.—Large pan type, height 30 inches.

Silencer.—Exclusive design obviating all back pressure.

Stands.—Back and front mounted independently of hub spindles and fastening to spring clips on mudguards.

Starting.—By an efficient kick starter at a most convenient position.

Tank.—Capacity 1 $\frac{3}{4}$ gallons petrol and 3 $\frac{1}{2}$ pints of oil.

Testing.—Every machine is subjected to a very careful and exhaustive road test before despatch from the works.

Tools.—A very serviceable tool roll, comprising tyre levers, three double-ended ring spanners, shifting key, screw driver, pliers, magneto key, two double open ended key and valve cap spanner, two double end tube spanners, tommy bar, chain punch, special screw driver and hammer, six spare gaskets for inlet pipe. The entire machine can be dismantled and reassembled with this kit of tools.

Transmission.—Coventry $\frac{5}{8}$ in. × $\frac{1}{4}$ in. chain. Front chain 62 links, rear chain 92 links.

Tyres.—Dunlop, 700×80, cord heavy pattern to fit CC 1 rims.

Weight.—Standard, 277 lbs. Electrically equipped, 300 lbs.

Wheelbase.—57 $\frac{1}{2}$ inches.

Wheels.—Interchangeable and quick detachable. Built with heavy guage spokes and heavy section rims.

Alternative Handlebars and Gear Ratios.—These can be exchanged for Standard and are invoiced from Spare Parts Dept. A credit note will be passed provided the parts are returned in new condition.





THE N.U.T. SIDECAR

Sidecar Chassis.

THIS Chassis and all attachments are manufactured entirely in the N.U.T. Works. The chassis is scientifically constructed giving great strength and a minimum of unsprung weight. The chassis is of the three point attachment type, and the two main attachments are carried well down to the hub centre line and are of the ball socket type. The third attachment is a curved brace pivoted to the seat pillar lug and is so designed that it can be adjusted to form a practically rigid chassis or to allow a slight amount of deflection when rounding corners or passing over bad roads.

The chassis is fitted with "Cee" springs at the rear and flat springs are used at the front. This suspension provides very easy riding of the sidecar body whether loaded or empty. Special attention is given to the attachment of the mudguard to prevent rattle and becoming loose.

The wheel is quickly detachable and interchangeable with machine, complete with brake, and is operated by the rear brake foot pedal on machine. The brakes should be adjusted so that the rear wheel and the sidecar wheel come into operation at the same time. 700×80 Dunlop cord tyre is fitted with 1½ inches mudguard clearance.

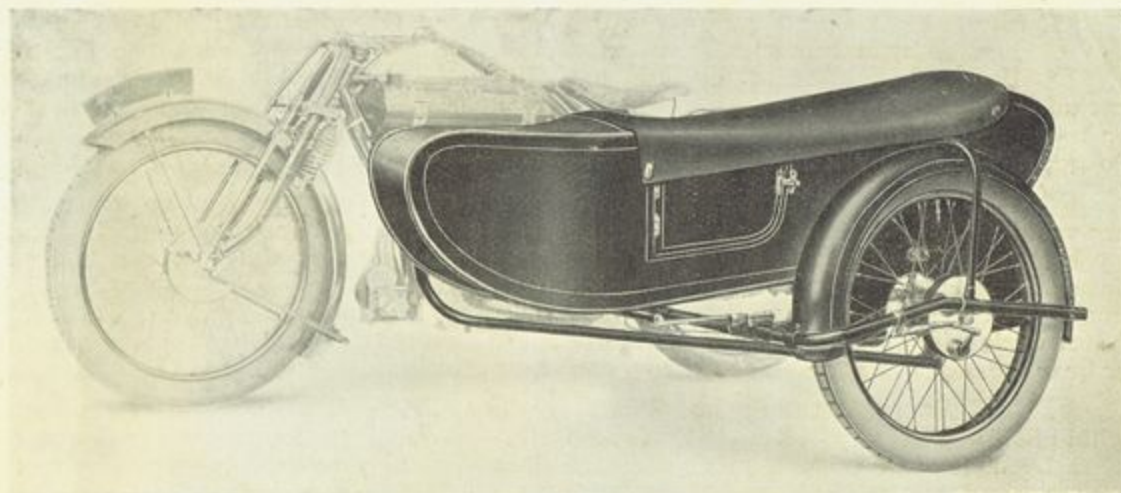
Sidecar Body.

This is of the semi-sports type, very strongly constructed of best three ply wood and upholstered in A1 quality imitation leather. The body is fitted with door and locker and supplied with overall apron. The N.U.T. sidecar is designed for attachment to any N.U.T. motor cycle manufactured since 1919.

Price £16 0s. 0d. Lucas Electric Sidecar Lamp 12/6 extra.

It is recommended that a 50 tooth sprocket is fitted to the rear wheel instead of our Standard 45 tooth when a sidecar is attached.

DETAILED SPECIFICATION.—Depth of back—24-ins., the seat is 21-ins. high from the ground; Ground clearance—6-ins.; Length—From back of seat to toe of body, 4-ft. 7-ins.; Locker space—15-ins.×17-ins.×10-ins., rounded at bottom and is large enough to hold a spare tin of petrol; Mudguard—6½-ins. wide, fitted with a valance on the inside; Overall dimensions of combination—7-ft. 4-ins. long by 5-ft. 3-ins. wide by 3-ft. high; Of body only—5-ft. 10-ins.×20-ins.×13-ins.; Seat—15-ins. wide×17-ins. long; Track—42-ins.; Weight—Body only 48-lbs., complete sidecar with all fittings and connections 121-lbs.



THE N.U.T. SIDECAR.



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THE N.U.T. GUARANTEE

WE give the following Guarantee with our Motor Cycles instead of the guarantee implied by statute or otherwise as to the quality or fitness of such machines for the purpose of motor cycling, any such implied guarantee being in all cases excluded. In the case of machines which have been used for "hiring out" purposes, or in respect of which our trade mark, name, or manufacturing number has been altered no guarantee of any kind is to be given or is to be implied.

WE GUARANTEE, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for six months only from date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the free supply of a new part in exchange for the part of the motor cycle which may have proved defective. We do not undertake to replace or refix or bear the cost of replacing or refixing such new part in the motor cycle.

WE UNDERTAKE, subject to the conditions mentioned below, to make good at any time within SIX months any defects in these respects. As motor cycles are 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:—

- I.—The attaching of a sidecar to the motor cycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden.
- II.—The use of a motor cycle, or of a motor cycle or sidecar combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturers.

We guarantee only those machines which are bought either direct from us or from one of our duly authorised agents and under no other conditions.

Any motor cycle sent to us to be plated, enamelled or repaired, whether the repairs are required for the purpose of making good any defect referred to below or otherwise will be repaired upon the following conditions:—

i.e.—We guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, such guarantee to extend and be in force for six months only from the time such work shall have been executed, and this guarantee is in lieu of and in exclusion of any common law or statute warranty and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found defective.

CONDITIONS OF GUARANTEE.—If a defective part should be found in our motor cycles it must be sent to us carriage paid and accompanied by an intimation from the sender that he desires to have it repaired under our guarantee, and he must also furnish us at the same time with the number of the machine, the name of the agent from whom he purchased and the date of purchase.

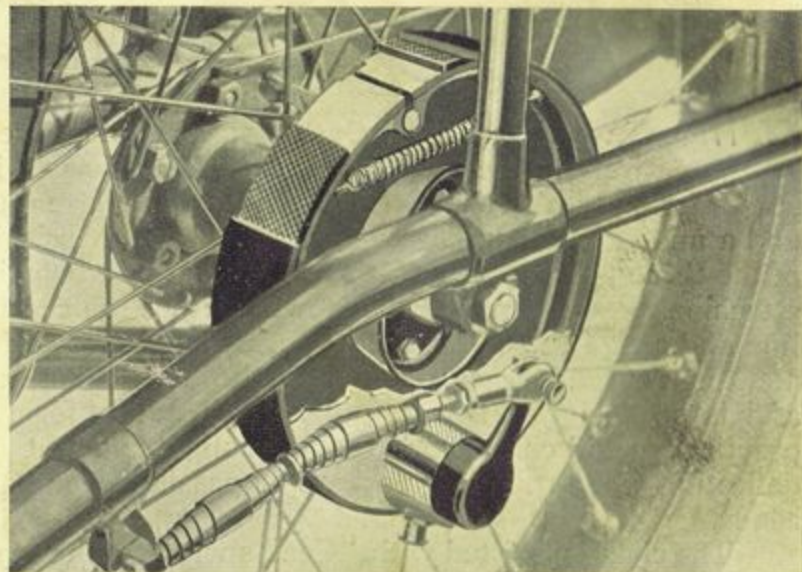
Failing compliance with the above, no notice will be taken of anything which may arrive, but such articles will lie here at the risk of the senders; and this guarantee or any implied guarantee shall not be enforceable.

We do not guarantee the specialities or component parts of other firms, fitted to the order of the customer, which differ from the Standard components supplied with our motor cycles.

THE TERM AGENT is used here in a complimentary sense only, and those firms whom we style our Agents are not authorised to advertise, incur any debts, or transact any business whatsoever on our account other than the sale of goods which they may purchase from us; nor are they authorised to give any warranty or make any representation on our behalf other than those contained in the above guarantee.

THE N.U.T. ENGINE AND CYCLE COMPANY, LTD.

A post card is sent with every machine when it is despatched from the works, and only when duly filled in and returned to us entitles the purchaser to our guarantee for six months.



SECTION VIEW OF THE N.U.T. BRAKE.



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