

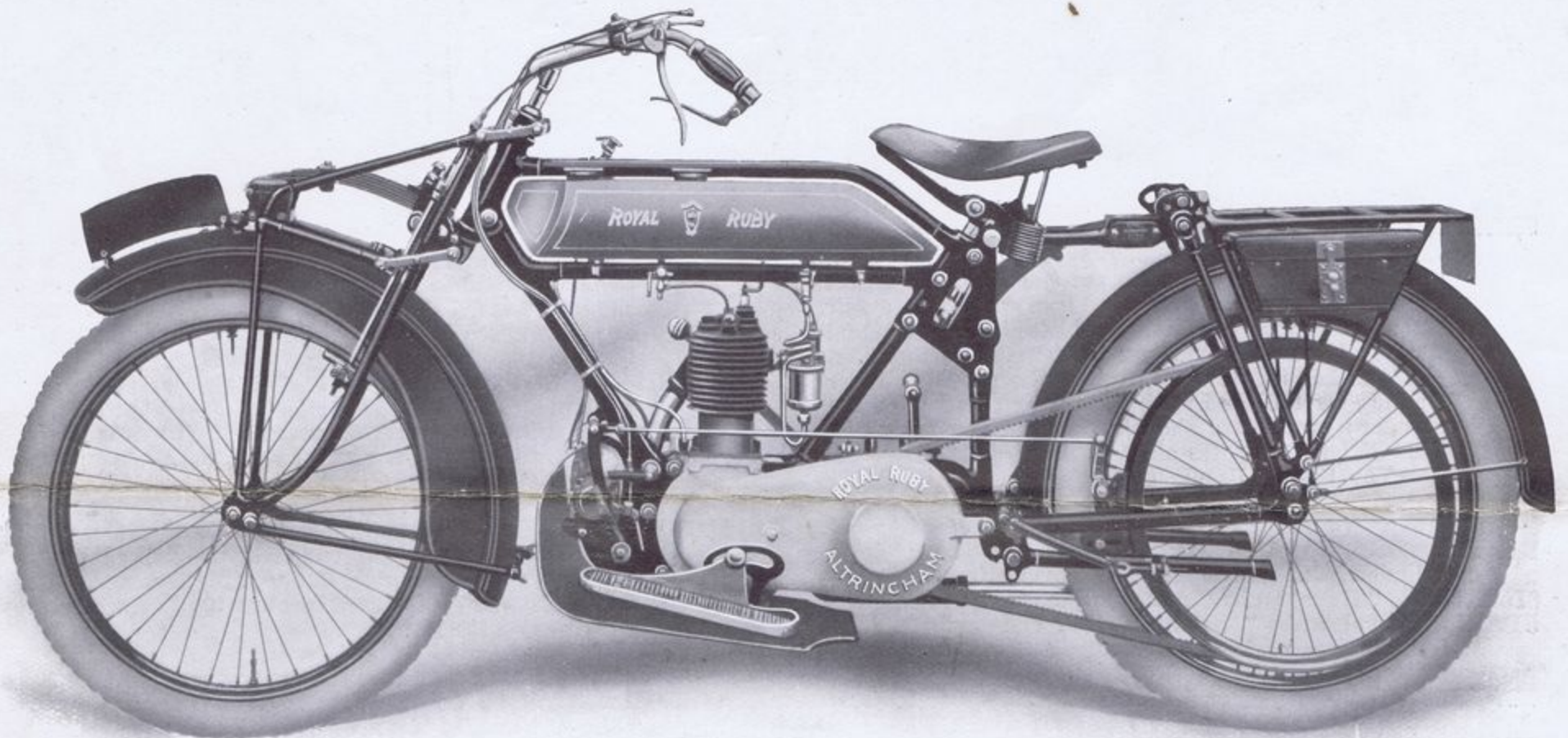
SEASON 1920

June 1st, 1920.

THE

“Royal Ruby”

**3 h.p. Single Cylinder Patent 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.

So assured are we of the success of this Machine, that we have taken over a Works at “Altrincham,” where the Engines and Gears are being manufactured throughout, and we have built alongside a very large additional Works on the latest principles, and fitted up with the most up-to-date plant, so that we can manufacture in large quantities under the very best of conditions.

Our aim has been to supply a Solo Machine giving the utmost comfort and reliability.

MANUFACTURED BY

THE RUBY CYCLE CO. LTD.

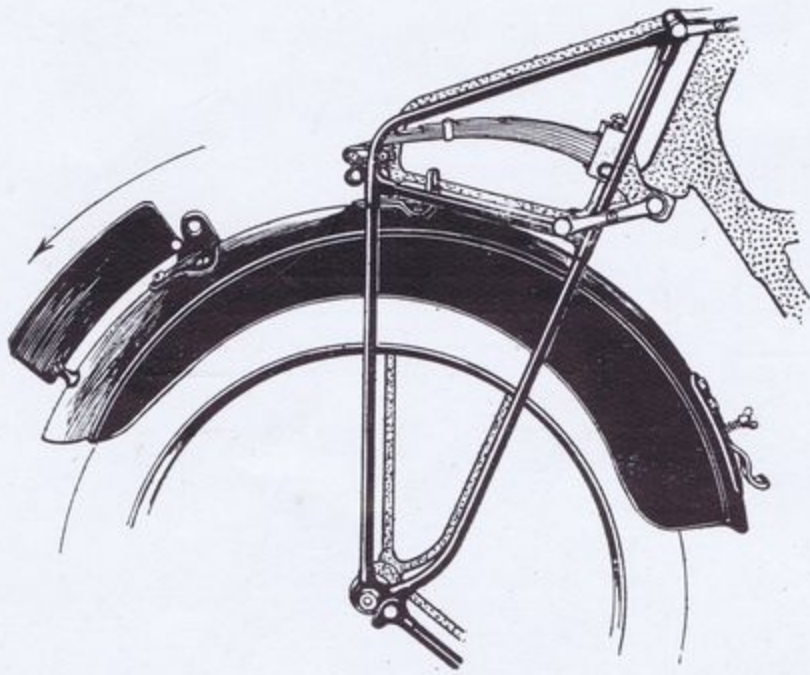
DIRECTORS
Geo. E. Rigby (Managing)
W. C. Bacon
R. Rigby
J. D. Williams
W. H. Bacon

MANUFACTURERS and PATENTEES of
“ROYAL RUBY” Cycles,
Motor Cycles and Sidecars.

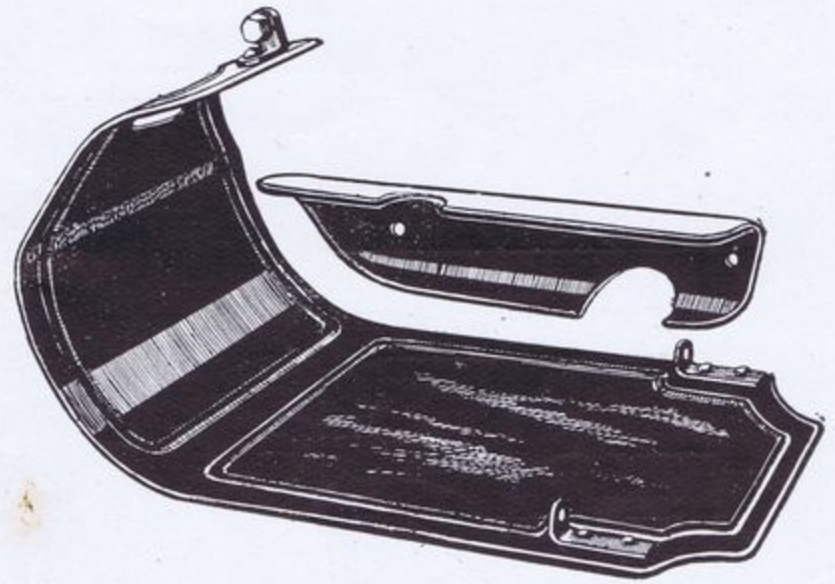
Telephones :
ALTRINCHAM
655 (4 lines)
Telegraphic Address :
“MACHINES,
ALTRINCHAM.”

MOSS LANE ALTRINCHAM

Barnstormers.co.nz



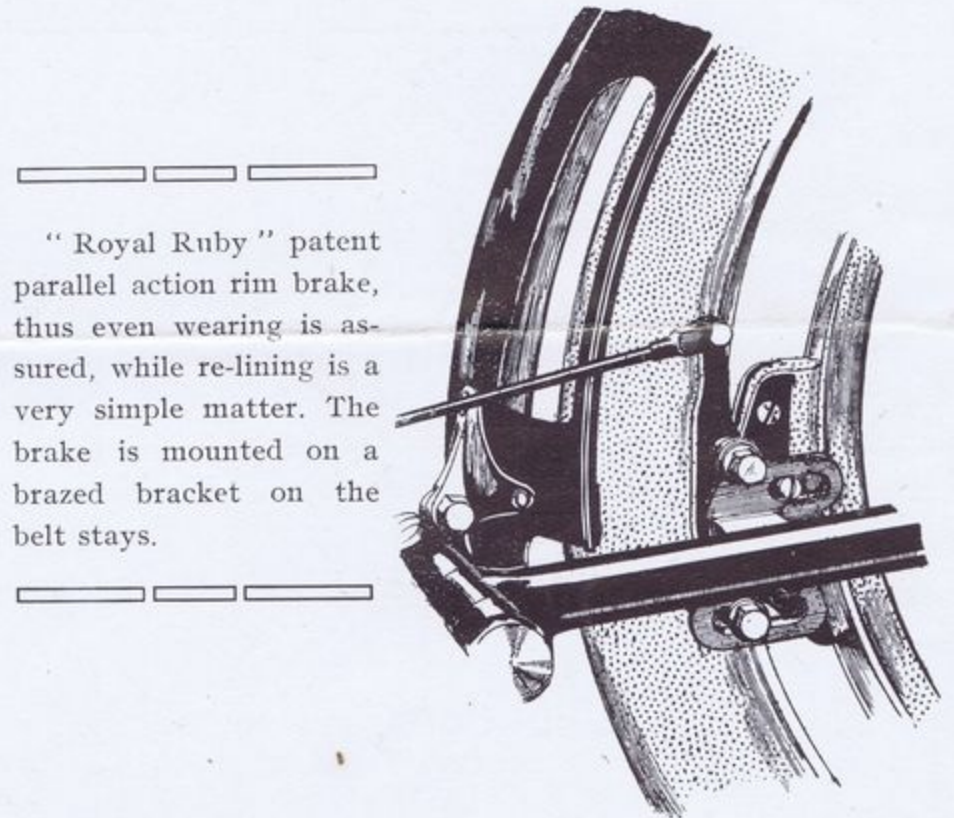
"Royal Ruby" patent front mudguard attachments. This shows the front mudguard half removed by the slackening of two bolts, without interfering with the wheel.



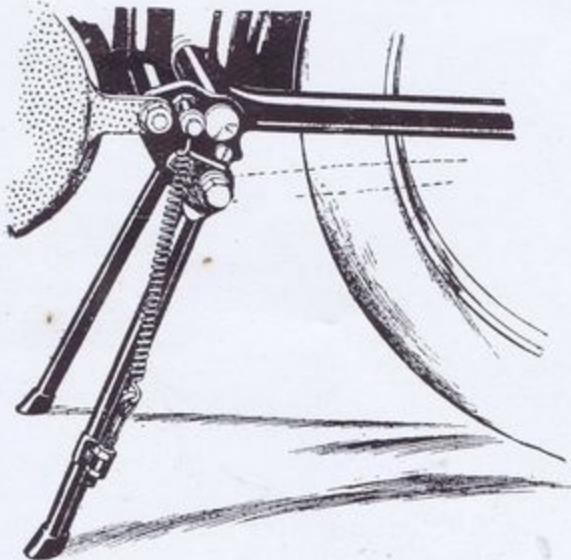
Wide undershield, giving ample protection from mud, etc., also silencer shield.



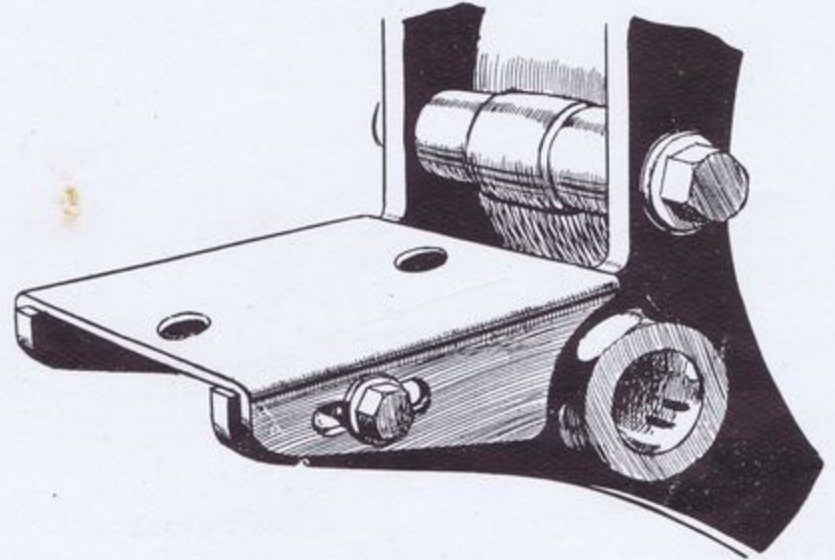
"Royal Ruby" patent safety stays supporting the front down tube, and connecting steering head to the engine lug, eliminates all chance of breakage to the front down tube.



"Royal Ruby" patent parallel action rim brake, thus even wearing is assured, while re-lining is a very simple matter. The brake is mounted on a brazed bracket on the belt stays.



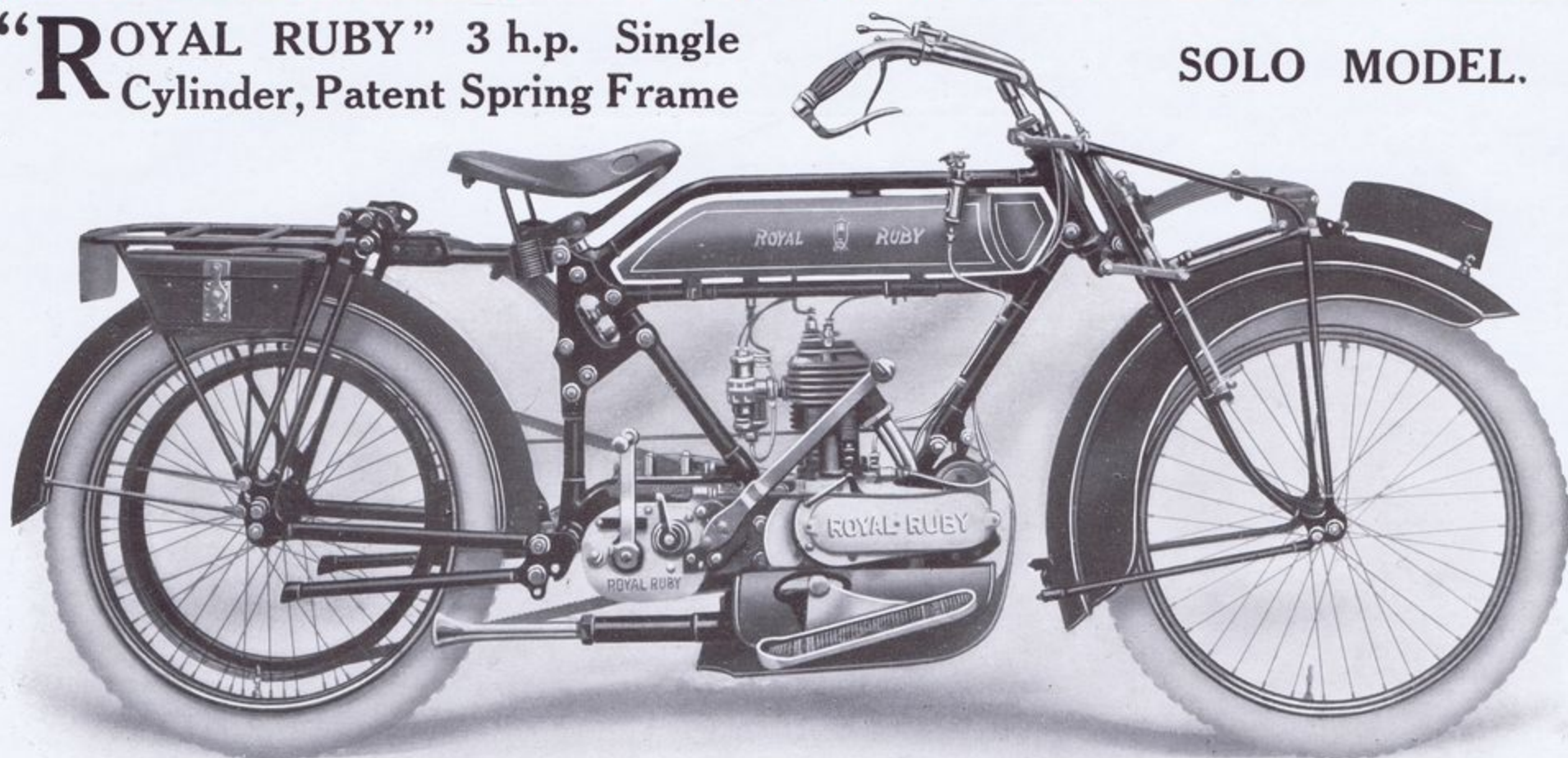
Our rear stand is provided with a special locking device, also a spring which renders it automatic over the dead centre mark. The spring is fitted with an adjuster, as shown.



Magneto platform, also showing the method of adjustment of magneto by a slot and screw on side of same.

"ROYAL RUBY" 3 h.p. Single Cylinder, Patent Spring Frame

SOLO MODEL.



SPECIFICATION.

FRAME AND FORK. 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" 74.5 x 80 = 349 c.c., 3 H.P. single cylinder, with all the latest improvements.

SILENCER. "Royal Ruby" patent, which is most efficient.

GEAR. "Royal Ruby" patent 2-speed countershaft, with free Engine, Handle Bar 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 Handle Bar.

Rear, "Royal Ruby" patented parallel action brake, operated by left foot.

CARBURETTOR. Amac or B. and B.

MAGNETO. Thomson Bennett variable ignition.

SADDLE. Brook's B. 150 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 and Lloyd's semi-automatic side feed with pump.

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

HANDLE BARS. Upturned 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" x 2½", beaded edge, wedgewood rims, fitted with best quality Hubs.

TYRES. 26" x 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.

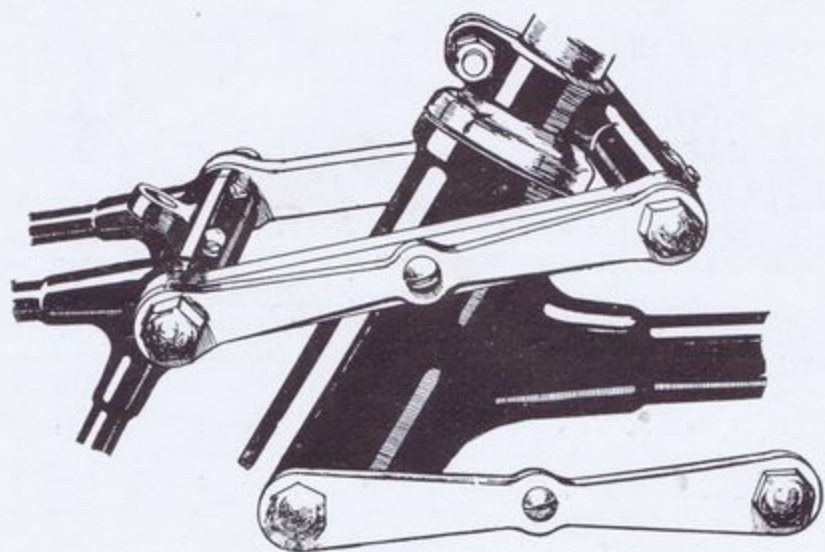
PRICE

Motor Cycle, complete as above, beautifully finished in Black Enamel and usual nickel plated parts £120 0 0

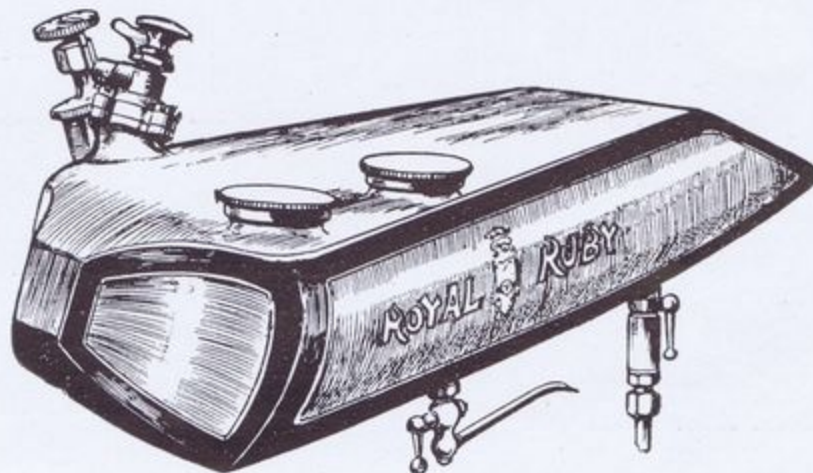
Speedometer—Cowey Model B. £6 0 0

" Cowey B.T. namely Trip £7 0 0

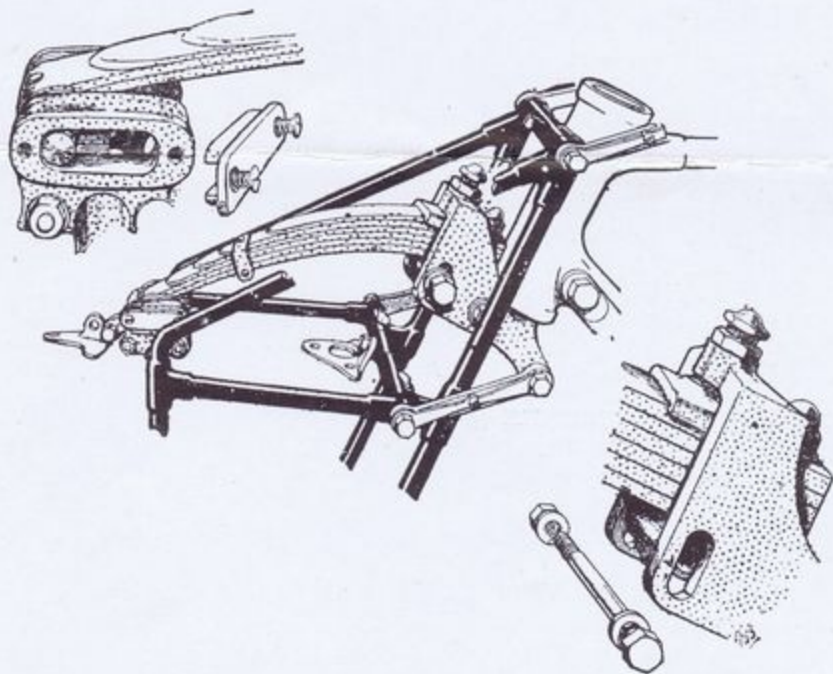
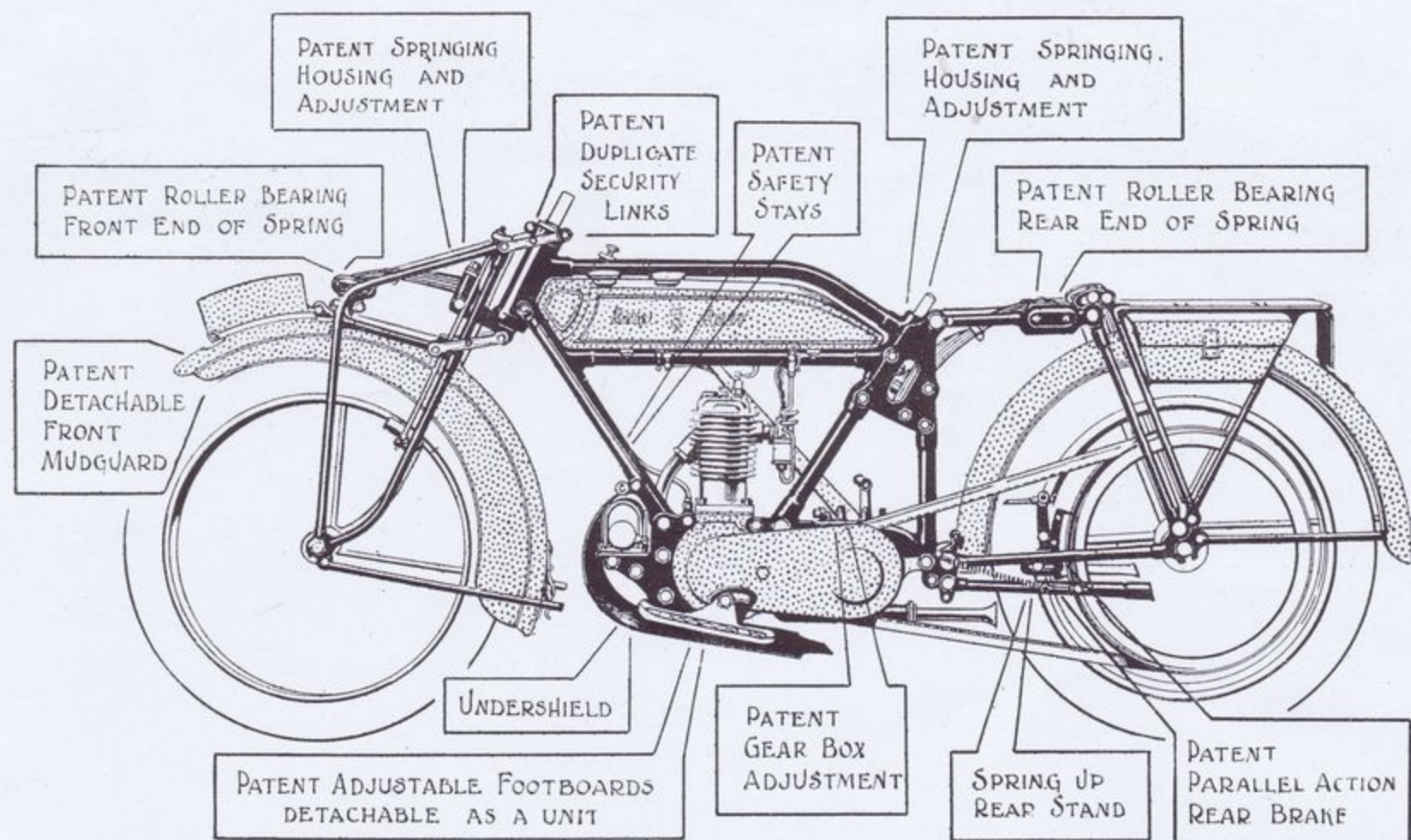
Horn. Cowey Patent Motor Cycle Horn £3 0 0



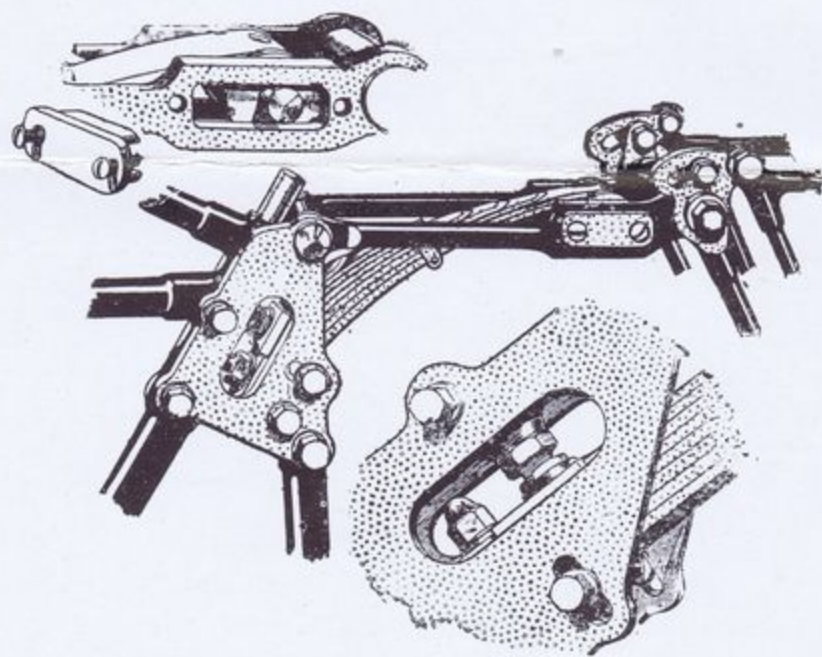
"Royal Ruby" patent locking plates prevent the link nuts from working loose. These allow us to use Dome-headed nuts, which give a good finish without sharp edges.



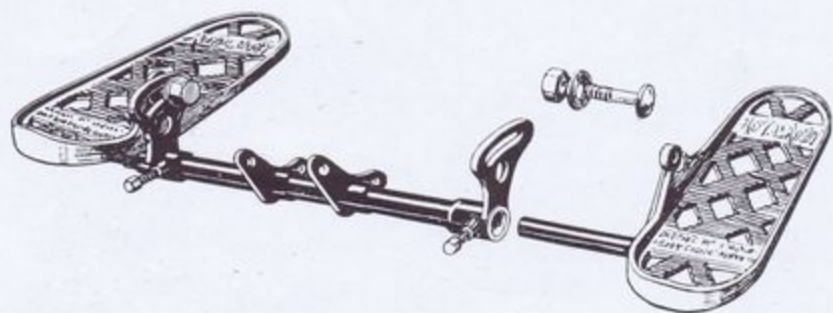
Registered design Tank, splendidly made. The Tank tapers from front to rear, and has convex sides, doing away with all sharp corners, looks very pretty, and gives comfort to the rider.



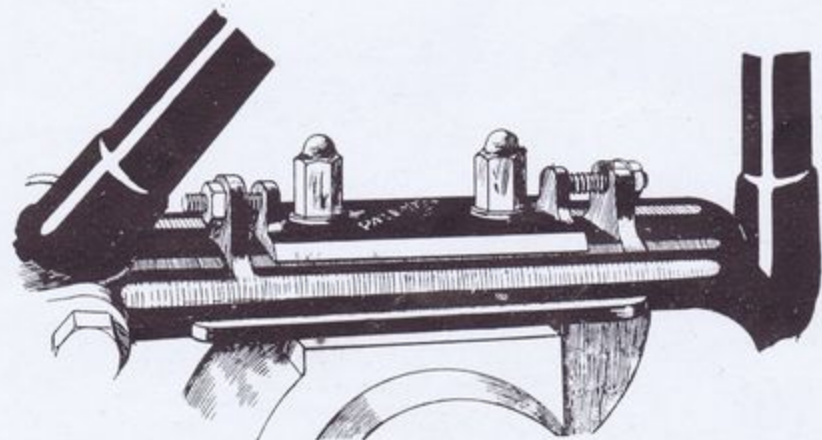
This shows the method of housing the front spring, which you note is adjustable, and also illustrates the patent roller bearing for the front of the spring.



This illustrates the housing for 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' adjustable footboards, made of aluminium, showing how easily they are detached, and also adjusted to the different positions required to suit the rider.



"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.