



ROYAL  
MOTOR

RUBY  
CYCLES

James & Gillman

Hawera.

1913

Sole N. Z. Agents.

CATALOGUE of

“ROYAL RUBY”

MOTOR

CYCLES

Telephones : 3818 City.  
1570 Central.

Telegraphic Address :  
“Machines,” Manchester.



CODES :

ABC, 5th Edition  
and Own

See pages 4 to 10.



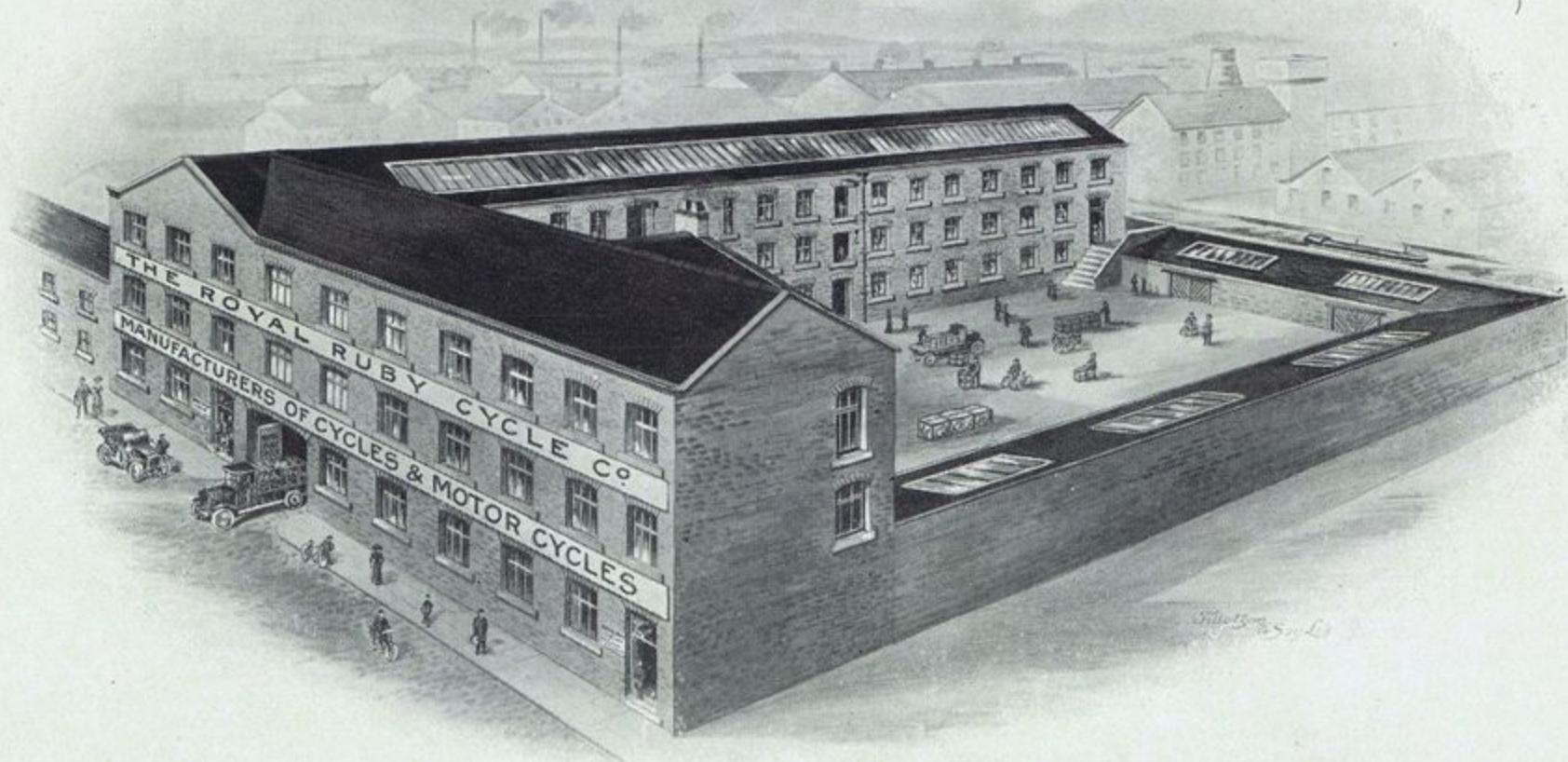
MANUFACTURED BY

The Royal Ruby Cycle Co.

“Ruby” Works, Cannel Street, Ancoats

MANCHESTER

BARNSTORMERS.CO.NZ



Bird's-eye View of " Ruby " Works, Cannel Street, Ancoats, Manchester.

## Introduction

**I**N presenting our numerous patrons with a copy of our 1913 Catalogue, we have much pleasure in informing them that owing to our greatly increased sales, we have been compelled to remove to a much larger and more commodious factory, as will be seen from the above picture.

This progress has only been attained by the procuring of first-class materials and the employment of highly-skilled labour throughout; furthermore, we contend that our 1913 Models embody all that is best in the specification of a Motor Cycle, whether it be for solo or Sidecar use. Suggestions and criticisms will be courteously received by us, and wherever possible we shall be pleased to modify our Specification to our customers' requirements.

Our Works are up-to-date in every detail, and the equipment embodies all the latest devices for the scientific construction of Cycles, Motor Cycles and Cycle Cars.

The Factory is Electro Motor Driven throughout, and is fitted with the latest Enamelling, Nickel-Plating, Polishing, and Sand Blasting Plants obtainable, and is admitted by people in the know to be the finest in the North of England.

You will see we have several new Models and a lot of improvements in detail.

Every Motor Cycle will be road tested before being delivered.

We hope you will take an early opportunity of inspecting our new Works, and thanking you for your support in the past, and hoping same will long continue,

Yours faithfully,

**The Royal Ruby Cycle Co.**

# 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 or manufacturing number has been removed, no guarantee of any kind is 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 three months only from the date of purchase, and the damages for which we make ourselves responsible under this guarantee are limited to the replacement of any part which may have proved defective.

**WE UNDERTAKE**, subject to the conditions mentioned below, to make good at any time within three months any defects in these respects. As motor cycles are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse, or neglect.

Any motor cycle sent to us to be plated, enamelled, or repaired, will be repaired upon the same conditions as if it were a new motor cycle, i.e., we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of material 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 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 to be 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 free of charge 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 the 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 guarantee only those machines which are bought either direct from us or from one of our duly authorised Agents, and under no other conditions.

We do not guarantee the specialities of other firms, such as tyres, saddles, chains, lamps, gear cases, bells, etc., or of any component part supplied to the order of the purchaser differing from our standard specification supplied with our Motor Cycles or otherwise.

**THE TERM "AGENT"** is used 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.

---

## Terms of Business

**PAYMENTS.**—One-third cash with order; balance payable on receipt of intimation that machine is ready, or approved references must be given.

All machines are sold subject to the above guarantee.

**CARRIAGE.**—This in all cases paid by customer. Machines are signed for by the carriers as being received in good condition, and unless otherwise ordered will be consigned at lowest rates, i.e., consignee's risk. In case of damage, all claims should be made on the carriers.

**PACKING.**—Crates and cases, being charged at less than cost price, are not returnable. Crates for single motor bicycle, each.

**REPAIRS.**—When ordering spare parts or replacements, it is advisable, if possible, to send patterns. If this is not convenient, please quote the number of the machine, which will be found stamped on the frame at the bottom of the ballhead.

All charges for repairs are cash, and repairs cannot leave our works until paid for.

Despatch of parts should be advised by separate post, with full instructions regarding repair.

Customers having no ledger account should not fail to accompany orders with remittance, which must include postage.

---

**FOREIGN AND COLONIAL.**—All orders from abroad, unless received through Established Agencies or Shipping Houses, must be accompanied by a deposit of not less than one-third of the amount, and credit opened with English Bank or first-class firm, who will pay balance on receipt of Shipping Documents.

**DELIVERY** is at our Works.

**PACKING.**—Cost of strong, pitch-paper lined case and packing for export is for one machine. If two machines are packed in one case, the cost will be per case. Each Motor Cycle is thoroughly tested on the road before being despatched.

**N.B.**—The Prices in this List are subject to alteration without notice.

## Special Code to be used in conjunction with the A B C 5th Edition Code

	Code Word
Send away at once per quickest route .. .. .	<b>Cadivorum</b>
Send away to-day per Goods Train .. .. .	<b>Cadmogena</b>
Ship earliest possible opportunity .. .. .	<b>Cadranno</b>
Get ready for Shipment, instructions to follow .. .. .	<b>Cadrebbero</b>
Put in hand at once and advise us how soon you will despatch .. .. .	<b>Caducabais</b>
Have you in stock? .. .. .	<b>Caducarium</b>
When could you despatch Order for .. .. . ?	<b>Caduceador</b>
When could you have ready for Shipment? .. .. .	<b>Caduceatus</b>
We are remitting money through .. .. .	<b>Caduceorum</b>
Hutchinson Tyres .. .. .	<b>Caducidad</b>
Dunlop Tyres .. .. .	<b>Caducifere</b>
Dunlop Belt .. .. .	<b>Caementis</b>
Lyso Belt .. .. .	<b>Caementum</b>
Whittle Belt .. .. .	<b>Caeninos</b>
Druid Spring Forks .. .. .	<b>Caenositas</b>
Saxon Spring Forks .. .. .	<b>Caenosorum</b>
2½-in. Tyres instead of 2¼-in. to both Wheels .. .. .	<b>Caenosos</b>
2½-in. Tyre instead of 2¼-in. to Back Wheel only .. .. .	<b>Caenulenti</b>
B. & B. One-Lever Control Carburetter .. .. .	<b>Caepio</b>
Brooks' Pan Seat Saddle .. .. .	<b>Caerebinae</b>
Lycett's Pan Seat Saddle .. .. .	<b>Caerimonia</b>

Any differences in Prices will be charged accordingly.

### INSTRUCTIONS FOR USING CODE WORDS

The Code Word used alone means one Motor Cycle ; if more are required, state the Number wanted before the Code Word.

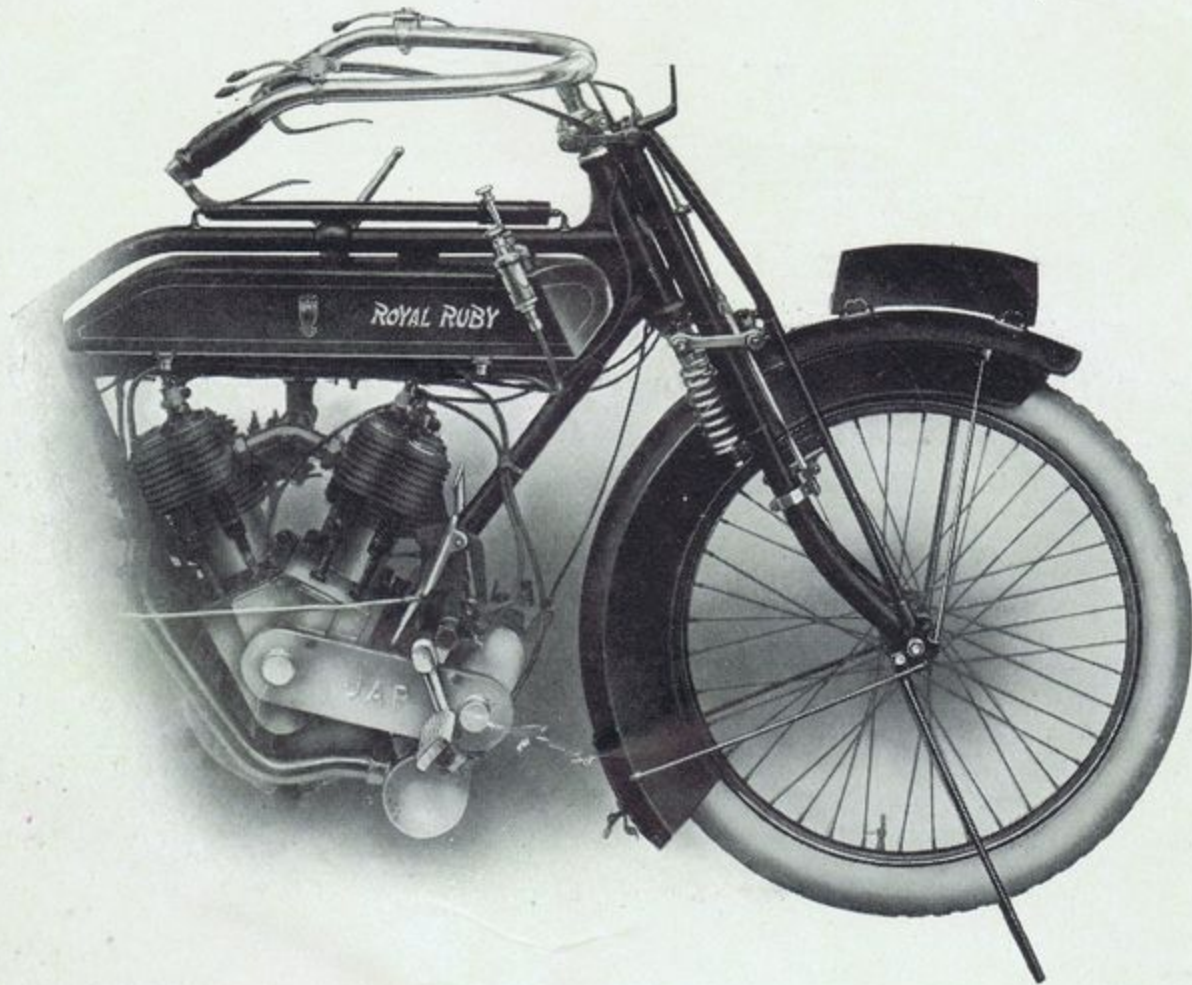
If Extras are required add corresponding Code Word.

**NOTE.**—All Motor Cycles will be sent out as Specification unless otherwise ordered. In the case where two kinds of Engines, Forks, or other Fitments are quoted as “Optional,” the one mentioned first will always be sent, **unless otherwise ordered.**

Two-Lever Control B. & B. Carburetter will be always fitted unless otherwise ordered.

# The "Royal Ruby" Motor Cycle

Showing Front Stand and other Special Features



The tanks of all "Royal Ruby" Motor Cycles are made of 20G. Tinned Steel, and are not attached to the frame by clips round the tube as usually done, but rest on rubber cushions on small supporting platforms which are securely brazed to frame. The peculiar advantages of this method of attachment will be quickly manifest to our customers, who will never experience a leaky tank, caused by insecure attachment or vibration, also the extreme neatness is quickly apparent. We fit neat primers to all our tanks so that petrol can be put easily into the top of the cylinders.

You will see above the illustration of the Semi-Automatic Sight-Feed Lubricator, which is a great advantage, allowing oil to lubricate the Engine all the time she is running, and the quantity is easily regulated as required.

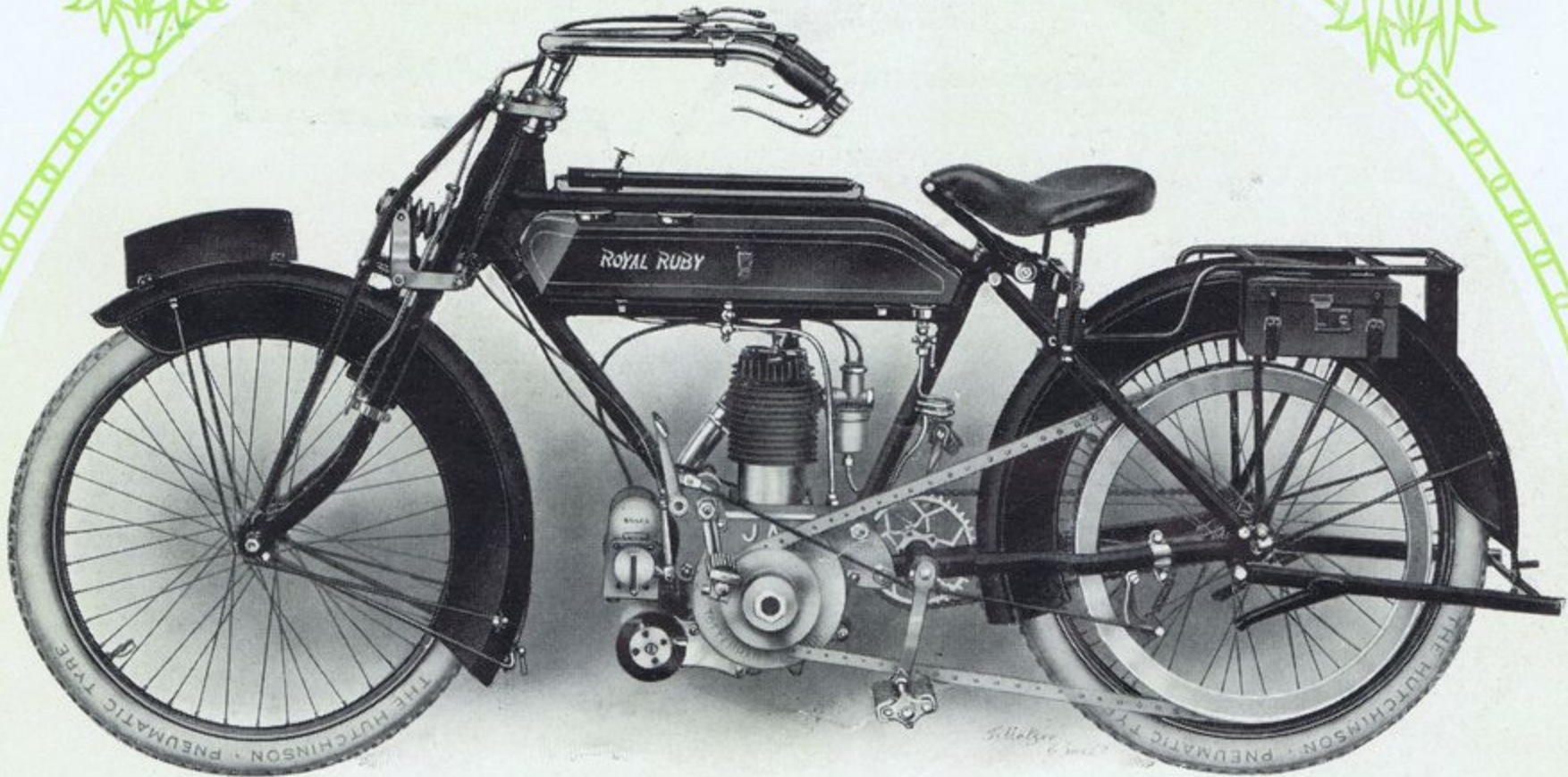
This photograph also clearly shows the front stand with which "Royal Ruby" Motor Cycles are fitted. By undoing the hub spindle nuts and turning the brake pads, the front wheel quickly drops out and is available for tyre repairs, no time being taken up in hunting for a brick or other packing to put underneath the crank-case to hold the front of the machine up. When out of use the front stand folds up neatly out of the way.

"Royal Ruby" Motor Cycles are also fitted with foot-rests, which are adjustable in any direction, either as regards width of spread or height; they are quickly altered to suit any rider's reach, and yet at the same time are perfectly secure. This arrangement is clearly shown in the photograph above, and we think and hope that the method of adjustment will appeal to our patrons.

You will also notice our Special Mudguards with Side Shields.

# ROYAL RUBY

Model "D"  
3½-4 h.p. Touring Model



**PRICE**, complete, beautifully enamelled black, and bright parts specially well nickel-plated . . . . .

Code Word—**DESISTAMOS**

## EXTRAS

If Enamelled Black All Over, or where desired  
Villiers or D.H.K. Free Engine Hub . . . . .  
Sturmey-Archer 3-Speed Gear and Free Engine  
Roc 2-Speed Gear and Free Engine . . . . .  
Foot Boards in lieu of Chain Wheels and Cranks

Code Word.  
**Deskundige**  
**Deslindo**  
**Deslombar**  
**Desmedidas**  
**Desmocarpe**

## Specification

**FRAME**—16½-in. New Design Cob Model, with curved back of top tube and detachable back forks, made throughout of Royal Ruby fittings.  
**FORKS**—Saxon Spring.  
**ENGINE**—3½-4 h.p. J.A.P. with M.O. Side Valves, bore 85 mm. × 85 mm.  
**BRAKES**—Bowden Front Brake with Inverted Lever and Belt Rim Brake operated by Foot Pedal, so arranged that damage to foot-rests does not put brake out of action.  
**CARBURETTER**—B. & B. Handlebar Two-Lever Control, with Adjustable Jet; or B. & B. One-Lever Control Carburetter (Optional).  
**BELT**—Lyso ¼-in., V shape.  
**MAGNETO**—Bosch enclosed, chain driven.  
**SILENCER**—Specially made for this Engine.  
**PULLEY**—J.A.P. Adjustable.  
**SADDLE**—Lycett's Pan Seat.  
**CARRIER**—Tubular, very strong.

**TANK**—Specially well made, holding 1½ gallons of petrol and 5 gills lubricating oil, large filler caps and with double partitions, and fastened on two supports brazed to frame.  
**LUBRICATION**—Semi-automatic Sight-feed.  
**CONTROL**—Ignition and Carburetter by levers on handlebar. Valve lift by inverted lever on handlebar, with the cables all passing through the handlebar.  
**HANDLEBAR**—Specially shaped for comfort.  
**MUDGUARDS**—Wide and strong, with deep Side Shields to both wheels.  
**STANDS**—Fitted to both Front and Back Wheels.  
**WHEELS**—26-in. × 2¼-in. B.E. Rims specially well nickel-plated, with black centres and lined edges, and fitted with Chater Lea Disc-Adjusting Hubs.  
**TYRES**—26-in. × 2¼-in. Hutchinson's Tyres, B.E., with Butt-ended Tube in rear wheel.  
**TOOLS**—Fully equipped Tool Roll.  
**BAGS**—One pair Metal-cased Pannier Bags.  
**INFLATOR AND CLIPS**—15-in. × ¼-in. Dover Celluloid, with Clips brazed to frame.

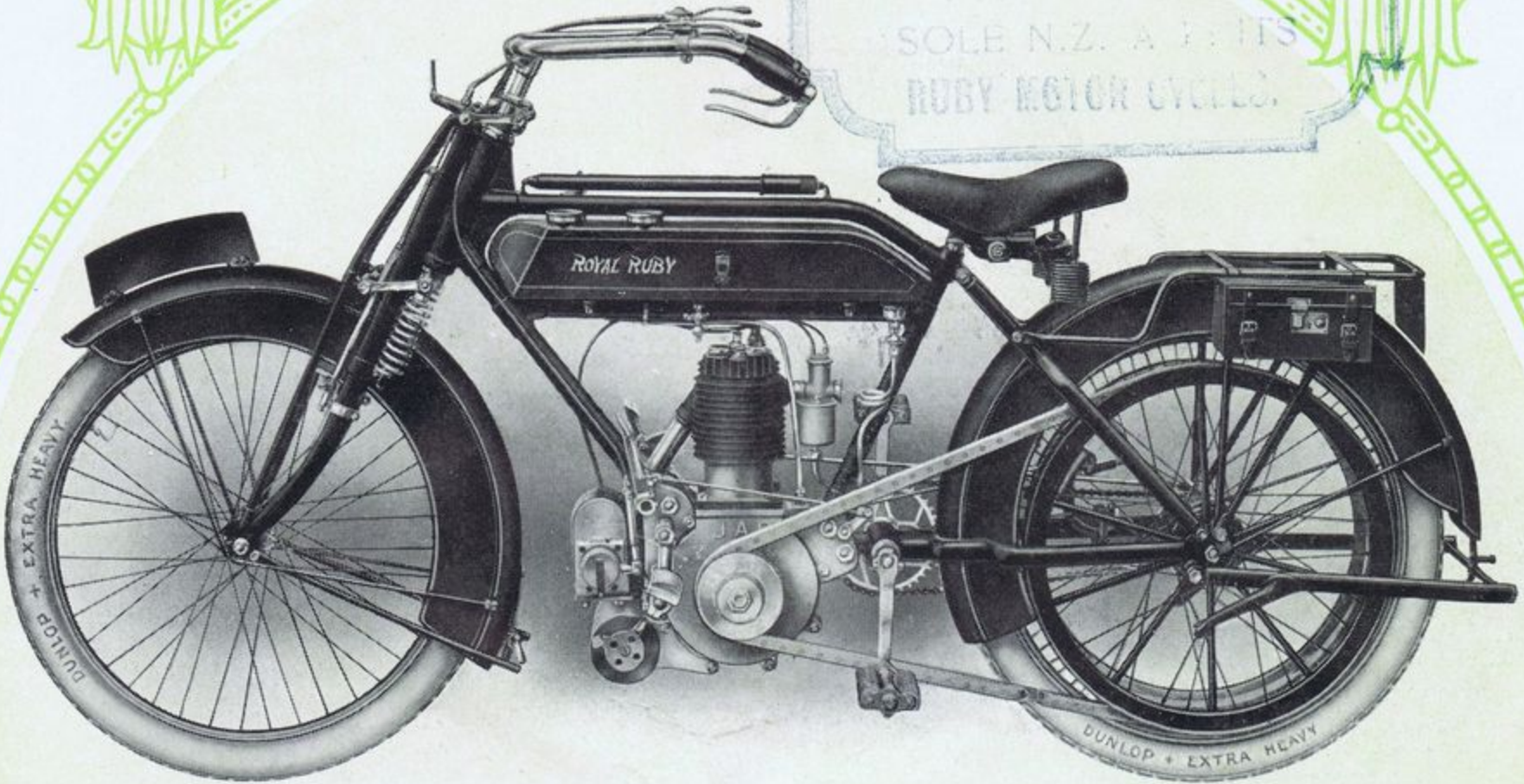
We reserve the right to modify or deviate from the Specification in minor details.

**BARNSTORMERS.CO.NZ**

# ROYAL RUBY

Model "E"  
3½-4 h.p. Touring Model

JAMES & CHILMAN  
HAWKESBURY  
SOLE N.Z. AGENTS  
ROYAL MOTOR CYCLES.



**PRICE**, complete, beautifully enamelled black, and bright parts specially well nickel-plated . . . . .

Code Word—EHRENBAHN

This Model can be supplied fitted with a J.A.P. 4½ h.p. Single Cylinder Engine, including large Flywheels with Overhead Inlet Valve, 85 mm. X 95 mm.

Code Word—EHRENBOGEN.

*3 Speed Gear*

### EXTRAS

If Enamelled Black All Over, or where desired . .  
Villiers or D.H.K. Free Engine Hub . . . . .  
Sturmey-Archer 3-Speed Gear and Free Engine . .  
Roc 2-Speed Gear and Free Engine . . . . .  
Foot Boards in lieu of Chain Wheels and Cranks

Code Word.

**Ehrengross**  
**Ehrenkette**  
**Ehrenmann**  
**Ehrenstamm**  
**Ehrenwort**

*Free Engine*

\* If this Engine with Overhead Inlet Valve is required, use this Code Word for Fixed Engine, **Ehrliebige**, and add afterwards the extras required.

*£85-0-0*

## Specification

**FRAME**—16½-in. New Design Cob Model, with curved back of top tube and detachable back forks, made throughout of Royal Ruby fittings.

**FORKS**—Druid or Saxon Spring.

**ENGINE**—J.A.P. 3½-4 h.p. with M.O. Side Valves, bore 85 mm. X 85 mm., new pattern, with decompressor. Or J.A.P. 3½-4 h.p. with overhead inlet valve, 85 mm. X 85 mm. (Optional \*).

**BRAKES**—Bowden Front Brake with Inverted Lever and Belt Rim Brake operated by Foot Pedal, so arranged that damage to foot-rests does not put brake out of action.

**CARBURETTER**—B. & B. Handlebar Two-Lever Control, with Adjustable Jet; or B. & B. One-Lever Control Carburetter (Optional).

**BELT**—Lyso or Dunlop, ¾-in., V shape.

**MAGNETO**—Bosch enclosed, chain driven.

**SILENCER**—Specially made for this Engine.

**PULLEY**—J.A.P. Adjustable.

**SADDLE**—Brooks' Pan Seat, No. 170.

**CARRIER**—Tubular, very strong.

**TANK**—Specially well made, holding 1½ gallons of petrol and 5 gills lubricating oil, large Filler Caps, and with double partitions and fastened on two supports brazed to frame.

**LUBRICATION**—Semi-automatic Sight-feed.

**CONTROL**—Ignition and Carburetter by levers on handlebar. Valve lift by inverted lever on handlebar, with the cables all passing through the handlebar.

**HANDLEBAR**—Specially shaped for comfort.

**MUDGUARDS**—Wide and strong, with deep Side Shields to both wheels.

**STANDS**—Fitted to both front and back wheels.

**WHEELS**—26-in. X 2¼-in. B.E. Rims, specially well nickel-plated, with black centres and lined edges, and fitted with Chater Lea Disc-Adjusting Hubs.

**TYRES**—26-in. X 2¼-in. B.E. Dunlop Heavy Rubber Studded Tyres, with Butt-ended Tube in rear wheel.

**TOOLS**—Fully equipped Tool Roll.

**BAGS**—One pair Metal-Cased Pannier Bags.

**INFLATOR AND CLIPS**—15-in. X ¼-in. Dover Celluloid, with Clips brazed to frame.

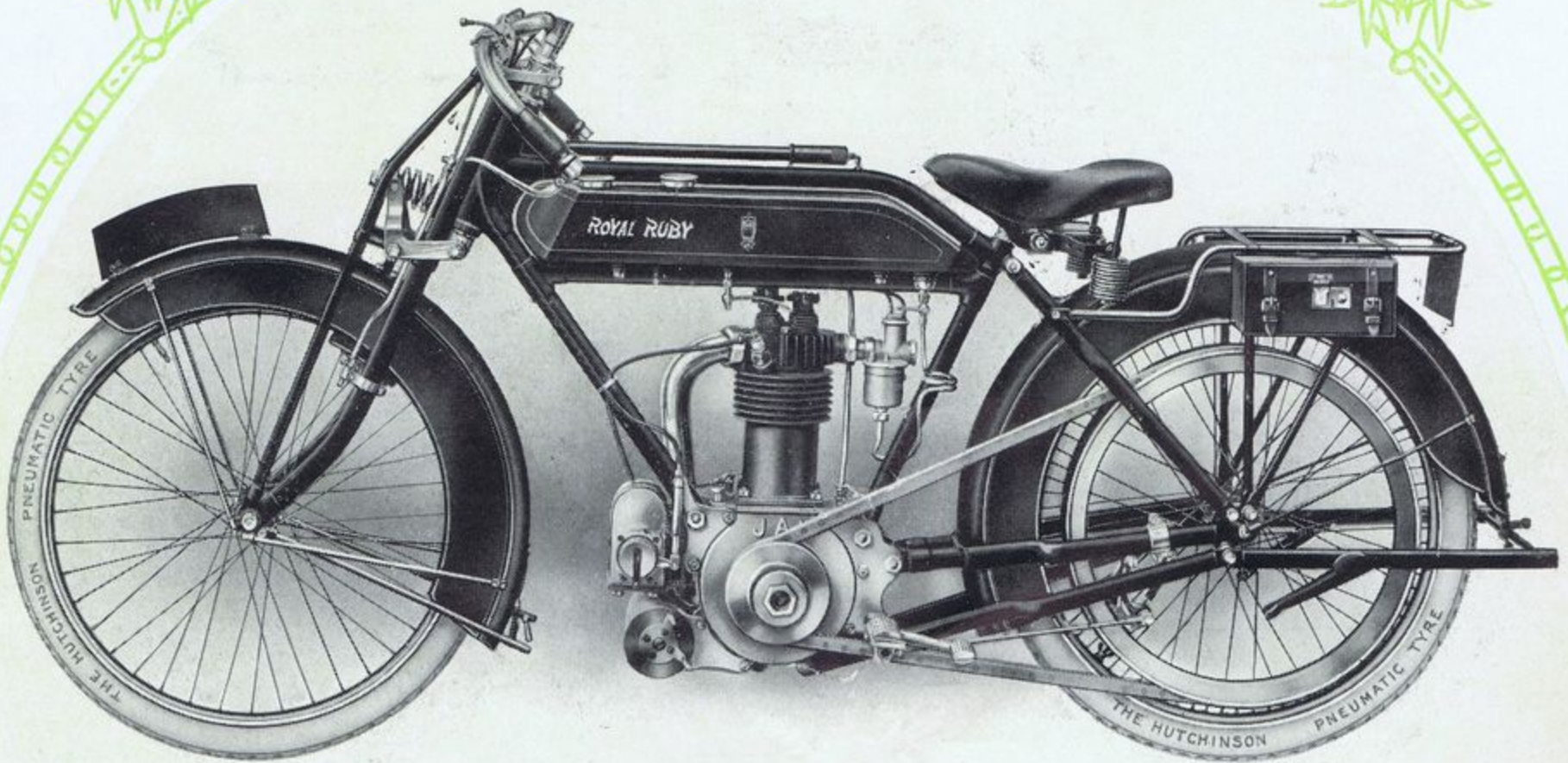
We reserve the right to modify or deviate from the Specification in minor details.

BARNSTONMERS.CO.NZ



# ROYAL RUBY

Model "F" 3½-4 h.p.  
Tourist Trophy Model



**PRICE**, complete, beautifully enamelled black, and bright parts specially well nickel-plated . . . . .

Code Word—FOODLESS

7  
£ 75 0 0

### EXTRAS

If Enamelled Black All Over, or where desired  
Villiers or D.H.K. Free Engine Hub . . . . .  
Sturmey-Archer 3-Speed Gear and Free Engine  
Roc 2-Speed Gear and Free Engine . . . . .  
Foot Boards . . . . .

Code Word.  
**Fooling**  
**Footbridge**  
**Footplough**  
**Fopling**  
**Fopptest**

## Specification

**FRAME**—16½-in. New Design Cob Model, with curved back of top tube and detachable back forks, made throughout of Royal Ruby fittings.  
**FORKS**—Saxon Spring.  
**ENGINE**—J.A.P. 3½-4 h.p. with Overhead Valves, 90 mm. × 77½ mm.  
**BRAKES**—Bowden Front Brake with Inverted Lever. Powerful Back Brake operated by Heel.  
**CARBURETTER**—B. & B. Handlebar Two-Lever Control, with Adjustable Jet; or B. & B. One-Lever Control Carburetter (Optional).  
**BELT**—Lyso or Dunlop ½-in., V shape.  
**MAGNETO**—Bosch enclosed, chain driven.  
**SILENCER**—Specially made for this Engine.  
**PULLEY**—J.A.P. Adjustable.  
**SADDLE**—Brooks' Pan Seat.  
**CARRIER**—Tubular, very strong.  
**TANK**—Specially well made, holding 1½ gallons of petrol and 5 gills lubricating oil, large Filler Caps, and with double partitions, and fastened on two supports brazed to frame.

**LUBRICATION**—Semi-automatic Sight-feed.  
**CONTROL**—Ignition and Carburetter by levers on handlebar. Valve lift by inverted lever on handlebar, with the cables all passing through the handlebar.  
**HANDLEBAR**—Racing pattern as shown.  
**MUDGUARDS**—Wide and strong, with deep Side Shields to both wheels.  
**STANDS**—Fitted to both front and back wheels.  
**WHEELS**—26-in. × 2¼-in. B.E. Rims, specially well nickel-plated, with black centres and lined edges, and fitted with Chater Lea Disc-Adjusting Hubs.  
**TYRES**—26-in. × 2¼-in. Hutchinson B.E.  
**TOOLS**—Fully equipped Tool Roll.  
**BAGS**—One pair of Metal-cased Pannier Bags.  
**INFLATOR AND CLIPS**—15-in. × ½-in. Dover Celluloid, with Clips brazed to frame.

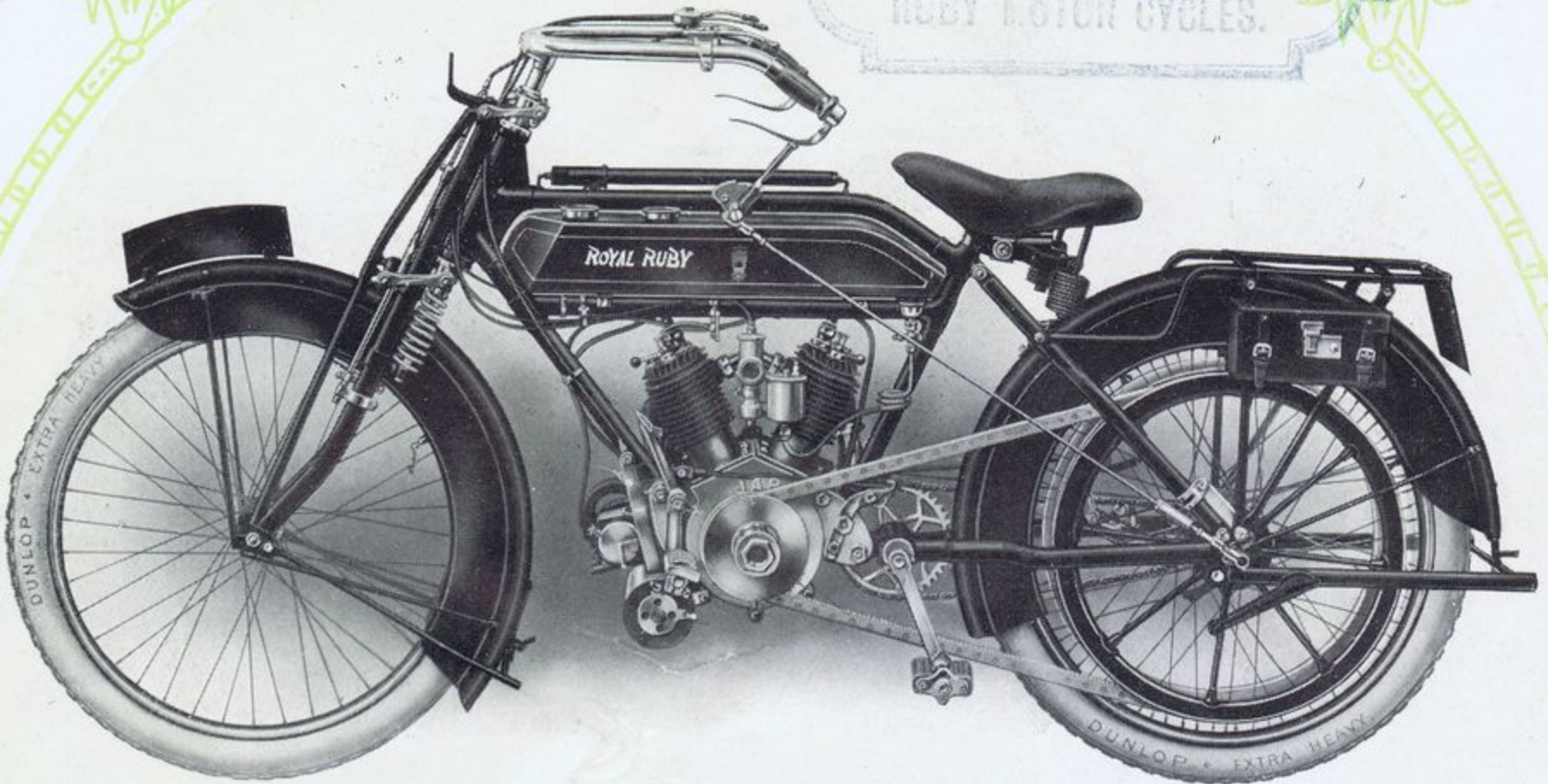
We reserve the right to modify or deviate from the Specification in minor details.

**BARNSTORMERS.CO.NZ**

# ROYAL RUBY

Model "G" 3 h.p. Twin-cylinder Touring Model

JAMES & GILLMAN  
HAWERA  
SOLE N.Z. AGENTS  
RUBY MOTOR CYCLES.



**PRICE**, complete, beautifully enamelled black, and bright parts specially well nickel-plated . . . . .

Code Word—GROFACHTIG

## EXTRAS

If Enamelled Black All Over, or where desired  
Villiers or D.H.K. Free Engine Hub . . . . .  
Sturmey-Archer 3-Speed Gear and Free Engine  
Roc 2-Speed Gear and Free Engine . . . . .  
Foot Boards in lieu of Chain Wheels and Cranks

Code Word.  
**Grondboren**  
**Grofheden**  
**Gromaticos**  
**Gromtotten**  
**Grondando**

*3 Speed Gear*

*Free Engine*

*£ 25 - 0 - 0*

## Specification

**FRAME**—16½-in. New Design Cob Model, with curved back of top tube and detachable back forks, made throughout of Royal Ruby fittings.

**FORKS**—Druid or Saxon Spring.

**ENGINE**—J.A.P. 3 h.p. Twin Cylinder, with M.O. Side Valves, 60 mm. × 76 mm.

**BRAKES**—Bowden Front Brake, with Inverted Lever and Belt Rim Brake operated by Foot Pedal, so arranged that damage to foot-rests does not put brake out of action.

**CARBURETTER**—B. & B. Handlebar Two-Lever Control, with Adjustable Jet; or B. & B. One-Lever Control Carburetter (Optional).

**BELT**—Lyso or Dunlop ¾-in., V shape.

**MAGNETO**—Bosch enclosed, chain driven.

**SILENCER**—Specially made for this engine.

**PULLEY**—J.A.P. Adjustable.

**SADDLE**—Brooks' Pan Seat, No. 170.

**CARRIER**—Tubular, very strong.

**TANK**—Specially well made, holding 1½ gallons of petrol and 5 gills lubricating oil, large Filler Caps, and with double partitions, and fastened on two supports brazed to frame.

**LUBRICATION**—Semi-automatic Sight-feed.

**CONTROL**—Ignition and Carburetter by levers on handlebar. Valve lift by inverted lever on handlebar, with the cables all passing through the handlebar.

**HANDLEBAR**—Specially shaped for comfort.

**MUDGUARDS**—Wide and strong, with deep Side Shields to both wheels.

**STANDS**—Fitted to both front and back wheels.

**WHEELS**—26-in. × 2¼-in. B.E. Rims, specially well nickel-plated, with black centres and lined edges, and fitted with Chater Lea Disc-Adjusting Hubs.

**TYRES**—26-in. × 2¼-in. Dunlop Heavy Rubber-Studded B.E., with Butt-ended Tube in rear wheel.

**TOOLS**—Fully equipped Tool Roll.

**BAGS**—One pair Metal-cased Pannier Bags.

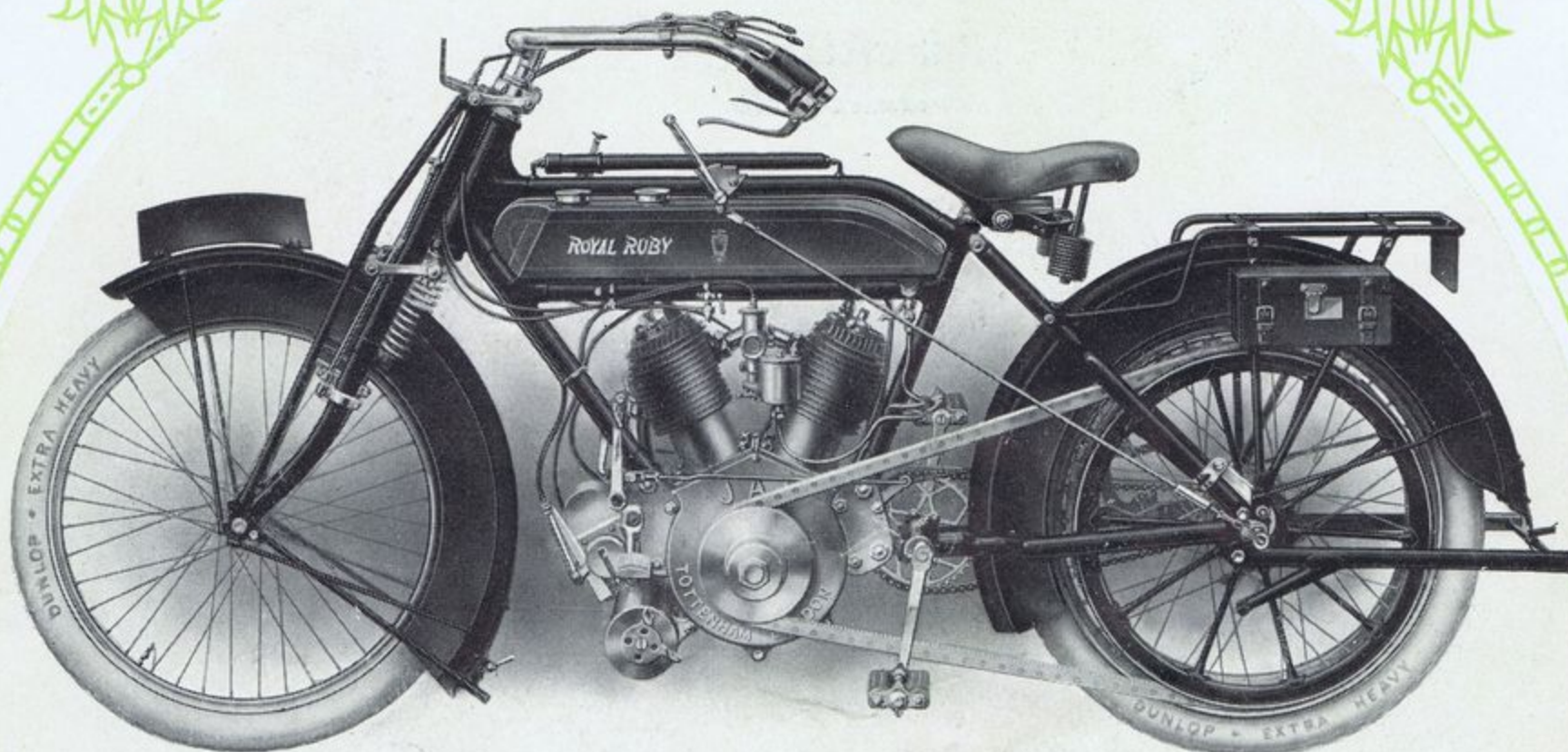
**INFLATOR AND CLIPS**—15-in. × ¾-in. Dover Celluloid, with Clips brazed to frame.

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

**BARNSTORMERS.CO.NZ**

# ROYAL RUBY

Model "H" 6 or 8 h.p. Twin-cylinder Touring Model



**PRICE**, complete, beautifully enamelled black, and bright parts specially well nickel-plated . . . . .

Code Word for 6 h.p. Engine—**HANDBARROW**

## EXTRAS

If Enamelled Black All Over, or where desired  
 Villiers or D.H.K. Free Engine Hub . . . . .  
 Sturmey-Archer 3-Speed Gear and Free Engine  
 Roc 2-Speed Gear and Free Engine . . . . .  
 Foot Boards in lieu of Chain Wheels and Cranks

Code Word.  
**Handbecken**  
**Handblaker**  
**Handblow**  
**Handcuffed**  
**Handelstag**

\* If 8 h.p. Engine is required, add this Code Word for Fixed Engine, **Handfertig**, and add afterwards the extras required.

6. H.P.

3 Speed Gear

Free Engine

£95-0-0

## Specification

**FRAME**—16½-in. New Design Cob Model, with curved back of top tube and detachable back forks, made throughout of Royal Ruby fittings.  
**FORKS**—Druid or Saxon Spring. Heavy Model.  
**ENGINE**—J.A.P. 6 h.p. Twin Cylinder, with M.O. Side Valves, bore 76 mm. × 85 mm.; or J.A.P. 8 h.p. Twin Cylinder, with M.O. Side Valves, bore 85 mm. × 85 mm. (Optional \*).  
**BRAKES**—Bowden Front Brake, with inverted lever and Belt Rim Brake operated by Foot Pedal, so arranged that damage to foot-rests does not put brake out of action.  
**CARBURETTER**—B. & B. Handlebar Two-Lever Control, with Adjustable Jet; or B. & B. One-Lever Control Carburetter (Optional).  
**BELT**—Lyso or Dunlop 1-in., V shape.  
**MAGNETO**—Bosch enclosed, chain driven.  
**SILENCER**—Specially made for this Engine.  
**PULLEY**—J.A.P. Adjustable.  
**SADDLE**—Brooks' Pan Seat, No. 170.  
**CARRIER**—Tubular, very strong.

**TANKS**—Specially well made, holding 1½ gallons of petrol and 5 gills lubricating oil, large Filler Caps, and with double partitions, and fastened on two supports brazed to frame.  
**LUBRICATION**—Semi-automatic Sight-feed.  
**CONTROL**—Ignition and Carburetter by levers on handlebar. Valve lift by inverted lever on handlebar, with the cables all passing through the handlebar.  
**HANDLEBAR**—Specially shaped for comfort.  
**MUDGUARDS**—Wide and strong, with deep Side Shields to both wheels.  
**STANDS**—Fitted to both front and back wheels.  
**WHEELS**—26-in. × 2½-in. B.E. Rims, specially well nickel-plated, with black centres and lined edges, and fitted with Chater Lea Disc-Adjusting Hubs.  
**TYRES**—26-in. × 2½-in. Dunlop Extra Heavy Rubber-Studded B.E., with Butt-ended Tube in rear wheel.  
**TOOLS**—Fully equipped Tool Roll.  
**BAGS**—One pair of Metal-cased Pannier Bags.  
**INFLATOR AND CLIPS**—15-in. × ¼-in. Dover Celluloid, with Clips brazed to frame.

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

**BARNSTORMERS.CO.NZ**

# ROYAL RUBY

# SIDECARS

WILKES & GILLMAN,  
HAWERA  
SOLE N.Z. AGENTS  
RUBY MOTOR CYCLES.



These Sidecars are our own manufacture of Chassis,  
and are really strong and reliable,  
and beautifully finished.

**No. 1.** Wicker Body, similar design to above, complete with Rubber Apron, Mat, and Hutchinson T.T. Rubber-Studded 26-in.  $\times$  2 $\frac{1}{4}$ -in. B.E. Tyre . . .

**No. 2.** Cane Body, as shown above, complete with Rubber Apron, Mat, and Hutchinson T.T. Rubber-Studded 26-in.  $\times$  2 $\frac{1}{4}$ -in. B.E. Tyre . . . . .

If fitted with Dunlop Heavy Rubber-Studded Tyre, extra.  
If without Tyre, each reduction.  
Price of Chassis only, without Tyre,

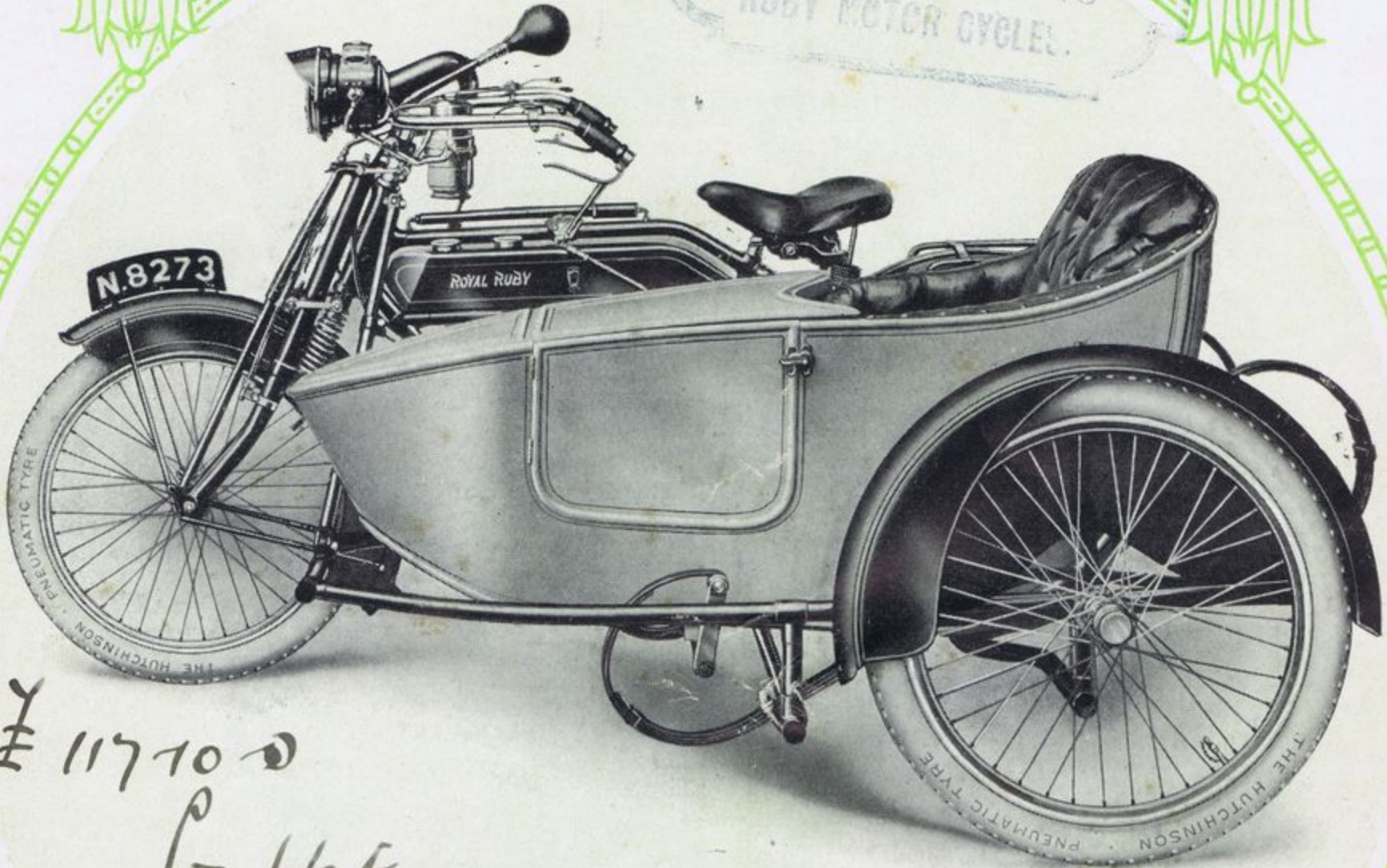
*Complete Sheet of our own Designs of Chassis and Sidecars sent on application.*

**BARNSTORMERS.CO.NZ**

# ROYAL RUBY

Model "H" Motor Cycle  
with Special Sidecar

HAWERA  
SOLE N.Z. AGENTS  
RUBY MOTOR CYCLES.



£ 117 10 0

Complete.

This is a Special "ROYAL RUBY" COMBINATION

PRICES and PARTICULARS  
ON APPLICATION

## A few Testimonials

The originals of which can  
be seen on request.

BEDFORD,  
July 11th, 1912.

DEAR SIRs,

As it is getting towards the end of the season, I feel I must let you know how Royal Ruby Motor Cycles are. They are one of the best on the market, also on the road, as there is nothing too great for them.

They are called here the "No-worry" Motor Cycle.

Wishing you every success for 1913, which I am sure you deserve.

Yours faithfully,

—

SOUTHPORT,  
July 10th, 1912.

DEAR SIRs,

I have pleasure in stating that the Ruby Motor Cycle you supplied me with gives me every satisfaction, and I have every confidence in recommending them.

Yours sincerely,

PENRITH, August 15th, 1912.  
3½ h.p. Ruby Motor Cycle.

DEAR SIRs,

I have pleasure in stating that I have used one of your 3½ h.p. Ruby Motor Cycles for the past 12 months in carrying out my duties as Highway Surveyor in my District of some 400 miles of road.

The Machine has been run continually over all kinds of roads and also in all sorts of weather and apart from the ordinary wear and tear the Cycle is as good as new.

Having numerous stops on my visits over the roads in my charge, I have found the Free Engine excellent for starting the Machine on rising gradients.

Yours faithfully,

—

MANCHESTER,  
August 8th, 1912.

DEAR SIRs,

I have now ridden one of your Motor Cycles for 12 months, and am pleased to say have never had a breakdown or mechanical trouble of any kind.

Wishing you every success. Yours truly,

Barnstormers.co.nz

