

**ACCESSORY  
and  
SPARE PART  
CATALOGUE  
1937**

+++

**MILLEDGE BROS  
PTY. LTD.**

**287 ELIZABETH ST., MELBOURNE**

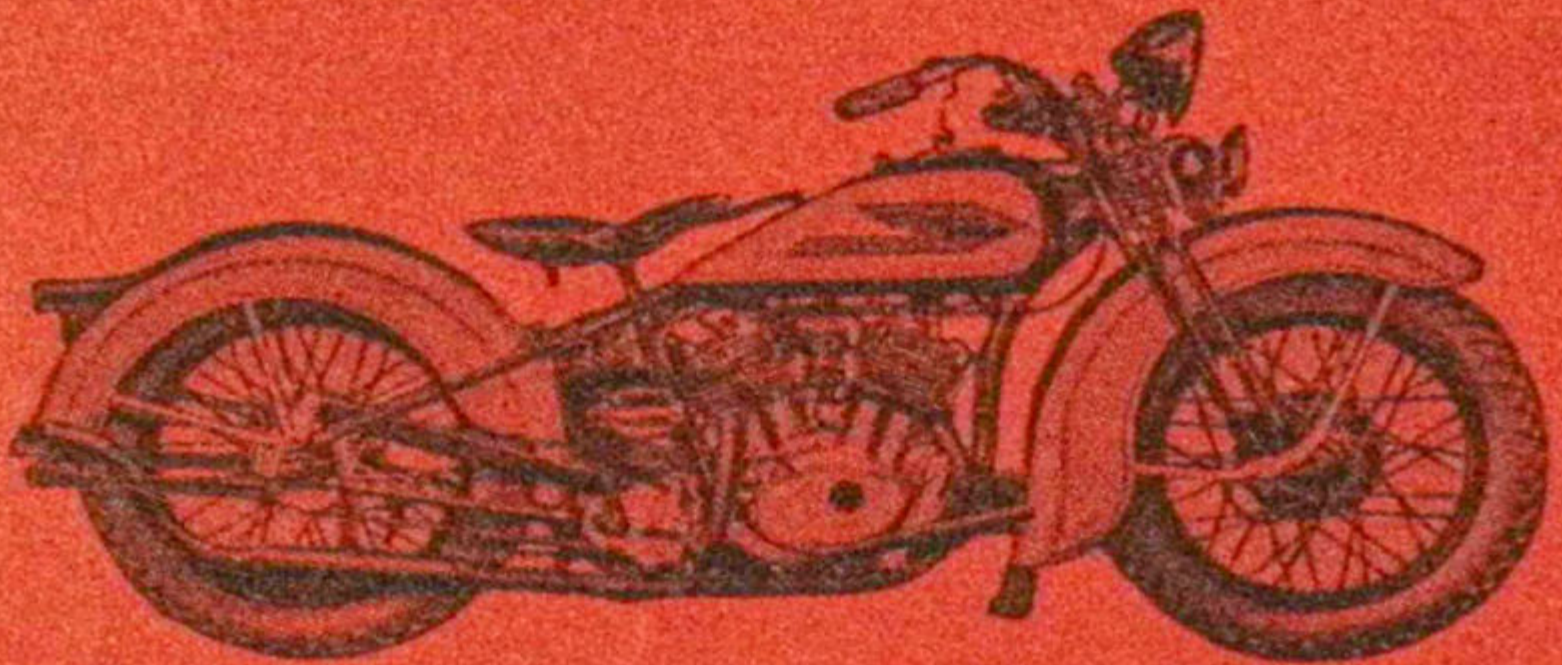
**TELEPHONES: 8912, 8913, 8914.**

[www.britcycle.com.au](http://www.britcycle.com.au)

***EVERYTHING for the Motor Cyclist!***

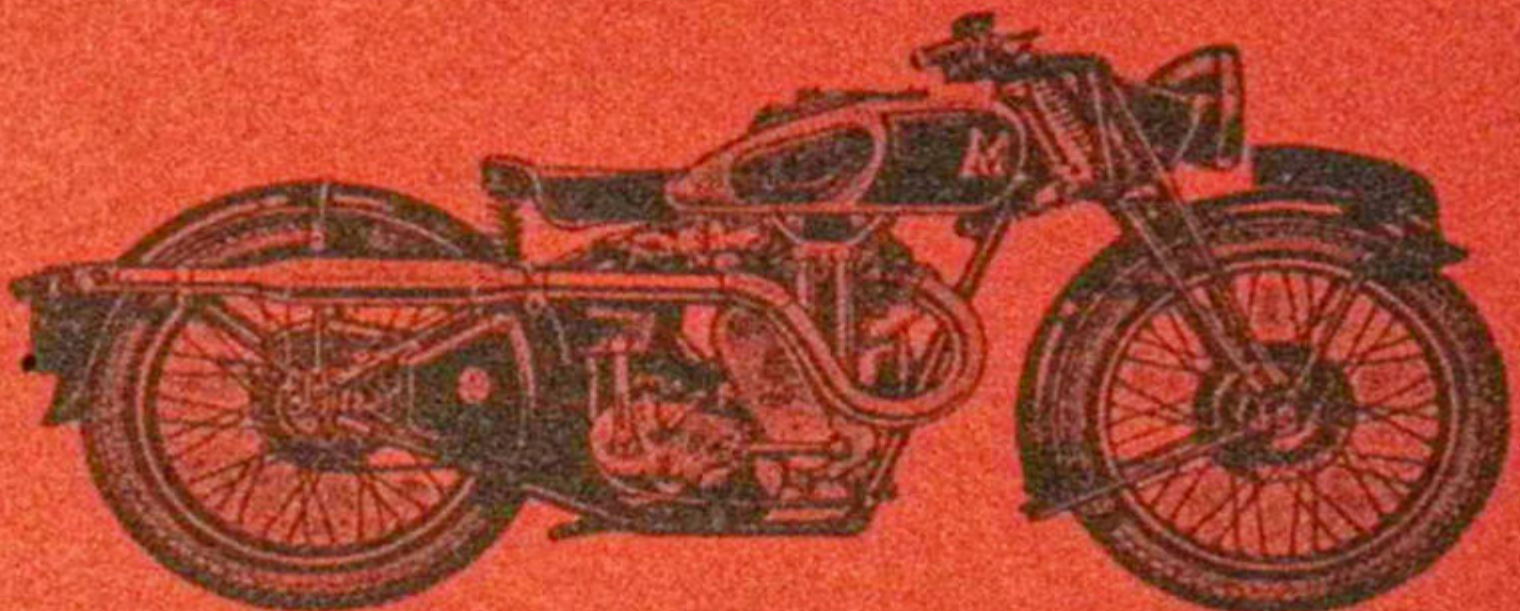
Sole Victorian Distributors of

# HARLEY- DAVIDSON MOTOR CYCLES



Sole Victorian Distributors of

# MATCHLESS MOTOR CYCLES



A CATALOGUE OF  
**MOTOR CYCLING  
NECESSITIES**

**FOR MOTOR CYCLE RIDERS**

Prepared and Published for your convenience, and to facilitate a correct despatch of goods ordered by Mail.

Many lines are not illustrated, but, wherever possible, illustrations have been provided to enable you to see the actual article which you are ordering.

Be sure, when ordering, to quote the number alongside of the goods required to ensure receiving the correct article.

New lines are constantly being added, and we would be pleased to quote for any Motor Cycle Accessories or Spares not shown in this Catalogue.

This List shows prices current at the 1st January, 1937, and same are subject to alteration without notice.

**MILLEDGE BROS.**

**PTY. LTD.**

287-289 Elizabeth Street, Melbourne

**AGENTS FOR ARIEL, MATCHLESS, HARLEY  
DAVIDSON, DOUGLAS, and FRANCIS  
BARNETT MOTOR CYCLES.**

All Previous Lists Cancelled.

Phone: Central 8912, Central 8913, Central 8914.

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## Terms of Business

Our Terms of Business are Cash with Order, and any amount remitted over the actual cost of the invoice will be returned with our covering advice note.

Where orders are not accompanied by cash, the goods will be just as promptly despatched by C.O.D. rail or V.P. post.

To facilitate prompt despatch, when ordering or sending parts as samples or returning goods to us, see that your name and full address are clearly shown on your letter and on the parcel.

In the case of reference to previous purchases or to returned goods, state the date and number of invoice referred to.

In all cases freight must be prepaid on goods returned.

Our responsibility ceases when goods are handed to rail or post for despatch.

We will pay freight in Victoria to nearest station or postage (at our option) on accessories and spares.

+ + +

## Service Department

This branch of our business is prepared to quote for all classes of repairs to any make of motor cycle. Our workshop is equipped with special factory tools, and can carry out overhauls, etc., promptly and at a minimum of expense. Only expert mechanics are employed, and we guarantee all jobs entrusted to us.

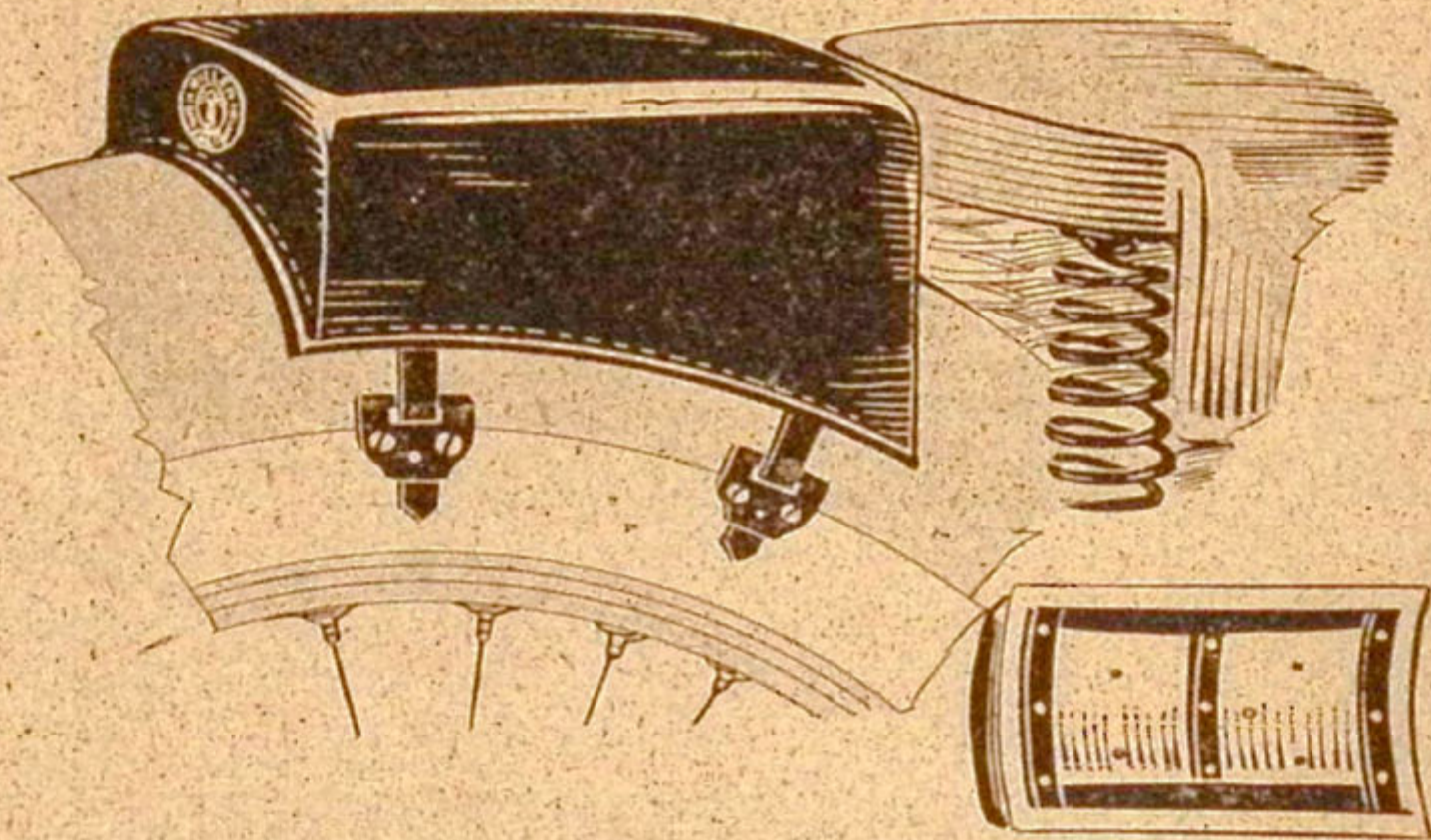
In addition to engine overhauls, frame repairs, magneto and electrical repairs, carburetter overhauls and wheel building, we are always pleased to quote for renovating and enamelling, plating, etc.

### GEAR BOX SPARES.

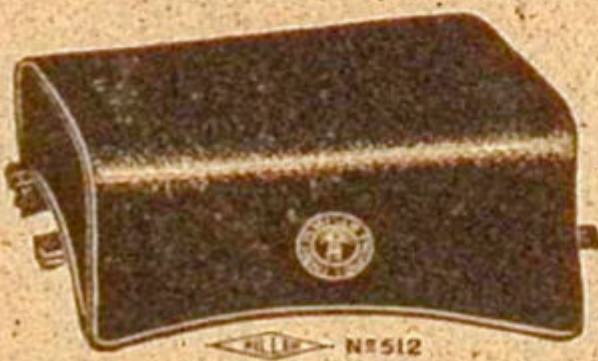
We carry full stocks of Spares for Albion, Sturmev Archer and Burman Gear Boxes. Ask for quotes.

# General Equipment

## PILLION SEATS MUDGUARD TYPE.

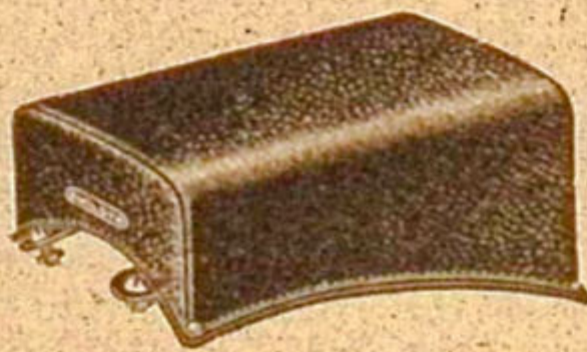


1—PILLION SEAT No. 512S. This is a pillion seat of very pleasing design and of the highest quality. The interior consists of a patented rubber sponge cushion with twelve air cells. Its perfect rigidity is therefore assured, as well as the comfort of the passenger, size 10 x 7 in. . . . . 17/6



MILLER No 512

2—MILLER 512, similar to 512S, but fitted by bolts instead of straps . . . . . 16/6

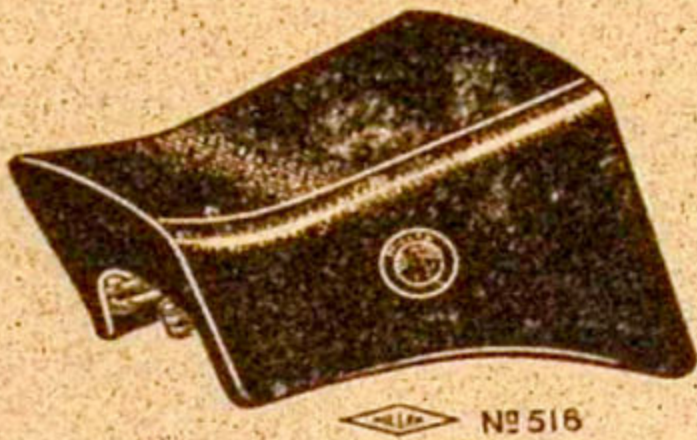


3—WILBEY 528, English make, fitted with sponge-rubber, shaped metal base . . . . . 11/6



MILLER No 511

4—MILLER, strap-on type, kapok filled 6/6



◆ No 516

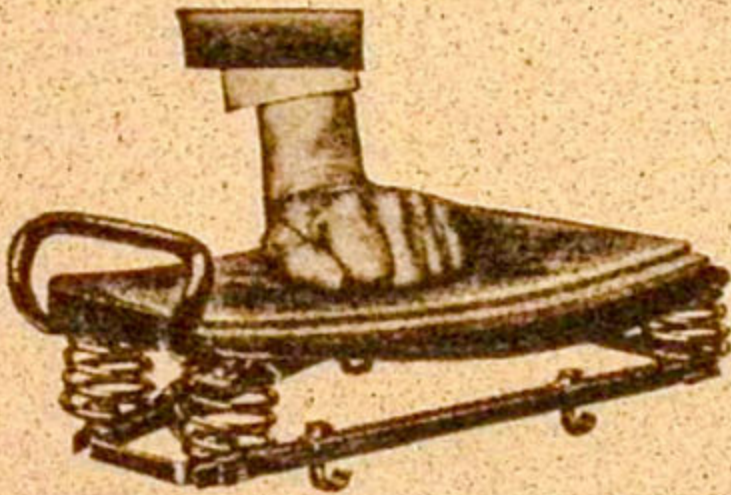
516

5—Similar to 512 but with shaped top . . . . . 18/6

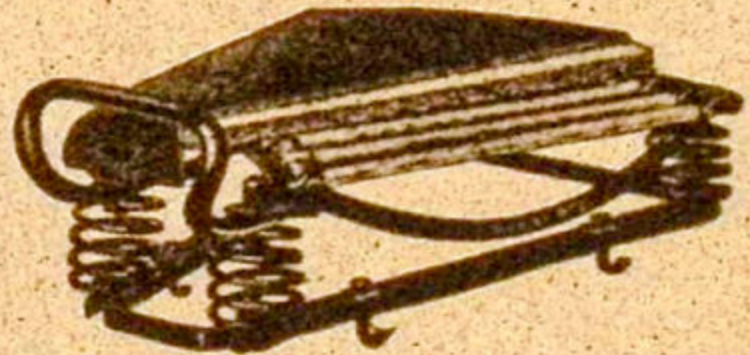


6—Strap-on Type, Kapok filled . . . . . 4/6

**PILLION SEATS  
CARRIER TYPE.**



7—**BROOKS PILLION SEATS (B4c)**. Well padded, and with four springs and four resilient plates at base of seat, ensuring great riding comfort, black finish . . . . . 18/6



8—**BROOKS PILLION SEATS (B7c)**, extra strong and of attractive appearance. The mattress is composed of longitudinal tension springs, which give an extremely flexible and easy riding seat that conforms to the rider's body, finished in black fabric and black enamel . . . . . 22/6

**T.D. CROSS SPROCKETS**

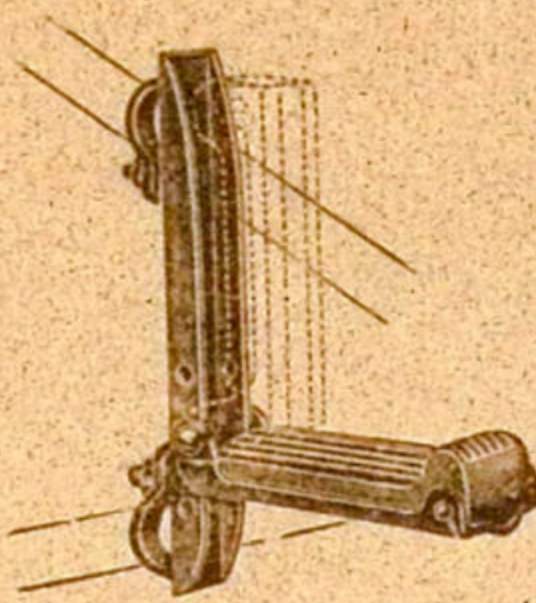
Our Sprockets are all made by **T. D. CROSS & SONS LTD.**, of Birmingham, the world's largest manufacturers of Motor Cycle Chain Wheels and Sprockets. These are of best British steel.

We are Sole Agents for these lines in Australia.

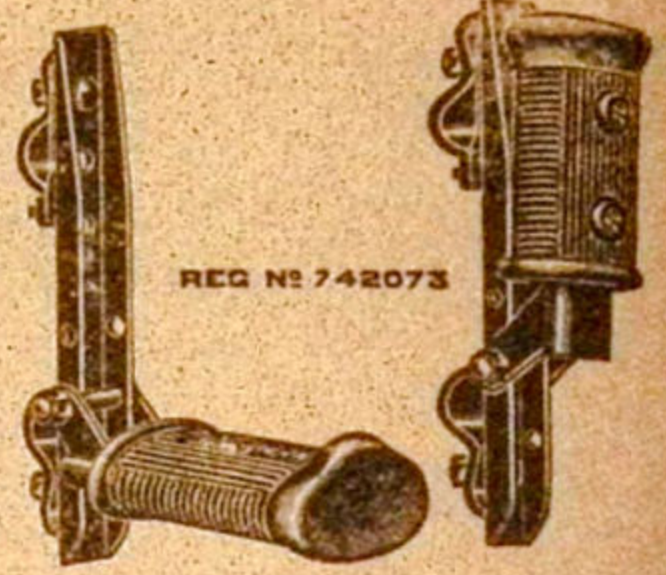
See Pages 48, 49 and 50 for added information.

We Pay Freight in Victoria ————— to your Nearest Station.

**DREADNOUGHT PILLION FOOTRESTS**

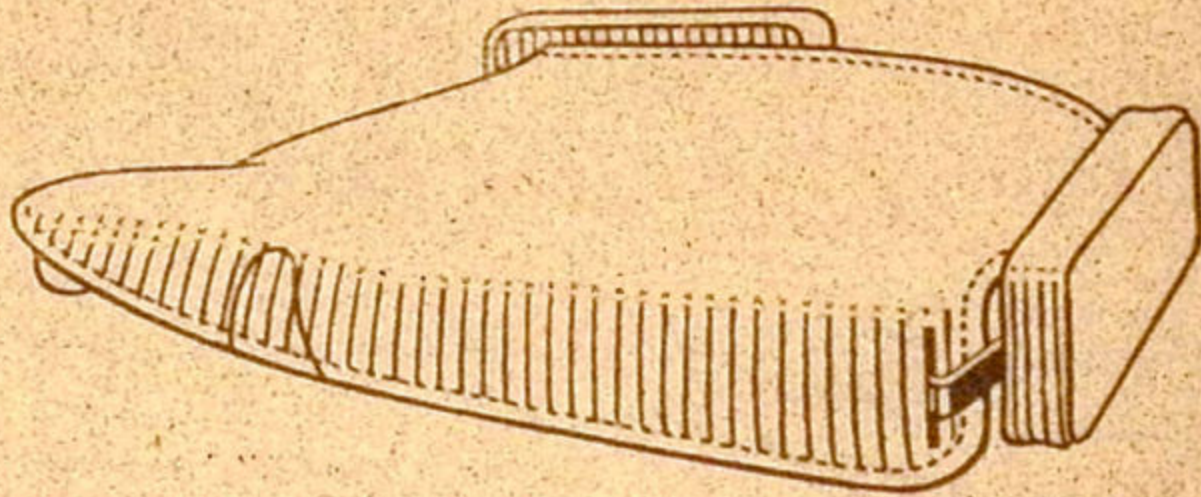


9—Fully adjustable, easily fitted, solid rubber tread, finished black enamel . . . . 3/6



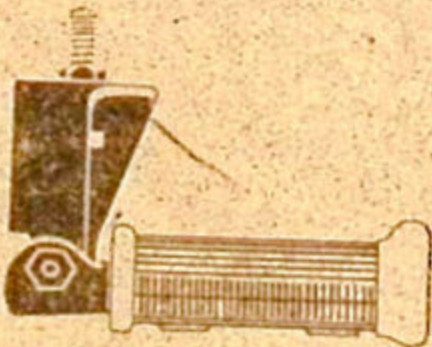
REG NO 742073

10—Frame is of heavy channel steel, adjustable, large rubber tread with end stop, finished in black . . . . 6/-

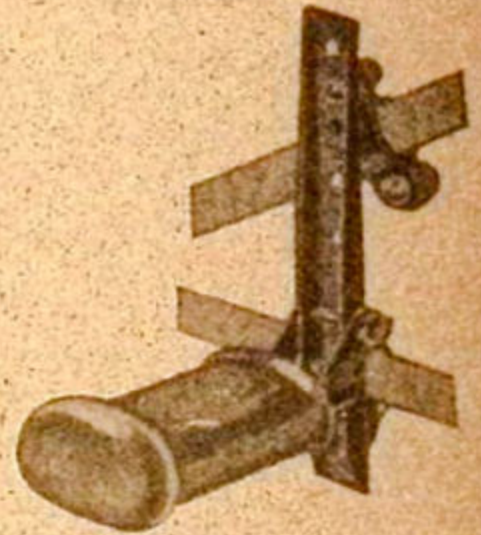


**KNEE PADS.**

11—For the comfort of pillion riders. Filled with sponge rubber and easily attached to saddle . . . . 7/6



12, 13—Made to fit Red Hunter Ariel and similar Motor Cycles 6/-

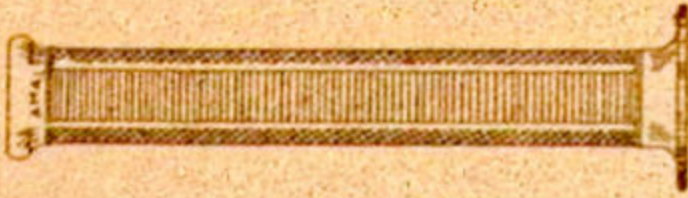


14—BROOKS FOLDING PILLION FOOTRESTS, adjustable type with pneumatic footrest, strongly constructed, and finished in black enamel. Pair 6/6

Our Reputation is Your Guarantee of Satisfaction.

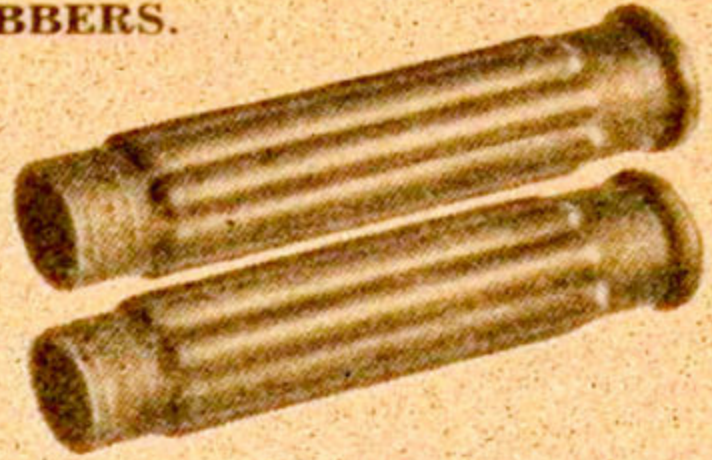


**HANDLEBAR GRIP RUBBERS. KICK STARTER RUBBERS.  
 FOOTREST RUBBERS.**

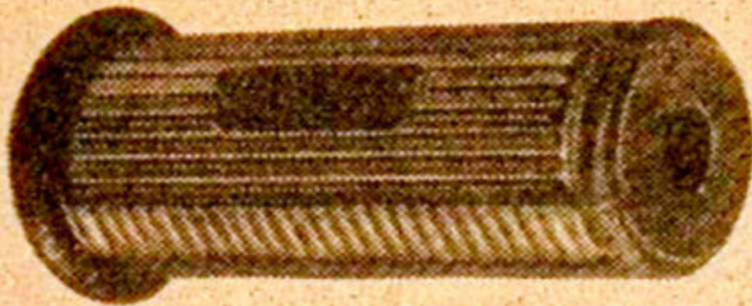


15, 16, 16a.—HANDLEBAR GRIP RUBBERS.

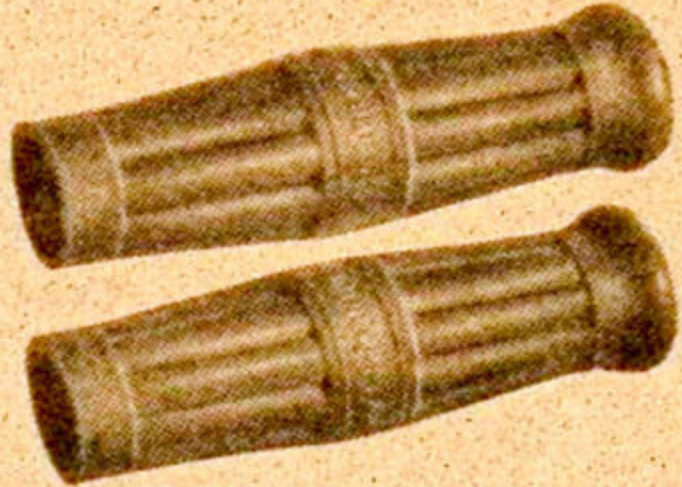
To Suit Amal.  
 Quick Action type .. 1/9 ea.  
 Amal., Genuine .. 1/9 ea.  
 Pattern, long .. 1/3 ea.  
 Pattern, short .. 1/- ea.



17—To suit Indian, in black and white rubber .. 2/- each



18—FOOTREST RUBBERS, round and flat .. 3/6 pair



19—To suit Harley Davidson, genuine .. 2/- each  
 John Bull, black or white 1/6 each



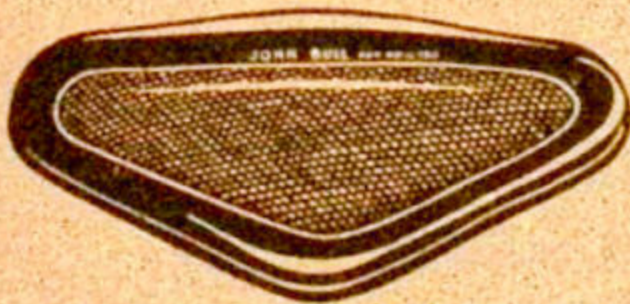
20—KICK STARTER RUBBERS, .. 1/3 each



21—DUMMY GRIPS, long, 2/3; short .. 1/9

**KNEE GRIPS.**

23—KNEE GRIPS, Plate Type, manufactured by the John Bull Rubber Co., England.



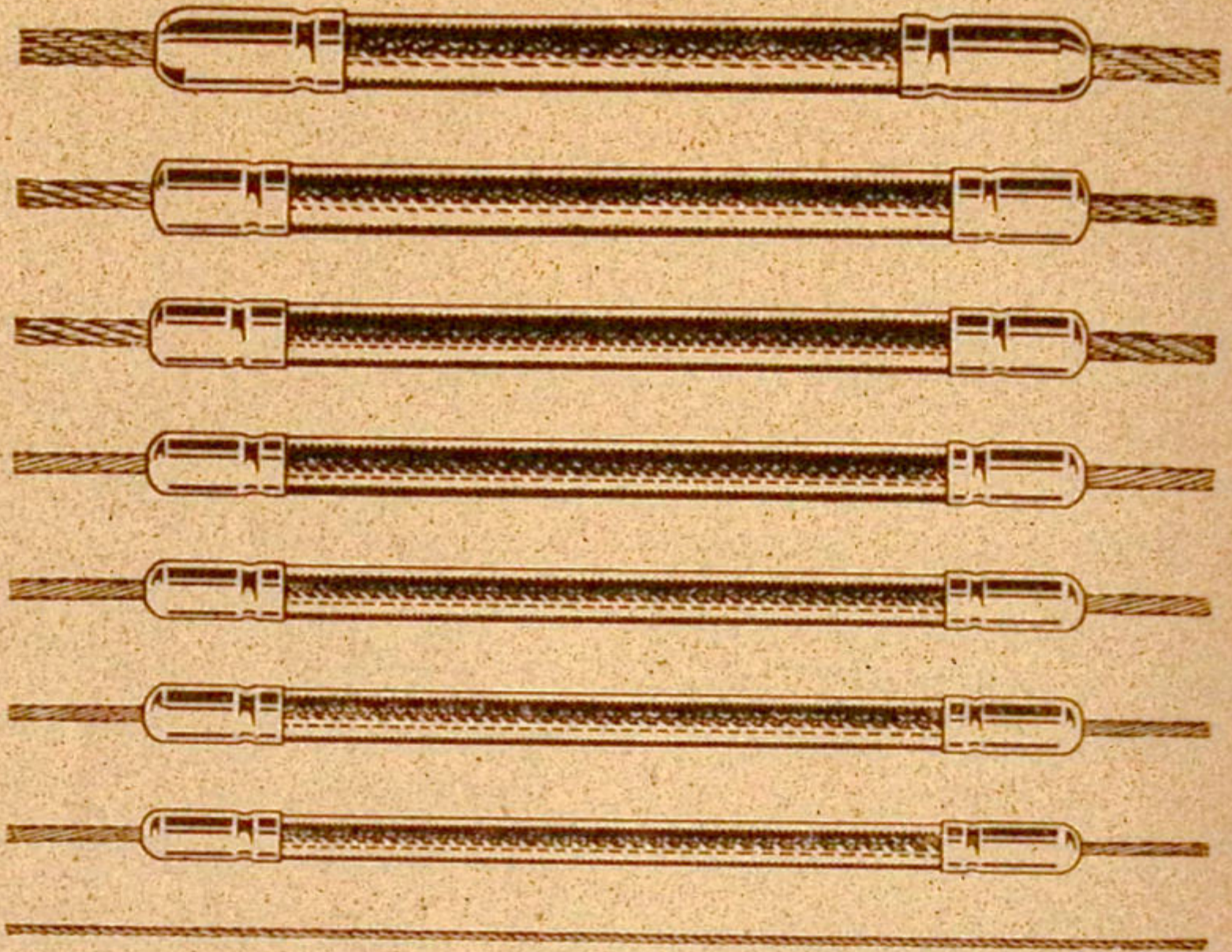
22—Ariel Type .. 12/6 pair  
 A.J.S. Type .. 12/6 pair  
 Matchless .. 12/6 pair



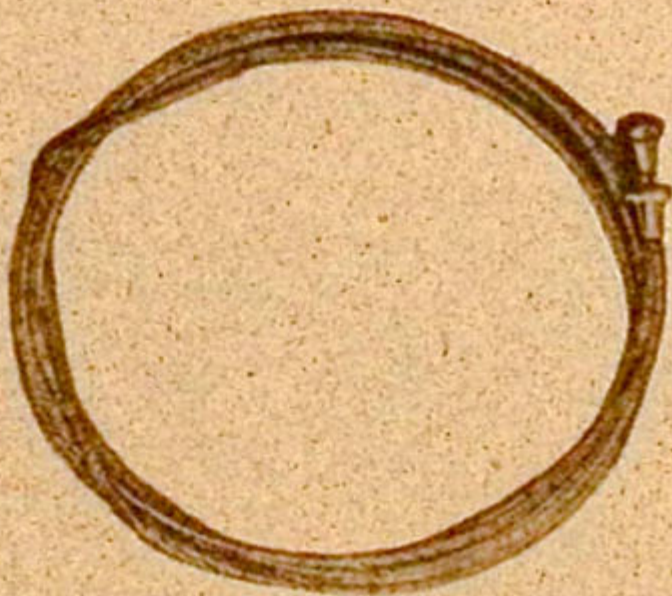
23—Plate Typer .. 6/6 pair

**We Pay Freight in Victoria to your Nearest Station.**

## CONTROL CABLE AND CASING



- |                                   |         |                                  |         |
|-----------------------------------|---------|----------------------------------|---------|
| 24—Carburetter and Exhaust Casing | 5d. ft. | 26—Extra Heavy Casing            | 9d. ft. |
| 25—Clutch Casing                  | 6d. ft. | 27—Clutch Cable                  | 1d. ft. |
|                                   |         | 28—Clutch Cable, extra heavy     | 2d. ft. |
|                                   |         | 29—Carburetter and Exhaust Cable | 1d. ft. |



Cable in cut lengths, with one soldered and one loose nipple—

- |                                      |     |
|--------------------------------------|-----|
| 30—Carburetter                       | 6d. |
| 31—Exhaust                           | 9d. |
| 32—Clutch                            | 1/- |
| 33—Extra Heavy Clutch for B.S.A. 1/3 |     |

### FITTINGS

- |                     |         |
|---------------------|---------|
| 34—Casing Ferrules  | 2d. pr. |
| 35—Adjusting Screws | 9d. ea. |
| 36—Cable Nipples    | 2d. pr. |

**CORBIN BROWN SPEEDOMETERS**

SUIT HARLEY DAVIDSON.

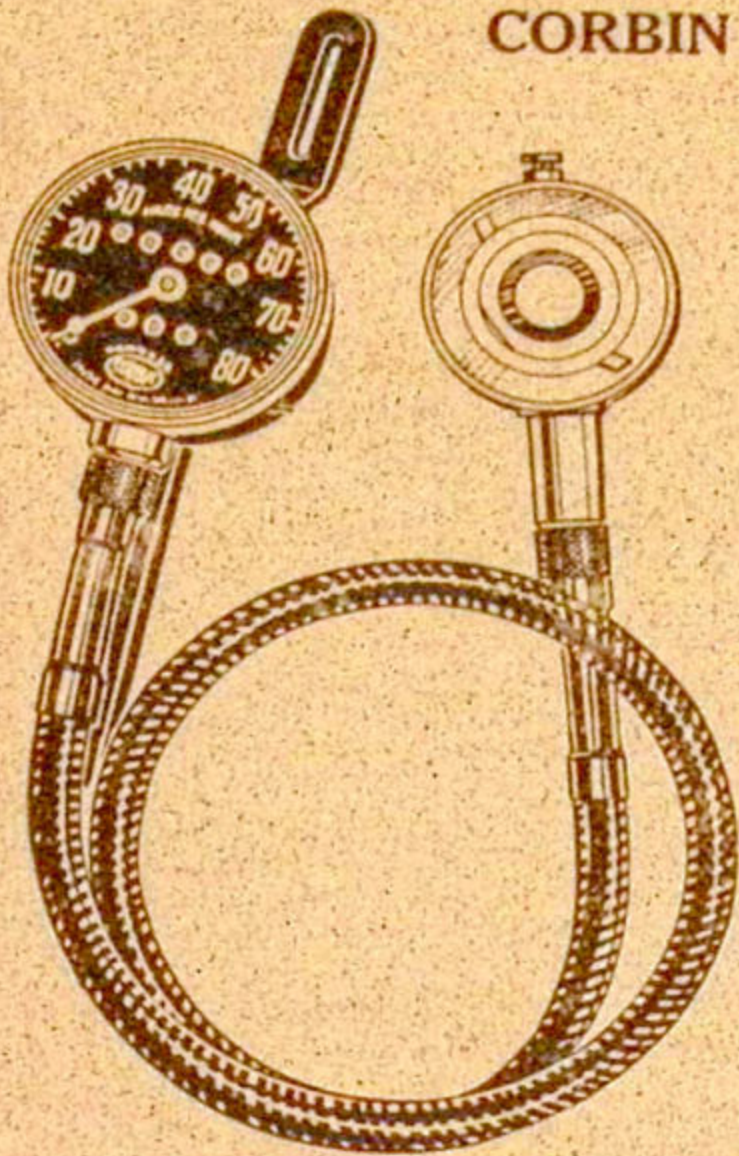
Be Wise—Know your Speed and Mileage.

The Corbin, centrifugal principle speedometer is recognised as being the most accurate and dependable speedometer that you can buy for your motor cycle. The 100-mile type is fitted with an auxiliary hand that automatically registers your top speed and remains at that point until tripped.

All models of Corbin Speedometers are equipped with the standard speed-indicating hand, a trip odometer that you can set at zero in a moment, and a total mileage register. Every instrument is carefully calibrated to ensure accuracy.

The axle drive unit for Big Twins is a wonderful improvement that does away with all exposed gears and the need for adjusting the drive mechanism. Driven direct from rear hub.

- 37—100-mile, plain dial, not lighted . . . . . 5/5/-
- 38—100 mile, with maximum hand, lighted dial . . . . . £6/6/-

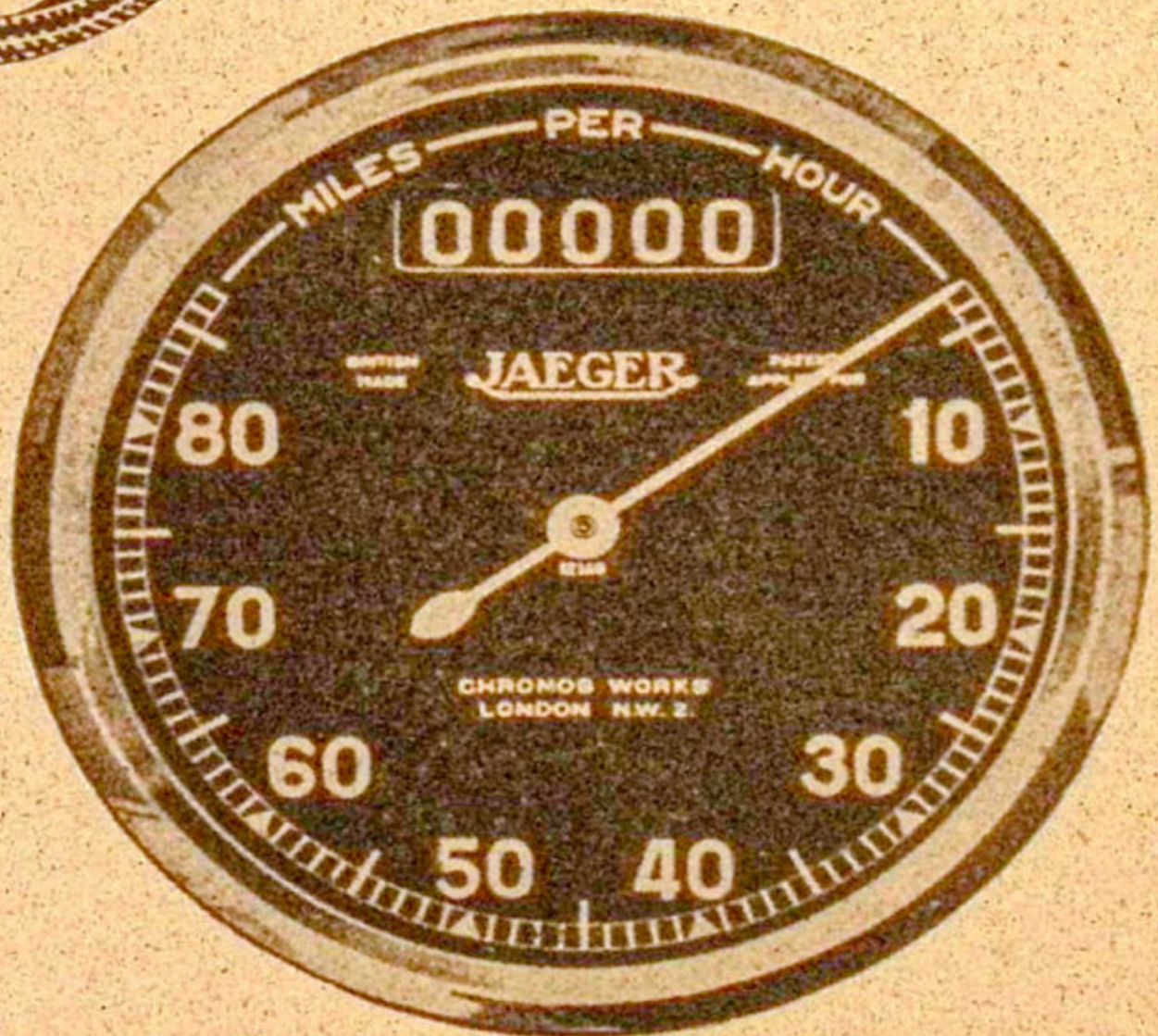


**JAEGER SMITH SPEEDOMETERS**

For British Motor Cycles.

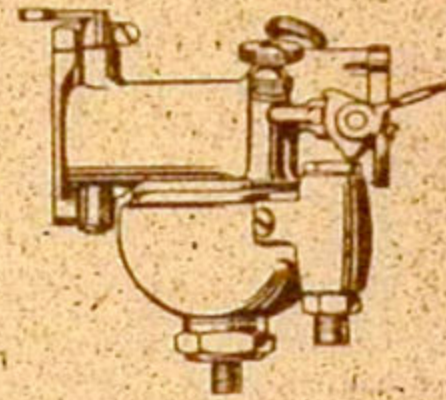
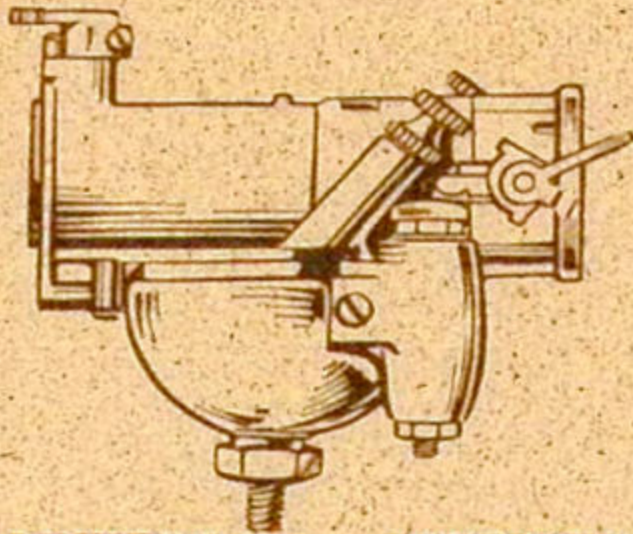
39—We stock these in both front wheel and gear box driven types.

- Front wheel drive . . . . . £3/17/6
- Gear Box Drive . . . . . £4/10/-



We Pay Freight in Victoria to your Nearest Station.

**LINKERT AND SCHEBLER CARBURETTORS**



**LINKERT & SCHEBLER CARBURETTORS, to fit—**

43—750 c.c. Harley Davidson .. £4

44—10-12 h.p. Harley Davidson £4

45—21 h.p. .. .. . £4/7/6

**PARTS TO SUIT SCHEBLER DE LUXE AND G FOR HARLEY-DAVIDSON, INDIAN AND SUPER X MOTOR CYCLES.**

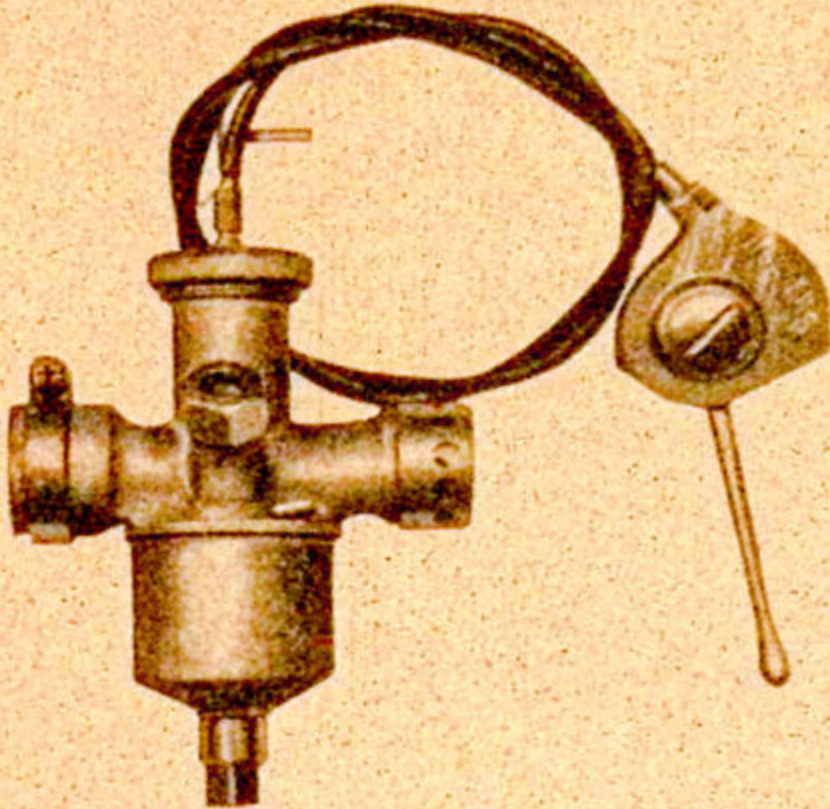
46—Throttle Lever and Screws	4/-	59—Float Lever Pin Bearing	
47—High Speed Needles	3/6	Screw	8d.
48—Throttle Shaft	1/6	60—Float Needle	1/-
49—Throttle Shaft Bush	6d.	61—Float Needle Nut	6d.
50—Main Nozzle	7/6	62—Bowl Cover Gasket	4d.
51—Low Speed Needles	5/6	63—Gas Inlet Nipple	2/-
52—Venturi	7/6	64—Venturi Slide, Model G only	3/6
53—Bowl	11/-	65—Venturi Slide Screw, Model	
54—Bowl Cork Washer	3d.	G only	9d.
55—Float, Model G only	6/6	66—Venturi Slide Spring,	
56—Cork Float, Gen. 4/6 Patt.	3/-	Model G only	6d.
57—Float Lever	2/6	67—Manifold Gaskets	4d.
58—Float Lever Pin	3d.	68—Manifold Screws	6d.

**PARTS TO SUIT SCHEBLER MODEL H FOR HARLEY-DAVIDSON, SUPER X, AND INDIAN.**

69—Air Valve and Casting,		84—Throttle Disc	9d.
complete	18/6	85—Throttle Disc Washer	4d.
69a—Air Valve Casting only	9/-	86—Cam, complete	6/6
70—Air Valve Shaft	1/9	87—Cam Track	9d.
71—Air Valve Shaft Bushing	1/9	88—Throttle Lever	2/6
72—Air Valve Shaft Nut	4d.	89—Throttle Lever Nut	4d.
73—Leather Air Valve	1/3	90—Float, 4/6 Gen.	3/- pat.
74—Air Valve Spring	6d.	91—Float Lever	2/6
75—Needle Valve	/-	92—Float Lever Pin	3d.
76—Needle Valve Lock Screw	3d.	93—Float Lever Pin Bearing	
77—Needle Valve Lock Spring	3d.	Screw	8d.
78—Spray Nozzle	1/6	94—Float Needle	1/-
79—Lift Lever	3/6	95—Float Needle Nut	6d.
80—Lift Lever Spring	6d.	96—Bowl Cap	2/-
81—Low Speed Adjusting Screw	1/3	97—Bowl Cork Washer	3d.
82—Throttle Shaft	2/6	98—Flusher	2/6
83—Throttle Shaft Bushing	6d.		

**GENUINE AMAL. CARBURETTER PARTS, PAGE 15.**

**VILLIERS  
CARBURETTORS**



- 99—SINGLE LEVER, . . . . . 47/6
- 100—TWIN LEVER . . . . . 60/-

**VILLIERS  
CARBURETTER  
PARTS**

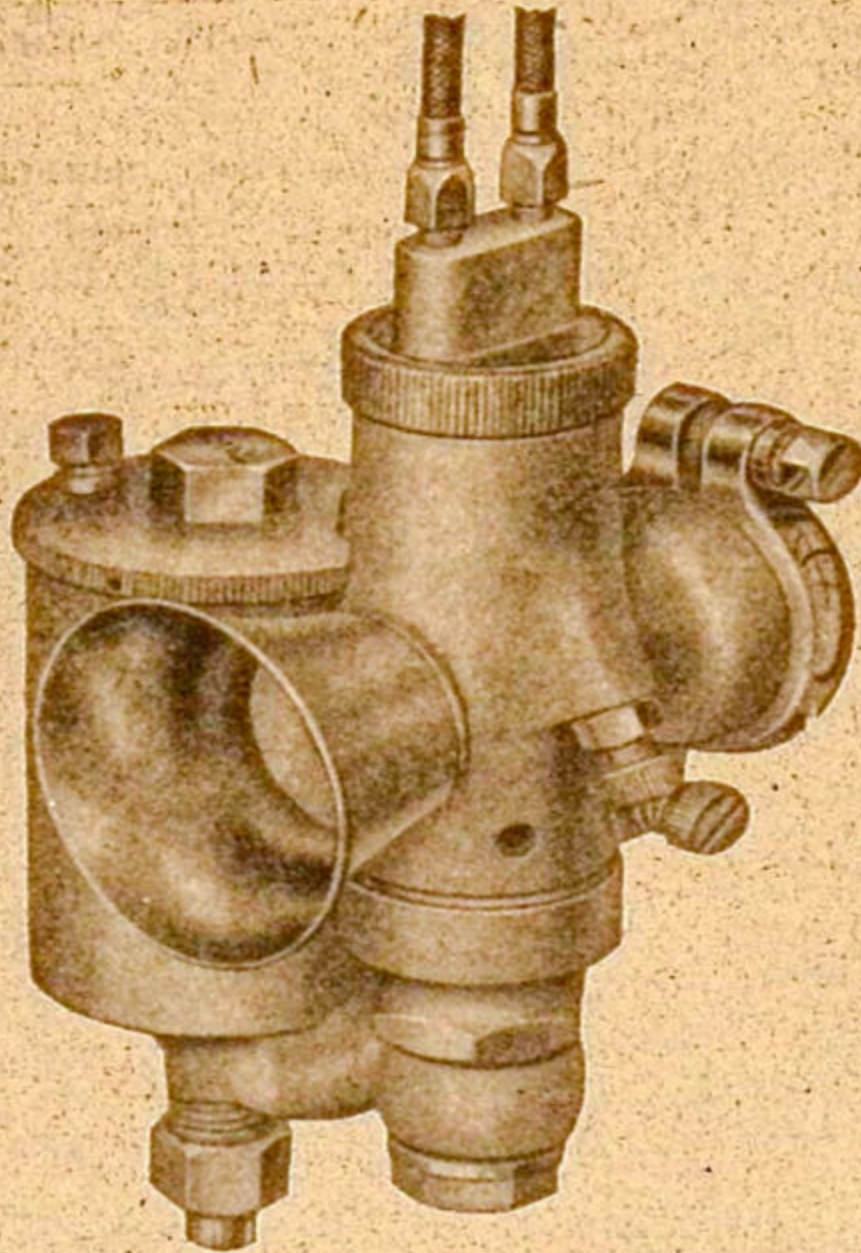
Description	Price each.
101—Top Ring . . . . .	1/9
102—Throttle . . . . .	4/6
103—Throttle Springs . . . . .	6d.
104—Floats . . . . .	4/6
105—Cup Washers . . . . .	6d.
106—Fuel Needles . . . . .	10d.
107—Needle Return Springs . . . . .	3d.
108—Centre-piece and Jet, .083 in. . . . .	4/6
109—Centre-piece Washers . . . . .	2d.
110—Taper Needles . . . . .	9d.
111—Needle Springs . . . . .	3d.
112—Top Disc and Peg . . . . .	2/-
113—Bottom Nut Washers . . . . .	2d.
114—Bottom Nuts . . . . .	1/3
115—Body Clip and Bolt . . . . .	3/3
116—Bolts only . . . . .	6d.
117—Ticklers, complete . . . . .	1/-
118—Gauzes . . . . .	3d.
119—Union Nuts and Nipples . . . . .	1/-
120—Control Body Screws . . . . .	6d.
121—Friction Washers . . . . .	6d.
122—Fibre Washers . . . . .	3d.
123—Compensating Tube . . . . .	6d.
124—Needle Rod and Bar . . . . .	3/-

**VILLIERS ENGINE PARTS**

Description	Price each	Description	Price each
125—Cylinder Base Washers, 147 c.c. . . . .	6d.	134—Connecting Rod with Bush, 247 c.c. . . . .	27/6
126—Cylinder Base Washers, 247 c.c. . . . .	1/-	135—Connecting Rod with Bush, 248 c.c. . . . .	27/6
127—Cylinder Base Washers, 249 c.c. . . . .	1/6	136—Crank Pin Nut, all models . . . . .	9d.
128—Crank Case Bushing, 147 c.c. . . . .	6/-	137—BOSSSED SPROCKETS, 14T and 16T . . . . .	5/-
129—Crank Case Bushing, 148 c.c. . . . .	6/-	138—Screw-on Sprockets, 15T, 16T, 17T, and 18T, 1/2-in. x 3-16-in. . . . .	4/6
130—Crank Case Bushing, 247 c.c. . . . .	5/-	139—Screw-on Sprockets, 19T, 20T, 21T, 22T, 23T and 24T (3-16-in.) . . . . .	5/-
131—Connecting Rod with Bush, 147 c.c. . . . .	22/6	140—Screw-on Sprockets, 19T, 1/2-in. x 5-16-in. . . . .	7/6
132—Connecting Rod with Bush, 148 c.c. . . . .	22/6	141—Screw-on Sprockets, 22T, 1/2-in. . . . .	7/6
133—Connecting Rod with Bush, 172 c.c. . . . .	27/6	142—Exhaust Pipe, E & A Washers . . . . .	1/-

**We Pay Freight in Victoria ————— to your Nearest Station.**

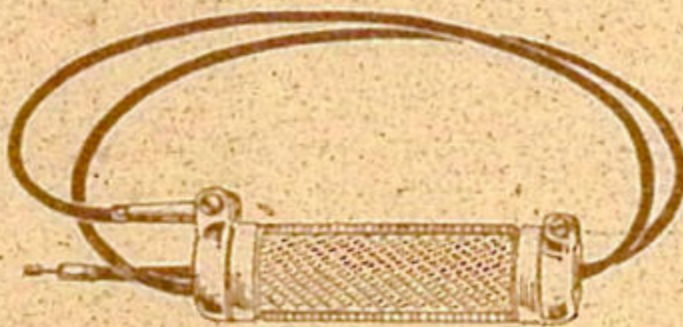
**AMAL. CARBURETTORS**



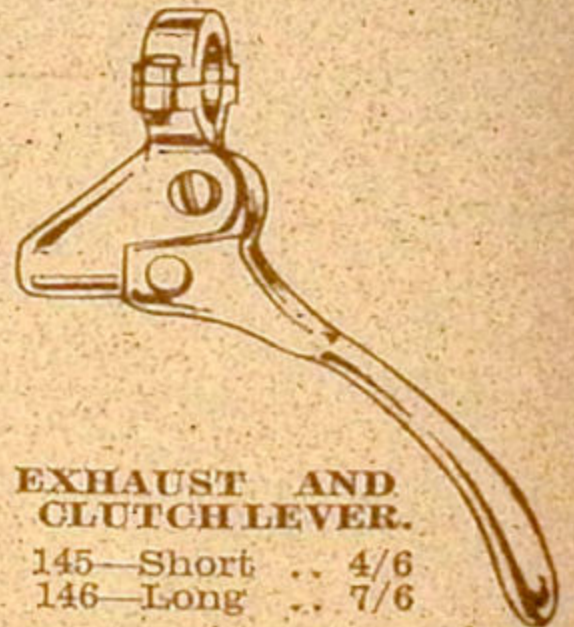
We stock Amal. Carburetors as shown,  
and in the later flange type.  
Prices range from 50/- to 65/-, according to type.  
(See Overleaf for Spares).

**Exhaust and Clutch Levers**

**AMAL. TWIST GRIPS**



144—Amal. Twist Grips, well ribbed, complete  
with cables and casings, made in 1 in. and  $\frac{3}{4}$  in.  
sizes . . . . . 10/6



**EXHAUST AND  
CLUTCH LEVER.**  
145—Short .. 4/6  
146—Long .. 7/6

**We Pay Freight in Victoria ————— to your Nearest Station.**

4/060

4/052  
5/052  
6/052  
29/062

4/037  
29/047

4/046  
6/046

4/047  
5/047  
6/047  
29/057

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6/038  
29/048

46/031  
6/031  
29/041

4/032  
6/032  
29/042

6/132

4/035

4/065 - 2%  
5/065 - 2%  
6/065 - 3%  
29/075 - 3%

PLAIN TYPE

RIBBED TYPE

4/049  
5/050  
6/051

4/207  
5/200  
6/201

4/048

4/062  
6/062  
29/072

4/040  
6/040  
29/050

4/043  
29/077

4/041

13/129 4/148

4/061  
29/076

4/063 16/010

4/042

ACCORDING TO ENGINE

JET BLOCK  
SEE PARTS LIST

14/012

14/034

14/015

14/031

14/039

13/153

14/017

14/014

14/011

14/032

14/030

14/024

14/021

14/033

64/163s

15/663

64/177 HZ

22/021

64/156s

22/011

22/013

22/014

22/012

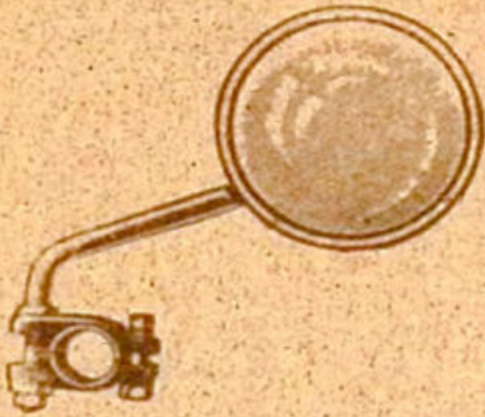
**GENUINE AMAL. CARBURETTOR PARTS.**

146—Throttle Slides	6/6	151—Float Needles (pattern)	1/3
147—Throttle Needles	2/3	152—Jets, all sizes	8d.
148—Throttle Needle Clips	6d.	153—Fibre Washers	2d.
149—Needle Jets	2/-	154—Pilot Jet	1/3
150—Float Needles	1/9	155—Throttle Stop Screws	1/3

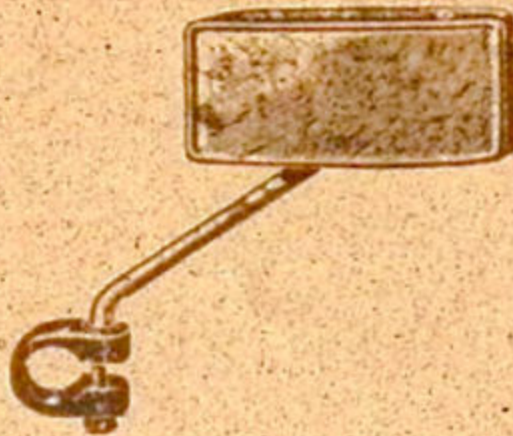
AMAL. SPARES.—We carry large stocks of GENUINE Amal. Spares, and will be pleased to quote you for your requirements.

We Pay Freight in Victoria ————— to your Nearest Station.

**REAR VISION MIRRORS**



156—**REAR VISION MIRROR**, fitted with round convex mirror of 3½ in. diam., allowing wide view of rear traffic without distortion; nickel and black finish, adjustable clip .. 8/6



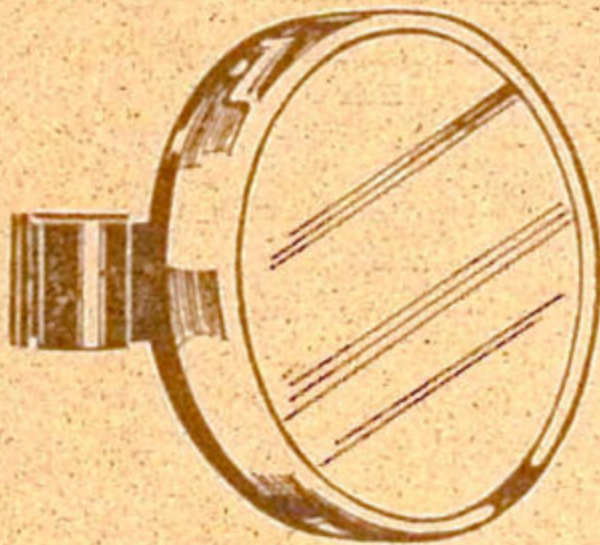
157 — **REAR - VISION MIRRORS**, fitted with 2½ x 5½ in. convex mirror, giving extra wide sweeping rear view; attractively finished in nickel and black .. 2/-



158 — An inexpensive but serviceable mirror with 3½ in. mirror. .. 2/-

158a. — British make round 3 in. **MIRROR**. .. 4/-

**LICENCE HOLDERS**



159—All metal, with solid clip, fastened by one screw. Has screw bezel. Water resisting, and of exceptionally neat appearance, glass front .. 2/-

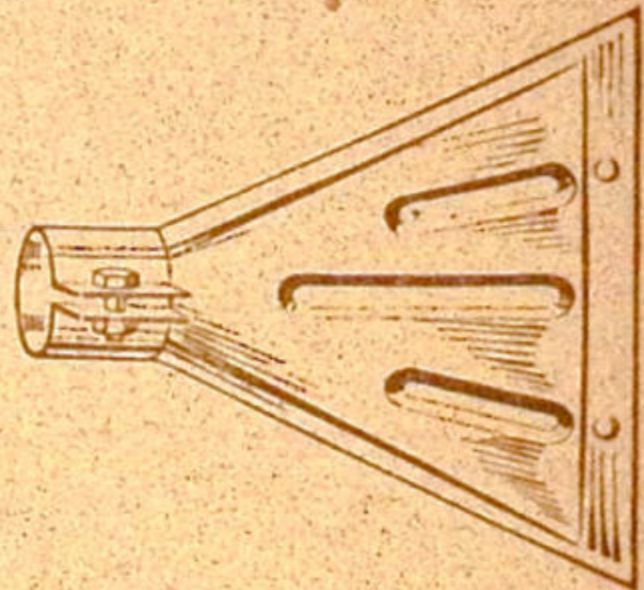
160—G.J., a good, serviceable licence holder, with celluloid front .. 1/3

**SILENCERS**

**ROUND TYPE SILENCER**, as fitted to latest Ariels, etc.

- 161—Nickel Plated .. 15/-
- 162—Black .. 11/6

**FISH TAILS**



State size of pipe when ordering.  
163—Nickel .. 5/6 and 4/6

If the Article required is not here ————— Write us about it.



# Clothing

## WATERPROOF SUITS

STATE  
SIZE  
WHEN  
ORDERING.



Country Clients, write for  
Sample Cuttings.

**"HURRICANE" SUITS**, made from dark blue gabardine (inside), and two layers of black rubber (outside), well fitting, extra heavy, and guaranteed waterproof; trousers made with shaped bottoms to fit well over boots, extra strong clasps at sides—

- 164—With seatless Trousers .. 65/-
- 165—With full seat Trousers .. 70/-
- Fawn Herringbone Tweed with fleece lining, guaranteed waterproof.
- Suit with seatless Trousers .. 55/-
- With full seat Trousers, 3/6 extra.

**FAWN WATERPROOF SUITS**, in same quality as Hurricane.

- 167—With seatless Trousers .. 52/6
- 168—With full Trousers .. 56/-

### THE RENOWN SUIT.

Double breast, finest quality, black waterproof material, full neck, windproof sleeves, one-piece seatless trousers, with sturdy clips. Guaranteed waterproof. We have stocked this suit for many years, and the line has always given complete satisfaction.

- 169— .. 52/6
- 170—With full seat Trousers 56/-

## HANDLEBAR GAUNTLETS

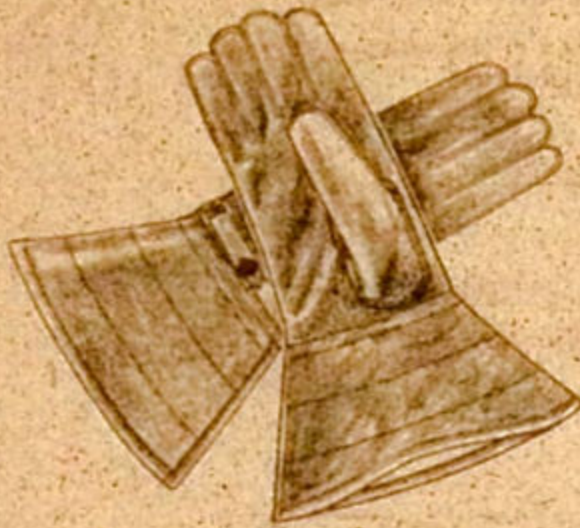


Protects your hands from the rain and cold, and keeps them warm; black leather, felt lined (all machines).

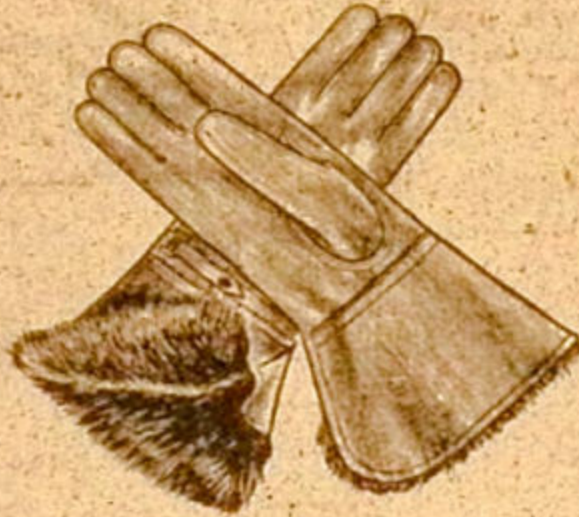
- 171 .. 12/6
- 172—Fur lined .. 14/6

We Pay Freight in Victoria to your Nearest Station.

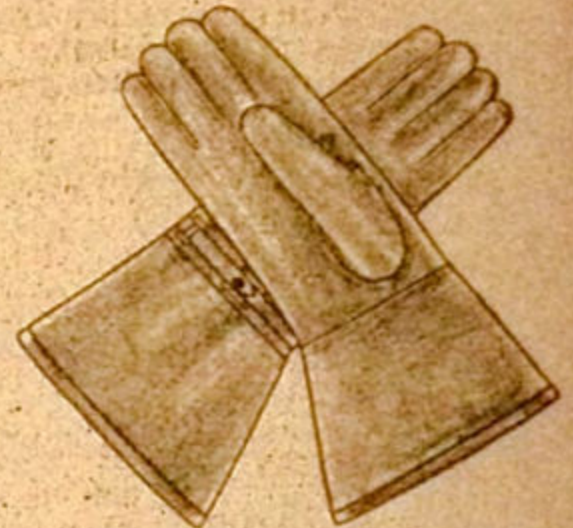
**GLOVES**



173—Heavy Calf, wide gauntlet and wrist strap, fleece lined 9/6



174—Calf semi-gauntlet, fur and fleece lined hand 18/6



175—Hide gauntlet, fur bell cuff and fleece lined 17/6

176—Calf gauntlet, fur-lined bell cuff, fleece lined hand 27/6

177—Calf gauntlet, semi-square fur cuff, fleece lined 23/6

178—Calf gauntlet, square cuff, fleece lined 22/6

179—Calf gauntlet, round fur cuff and fleece lined hand 25/-

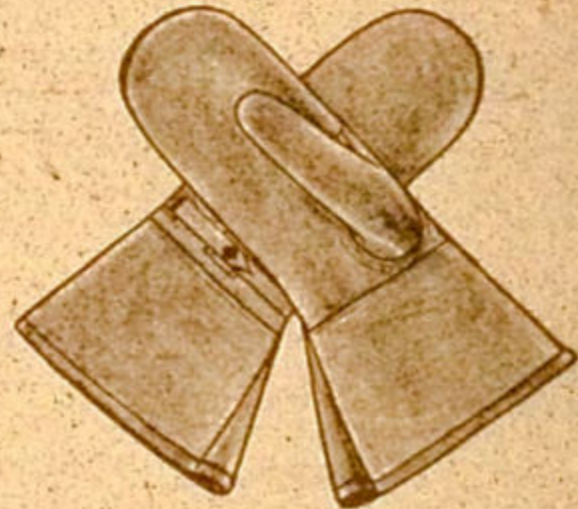


183—Calf gauntlet, raised seams, no gusset, elastic wrist, fleece lined 27/6



184—Calf gauntlet, Rolls Royce cuff, fleece lined 22/6

**MITTS**



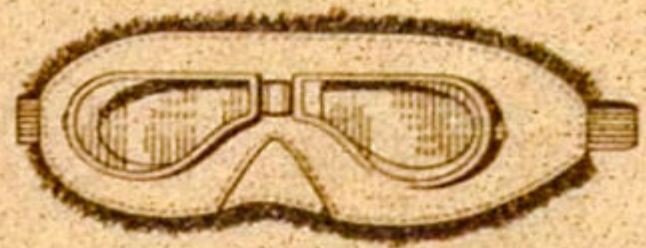
180—Hide gauntlet, mitt, full fur lined and fur back 12/6

181—Hide gauntlet mitt, fleece lined 10/6

182—Hide gauntlet mitt, full fur lined and fur back. Best quality 17/6

**GOGGLES**

188—Non-splint Airmask Goggles, made of best quality brown leather, fur lined throughout; special snug fitting for nose—the perfect goggles  
..... 11/6



Similar to, but fleece lined .. 9/-

189—Non-splint Goggles, unbreakable glass, with rubber edge 9/6



190—Non-splint Goggles, unbreakable glass, trimmed with chenille, very comfortable ..... 6/6



191—One-piece Celluloid Eye Shields, clear ..... 1/-



192—Popular Glass Goggles, oval-lens, trimmed with chenille. Per pair ..... 1/6



Oto. Glass Goggles, rubber edge, supplied with tin ..... 4/6

193—Glass Goggles, round lens, trimmed with chenille .. 1/-

194—Glass Goggles, semi-mask, leather edge ..... 2/9



195—Glass Goggles, similar to No. 190 ..... 4/-



196—Glass Goggles, round neat fitting, with encased elastic band and buckle ..... 5/-



197—Lenses for Non-Splint Goggles ..... 2/- ea.

When Ordering Goods ————— Be Sure to Quote Index Number.



**LEATHER COATS  
AND JACKETS**

185—Hide Leather Coat, seam in back; Italian lining . . . . £4/7/6

186—Hide Leather Coat, seamless back, woollen check lining £4/15/-

187—Hide Leather Jacket, buttoned in front, with elastic or leather band . . . . . 55/- and 58/6

(Zipp fastener, 3/6 extra).



**JERSEYS**

188—Jerseys for Ariel, Matchless, Harley-Davidson, Douglas, or Francis Barnett riders. All wool; heavy-weight, in men's and O.S. sizes 14/6

**WE ACCEPT CASH  
ORDERS.**

If it is not here

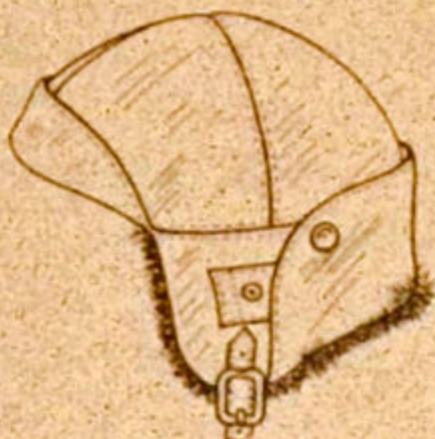
Write us about it.

Page Twenty

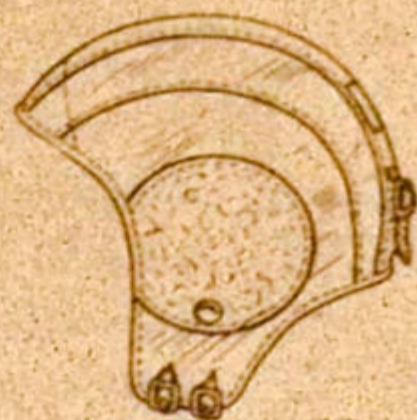
**CAPS AND HELMETS**



198—Leather cap, with unbreakable peak, silk lined 6/6  
Cloth lined ... 5/6



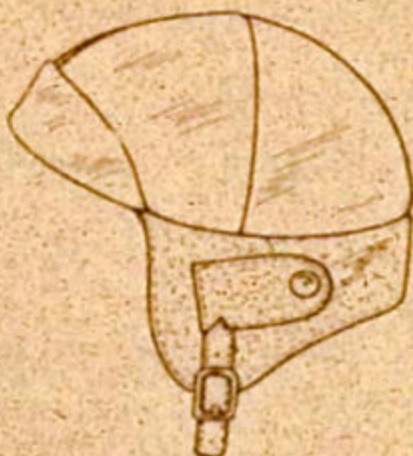
199—Hide helmet and storm cap, mock chamois, fur lined ... 12/6



200—Calf helmet, aviation type, double strap, chamois lined ... 19/6



201—Soft hide helmets, aviation type, in tan or cream, cloth lined. ... 9/6



202—Hide Helmet, mock chamois lined ... 7/6



203—Hide helmet, fur and cloth lined ... 4/6 and 5/6

**WE ARE PREPARED  
TO QUOTE ANY LINE  
NOT SHOWN IN THIS  
CATALOGUE.**



**BEMO BULB HORNS**, Loud, penetrating note, made in England 3/6

If it is not here

Write us about it.

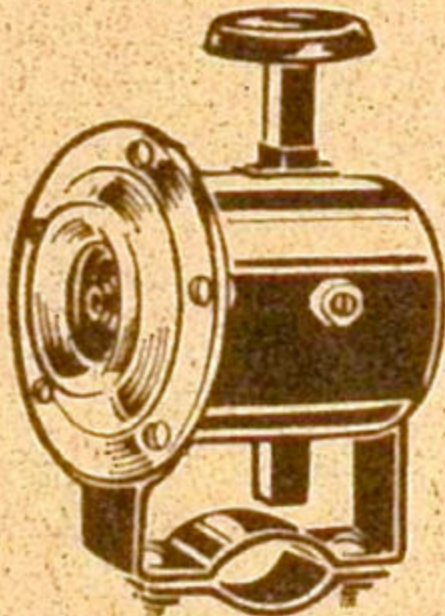
## REBORES

ARE YOU THINKING OF HAVING YOUR ENGINE REBORED?  
COST OF LABOR IS AS FOLLOWS:—

204—GRINDING CYLINDER, finishing piston, fitting RINGS and GUDGEON .. . . .	13/6
205—FINISHING PISTON ONLY .. . . .	3/-
206—FITTING GUDGEON TO PISTON .. . . .	1/-
207—FITTING RINGS .. . . .	1/- per cylinder.
208—REAMERING GUDGEON BUSHES for O.S. PINS	1/-

PRICES OF SPARES ARE SHOWN ELSEWHERE IN  
THIS CATALOGUE.

### E.A. MECHANICAL HORNS



209 .. . . . 7/6

### TYRE PRESSURE C.G.'s

English Manufacture; best quality,  
and Accurate.



210—Model A .. . . . 5/6



211—Model B .. . . . 4/6

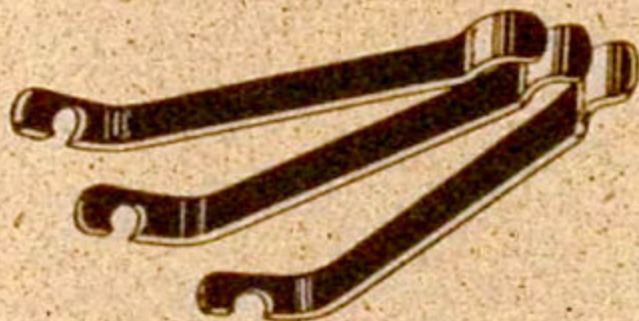
We Pay Freight in Victoria to your Nearest Station.

**SPOKES AND NIPPLES**

We can supply Spokes and Nipples of any gauge and length.  
Prices range from 2d. to 6d. each.  
Quotes given with pleasure.

**WHEEL RIMS**

213—RIMS, 19 in., well base to suit 25 x 300, 26 x 325, 26 x 350, 27 x 400, 27 x 440,  
8/6 each.

**TYRE LEVERS**

214—Sets of three. Each lever may  
be hooked on to spokes, thus facili-  
tating tyre removal, black finish,  
m. set . . . . . 1/-

**CAR TYRE LEVERS**

MADE IN ENGLAND. BEST SPRING STEEL.

215—Nickel Plated, 8 in., 10d. each; 10 in., 1/1 each.



We Carry Large Stocks of

**ALBION, BURMAN AND STURMEY ARCHER**  
**GEAR BOX PARTS. ASK FOR QUOTES**

## CHAINS AND CHAIN LINKS



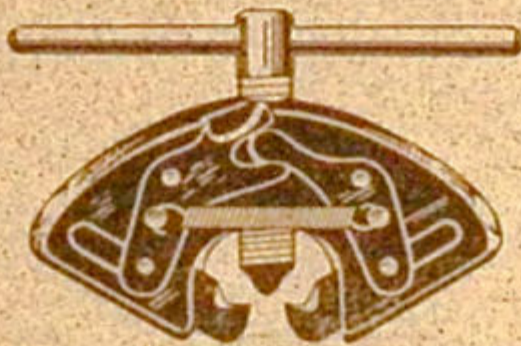
	Renold	Coventry	Connecting Links	Cranked Links
216— $\frac{1}{2}$ x $\frac{1}{2}$ in. . . . .	4/- ft.	3/6 ft.	1/-	9d.
217— $\frac{1}{2}$ x $\frac{1}{2}$ in. . . . .	4/- ft.	3/6 ft.	1/-	9d.
218— $\frac{1}{2}$ x 5-16 in. . . . .	3/6 ft.	3/- ft.	9d.	6d.
219— $\frac{1}{2}$ x 3-16 in. . . . .	3/6 ft.	3/- ft.	9d.	6d.

In addition to above, we also stock special sizes used in Ariel, Matchless, Francis Barnett Motor Cycles, at 4/- ft.

## DUCKWORTH HEAVY DUTY CHAIN

220— $\frac{1}{2}$ x $\frac{1}{2}$ in. and $\frac{1}{2}$ x $\frac{1}{2}$ in. . . . .	3/3	222—Connecting Links, all sizes	9d.
221— $\frac{1}{2}$ x 5-16 in. and $\frac{1}{2}$ x 3-16 in. . . . .	2/9	223—Crank Links, all sizes . . . . .	1/-

## CHAIN PUNCHES



224 — "PENNANT" SELF-ADJUSTING CHAIN PUNCH  
Takes every size motor cycle; self-centring and very compact . . . . . 6/-

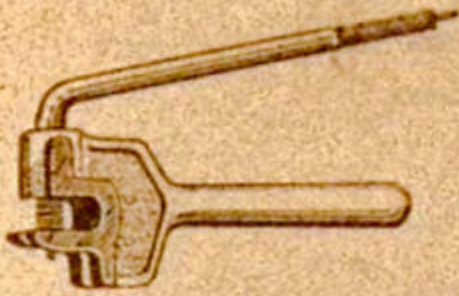
225 — "KING DICK" CHAIN PUNCHES, a reliable and efficient tool, made in various sizes . . . . . 2/6



226 — COVENTRY CHAIN PUNCHES, suit all sizes of chains . . . . . 7/6



**CHAIN  
PUNCHES**



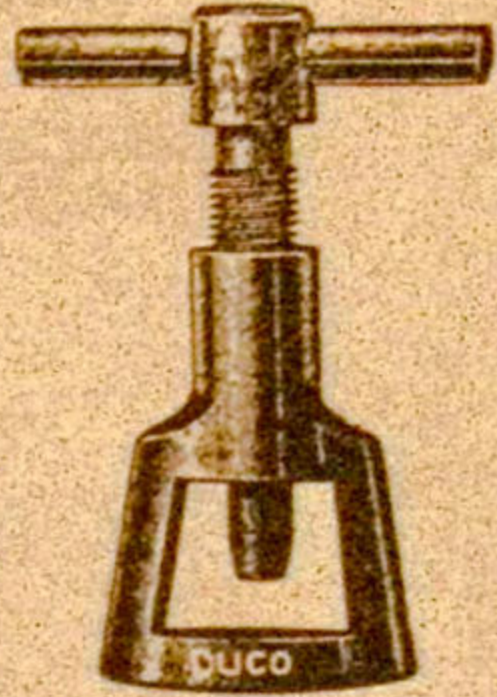
227—**HARLEY CHAIN  
PUNCHES**, for  $\frac{3}{8}$  x  $\frac{3}{8}$   
and  $\frac{1}{2}$  x  $\frac{1}{4}$  chains only  
... .. 7/6

**MAGNETO  
SPANNERS**

228—A type to fit any  
make of motor cycle  
magneto. Be sure to  
state magneto make  
when ordering, 9d. each

**TOOL  
ROLLS**

229—Will accommodate  
wide range of tools,  
and ensures that tools  
will not rattle, leather  
... .. 1/6



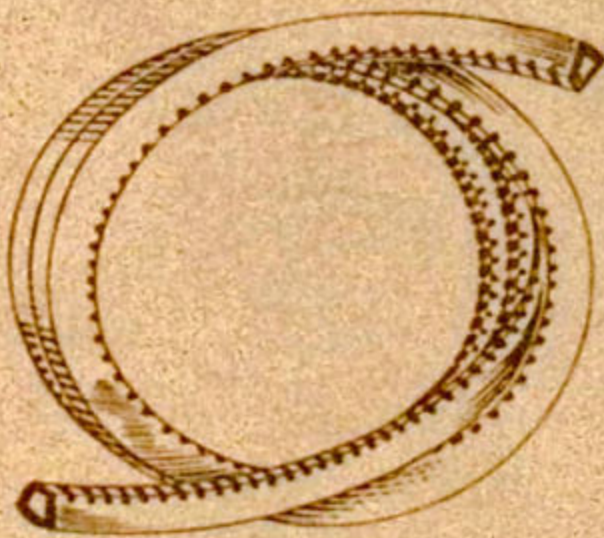
230—**BELT PUNCHES**,  
... .. 2/6

231—**KING DICK  
BELT FASTENERS**,  
easily taken apart and  
reassembled.

1,  $\frac{1}{2}$  and 1 in. ... 1/6



**MOTOR CYCLE BELTS**



232— $\frac{1}{4}$  in. ... 2/1 per ft.  
 $\frac{3}{8}$  in. ... 3/- per ft.  
1 in. ... 3/8 per ft.



233—Push Pull Type ... 3/-

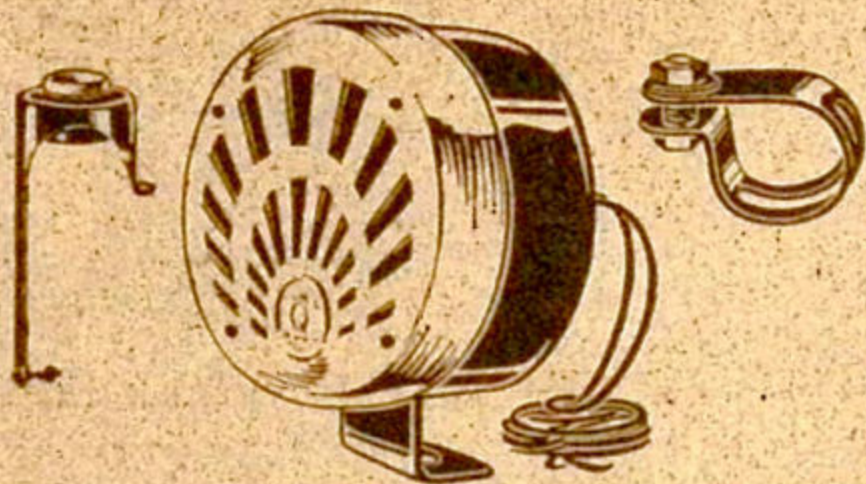


Nickel Finish.

234— $\frac{1}{4}$  in. ... 3/-  
235—5-16 in. ... 3/6  
236— $\frac{1}{4}$  in., with strainer ... 3/-

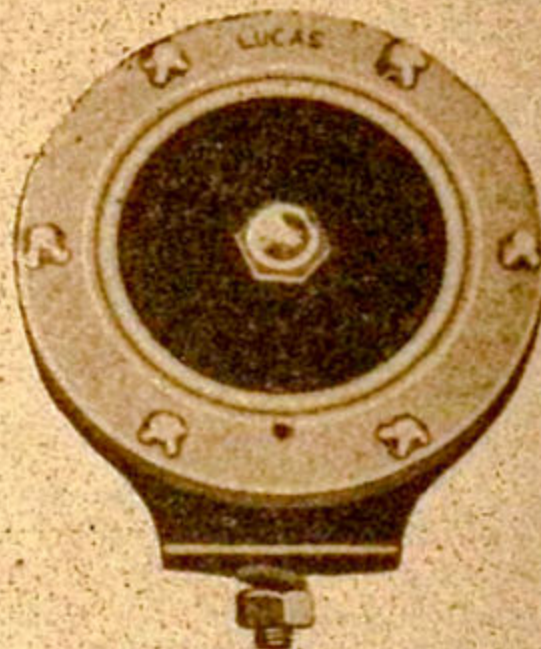
**Electric Equipment**

**"Q" HORNS**



237—"Q" HORNS, British make, with horn button and cable, high pitch note; easily fitted to any motor cycle .. 16/-

238—"Q" HORN BUTTON, with soft metal clip to bend round handlebar .. 2/-

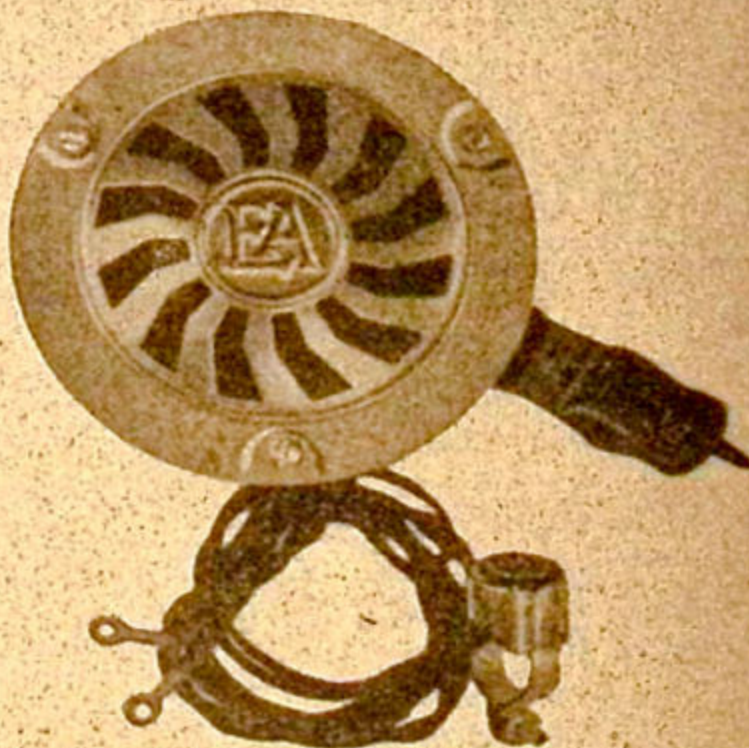


239—LUCAS HIGH FREQUENCY HORNS, made by the Lucas Company, and fitted as standard equipment to many British motor cycles. Altette .. 30/-



**MODEL MICRO "S"**  
Chromium Plated and Black  
All Black

240—E.A. MICRO TYPE, without horn button and wire .. 10/6

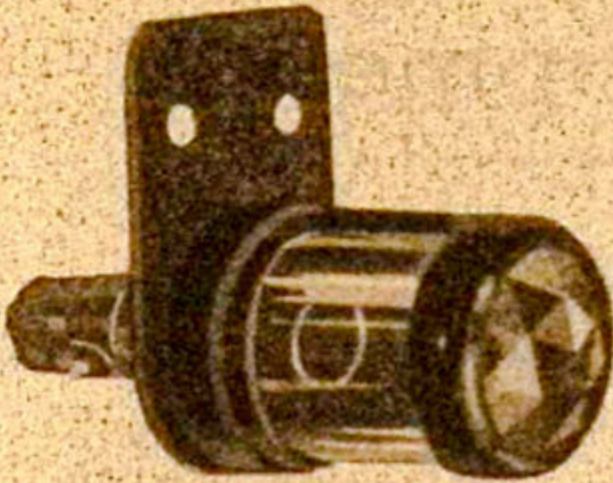


241—E.A. MOTOR CYCLE TYPE, with horn, button and wire .. 17/6

When Ordering Goods

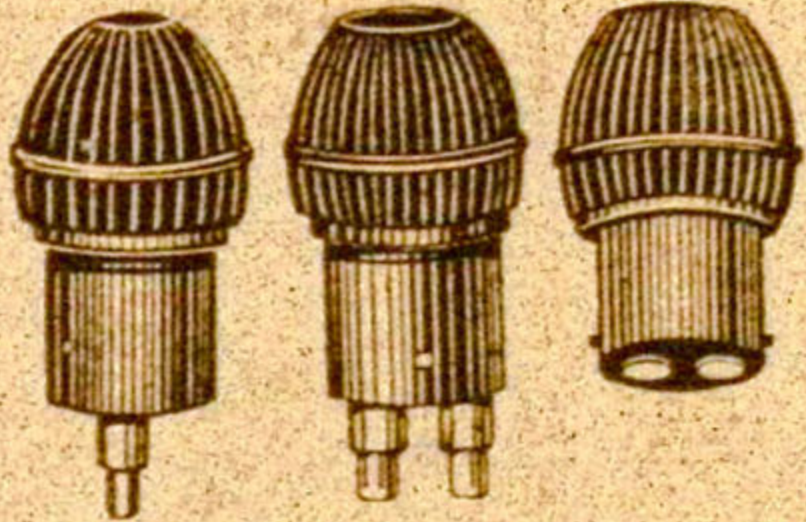
Be sure to Quote Index Number.

**ELECTRIC TAIL LAMPS**



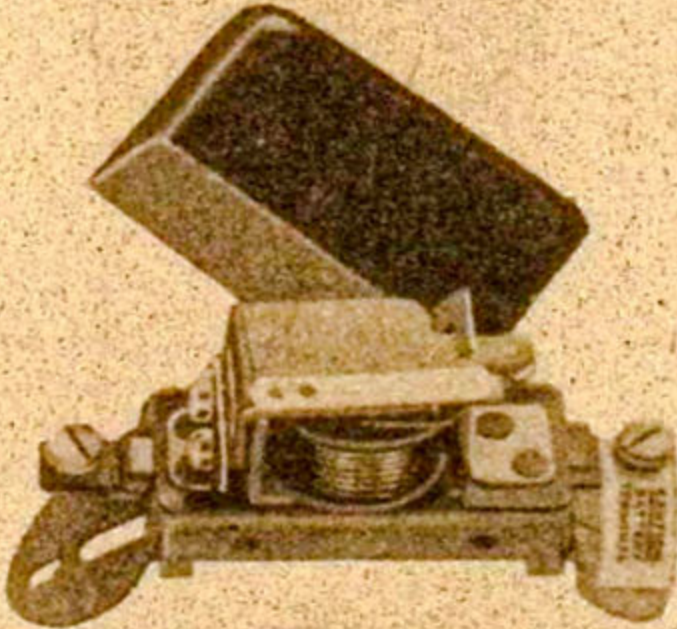
242—As illustrated, complete with bulb and clip, easily fitted to number plate . . . . . 5/6

**ELECTRIC LIGHT ADAPTORS**



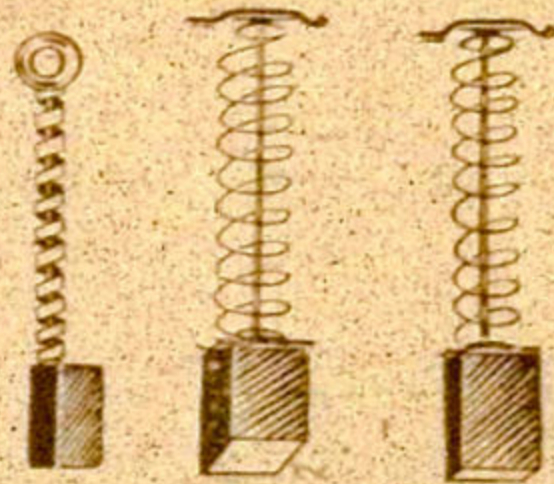
243—Single Point, Ebonite . . . . . 9d.  
244—Double Point, Ebonite . . . . . 9d.  
245—Double and Single . . . . . 9d.  
246—Tumbler Switches . . . . . 1/3

**UNIVERSAL CUTOUTS**



247 — UNIVERSAL CUTOUTS, simple and sturdy construction 4/6

**GENERATOR BRUSHES**



248—BRUSHES, to suit Harley Davidson . . . . . 1/6 ea.  
249—To suit Lucas . . . . . 3/6 set  
All other Motor Cycle Brushes in stock.

**MOTOR CYCLE HYDROMETERS**

Specially made for Motor Cycles and require very little electrolyte to operate floats. English manufacture—reliable and fully guaranteed.

**S.O.S. TYPE**



250—The Floats in this hydrometer are three colored Chaslyn Balls. When all three float, battery is charged to capacity.  
Sinks the white only—well charged.  
Sinks the green only—half charged.  
Sinks the red only—discharged.  
. . . . . 3/6

**GUIDER TYPE**



251—Fitted with Glass Float with readings from 1100 to 1325.  
Fully charged should read from 1210 to 1280.  
Discharged from 1125 to 1150.  
. . . . . 3/6

**CAR TYPE HYDROMETERS.**

. . . . . 2/6

We Pay Freight in Victoria . . . . . to your Nearest Station.



## BATTERIES

TO SUIT ENGLISH MOTOR CYCLES.

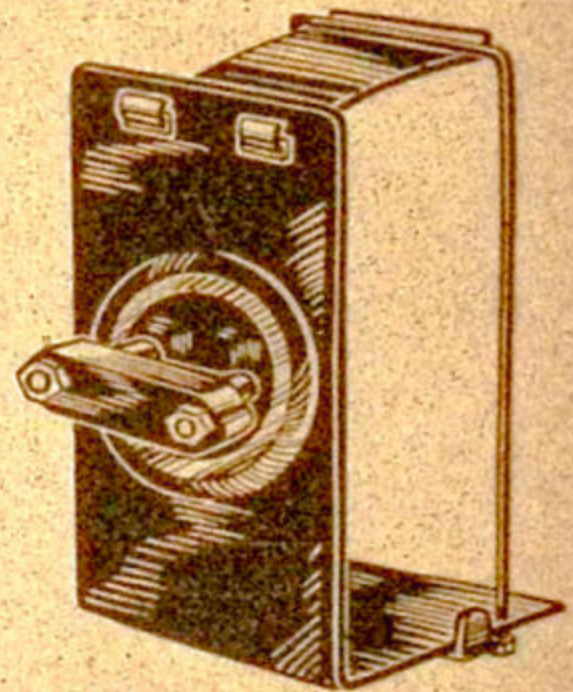
- 252—Millecut, guaranteed six months 14/6
- 253—Victor, guaranteed nine months 21/-
- 254—Millecut Senior  
Guaranteed 9 months. . . . . 21/-
- 255—Milledge, guaranteed 12 months 27/6

A written guarantee is furnished with every battery.

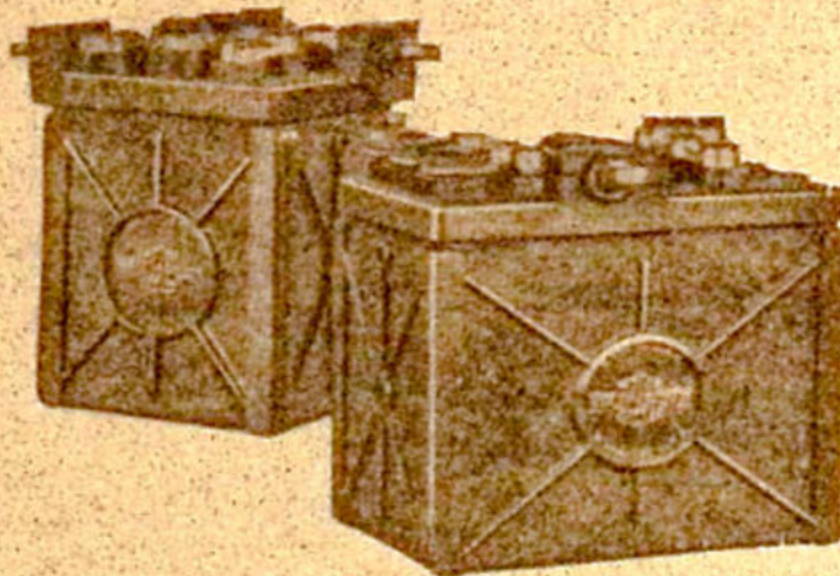
To comply with Railway Regulations all Batteries despatched must be boxed. Cost 1/-.

## BATTERY CARRIERS

- 256—Made in England. Universal bracket easily fitted to any motor cycle . . . . . 5/6



## HARLEY DAVIDSON BATTERIES



## HOYT AMPMETER



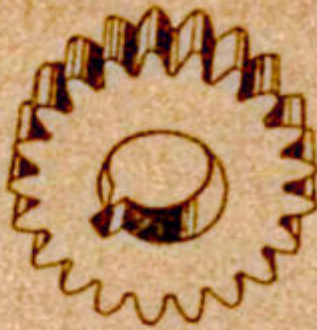
### HARLEY DAVIDSON BATTERIES

World famous for Long Life and Satisfactory Service.

- 256—Harley Davidson, M4 . . . 37/6
- 257—Harley Davidson, LM5 . . . 75/-
- 258—Harley Davidson, HM5 . . . 75/-

- 257a—Suit Harley Davidson . . . 6/-
- 258a—AMP METERS, suit Lucas head lamps . . . . . 3/6

**GENERATOR PINION**



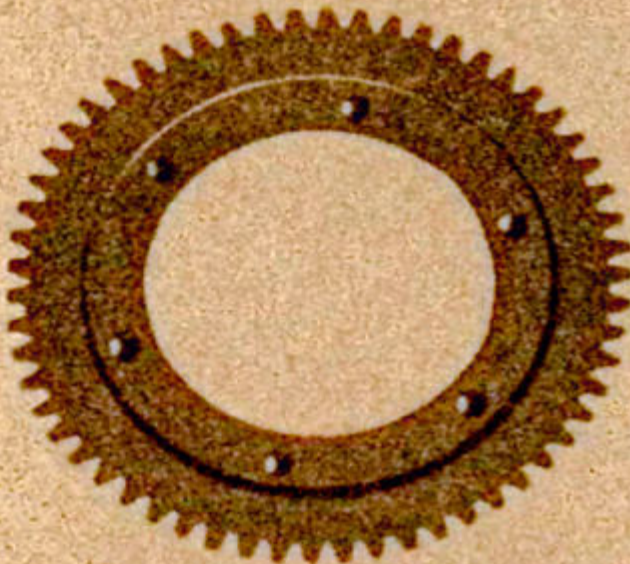
**GENERATOR PINION**, to suit Lucas Generator Drive, 20T, 21T, 22T, 23T.

- 259—In Fibre . . . . . 2/6
- 260—In Bronze . . . . . 3/-

State number of teeth when ordering.



**262—STEEL PINIONS**, for Lucas Generator Drive . . . . . 4/-



**263—FIBRE PINIONS**, for Lucas Generator Drive (rivets supplied with each pinion) . . . . . 9/6

These are easily fitted to the metal centre by drilling out old rivets and re-rivetting. We can carry out this operation for 1/6.



**261—VAN CLEEF DUTCH BRAND**, in 1, 2, 4, and 8 oz. cartons; extra adhesive, does not dry, and has good yardage, 1 oz., 3d.; 2 oz., 6d.; 4 oz., 1/-; 8 oz., 2/-.

**FUSES**

264—All sizes, for all lighting systems.  
Price, 3d. each.

**MAGNETO BRUSHES**

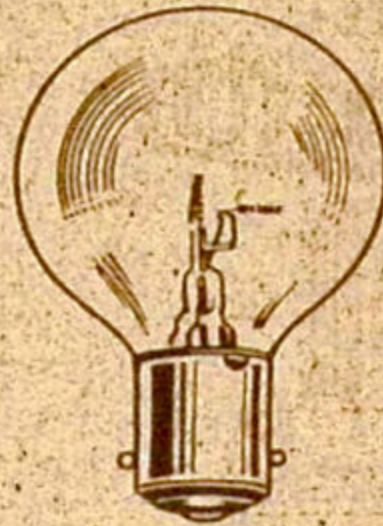
265—Sizes to suit any make of motor cycle magneto; state make of magneto when ordering . . 6d. ea.



**266—EXHAUST PIPE SILENCER GUARDS** . . . . . 3/- each

Promptitude marks despatch of \_\_\_\_\_ Every Mail Order.

**AUTO LAMPS**



**LAMPS.**

- 267—21 c.p. . . . . 10d.
- 268—3 c.p. . . . . 4d.
- 269—21-3, double filament . . . . . 10d.
- 270—21-21 . . . . . 10d.
- 271—Special Head Lamps for Villiers Lighting Set 2/6

**PHILLIPS, OSRAM AND WESTINGHOUSE LAMPS.**

- 272—21 c.p. . . . . 1/6
- 273—3 c.p. . . . . 1/-
- 274—21-3 Double Filament . . . . . 3/-
- 275—21-21 . . . . . 3/-

**SPECIAL.**

- 276—24-24 Watt Lamps, bifocal, to suit Lucas lamps . . . . . 3/6
- Prefocus, suit Harley Davidson 1935 . . . . . 3/-

**LIGHTING AND HIGH TENSION WIRE**

- 277—7mm. Rubber Covered High Tension Wire . . . . . 2d. ft.
- 278—DRAKA WIRE TYPE ZEL, lacquered. This wire has super-

seded other types owing to its durability and waterproof qualities. It is now fitted to most new motor cycles—

- 9 mm. 7 mm. 4 mm. 3 mm.
- 5d. ft. 4d. ft. 2d. ft. 2d. ft.

**H.T. AND LIGHTING WIRE TERMINALS**

- 279—4 mm. . . . 1d. ea.
- 280—7 mm. . . . 3d. pr.
- 281—9 mm. . . . 2d. ea.
- 282—K.D., 7 mm. 3d.

(This terminal is fitted with a spring which locks it to the plug.)



**CONTACT SCREWS**



For Generator and Magneto.

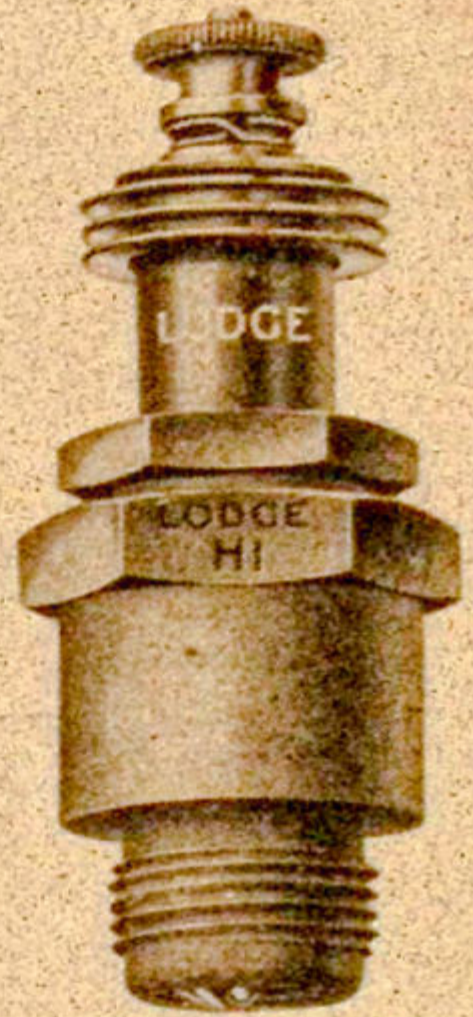
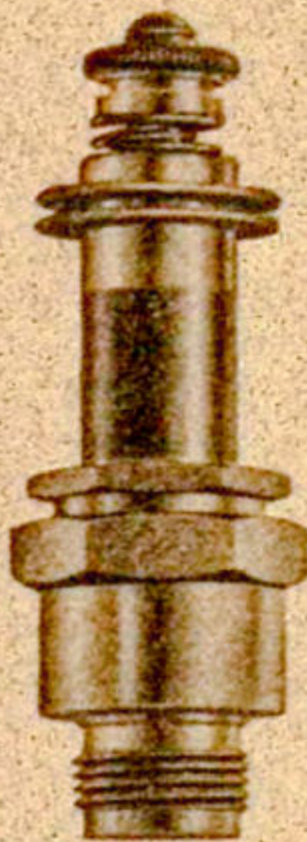
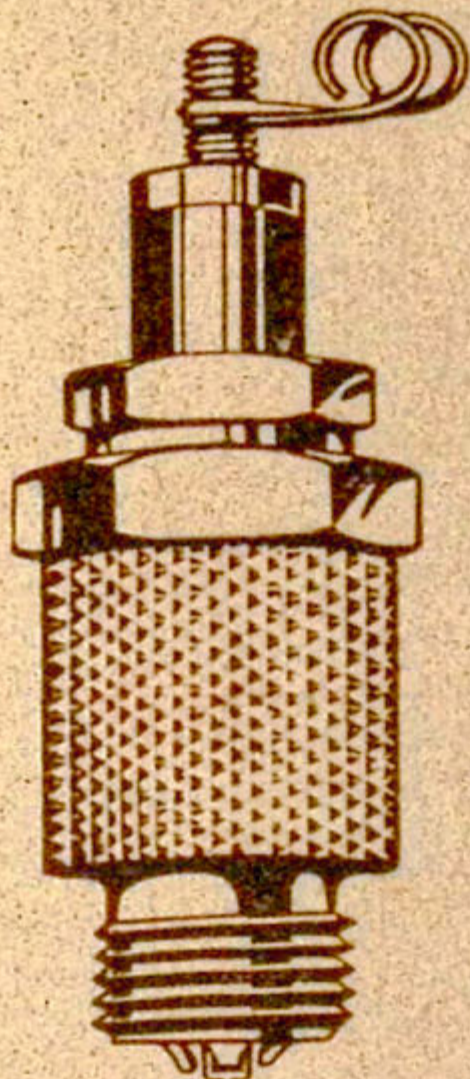
- 283—Platinum . . . . . 12/6 pr.
- 284—Tungsten . . . . . 4/6 and 3/- pr.

We Pay Freight in Victoria to your Nearest Station.

**SPARKING PLUGS**

K.L.G.

LEGGETT.



**WITH MICA INSULATORS.**

- 285—PK1, 18 mm. Platinum Point .. 6/-
- 286—PKA3, 7/8 S.A.E., Platinum point .. 6/-
- 287—PLK1, 14 mm., Platinum Point .. 6/-
- 288—KS5, 18 m.m. Sports .. 7/6
- 289—LK5, 14 mm. Sports .. 7/6

**LEGGETT SPARK PLUGS.**

Electrodes made from A.K.C. steel—the finest heat resisting alloy known to science. Insulators—Madagascar mica or Stealite.

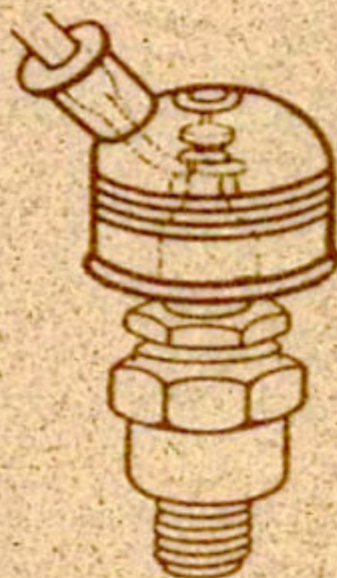
- 290—Mica insulator plug .. 7/6
- 291—Stealite insulator plug .. 4/6

292—H.I. Mica Core, heavy electrodes, specially suited for O.H.V. engines .. 6/6

**WATERPROOF PLUG PROTECTORS**

293 — **WATERPROOF PLUG PROTECTORS**, eliminate water, short circuiting; especially handy for wet weather riding; fit over the high tension terminal, as illustrated .. 9d.

294—**PLUG ADAPTORS**, 1 to 18 mm. .. 1/-



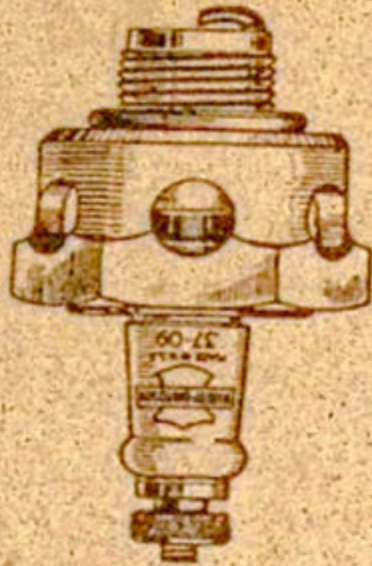
**SPARK PLUG CORES**

295—Made by the Champion Co., give a new lease of life to old plugs .. 2/9

We Pay Freight in Victoria to your Nearest Station.

**SPARKING PLUGS**

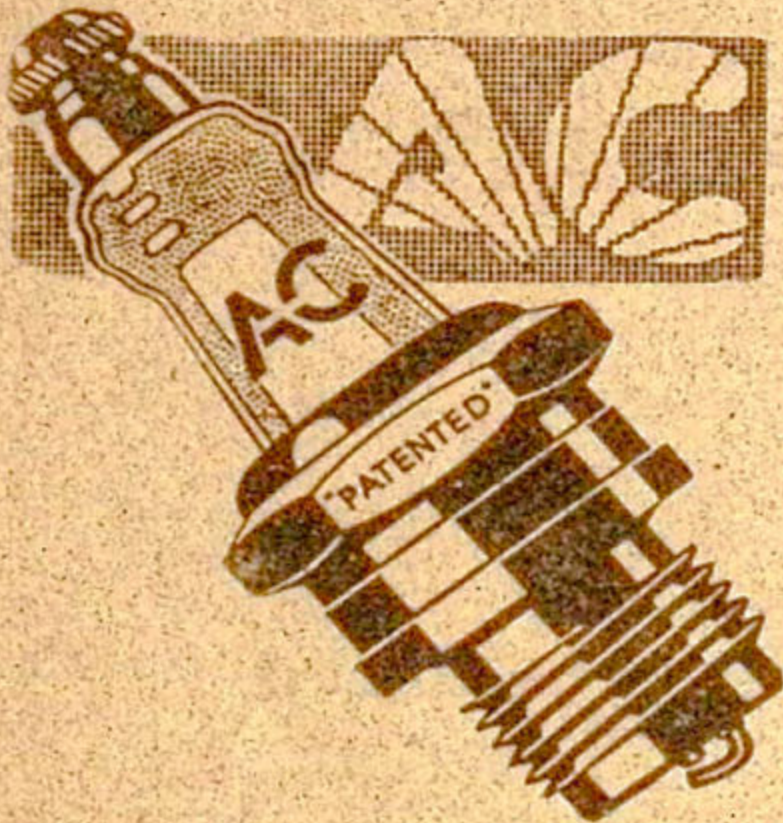
**HARLEY DAVIDSON  
GENUINE SPARK PLUGS**



296—Designed by Harley Davidson engineers for hot engines, and manufactured by the Champion Co. Owing to its large air-cooled body, this plug will not fit all English motor cycles . . . . . 8/6



299—Champion Spark Plugs . . . 5/-



**A.C. PLUGS.**

297—S1, S2, S3 . . . . . 5/-  
298—G14 . . . . . 5/-



300—Pyrox Plugs, Licence, Bosch . . . . . 4/6



**SADDLE PARTS**  
FOR TERRY AND LYCETTE SADDLES.



301—SADDLE TOPS, best quality cover, felt base, easily fitted—  
Heavyweight 12/6.

**SADDLE ELASTICS**



302—SADDLE ELASTICS, for Lycette saddles, with metal ends, 1/9 each.



303—TERRY MATTRESS SPRINGS—Long, 9d.; Short, 6d.  
TERRY SADDLE SPRINGS.

Side Coil Springs .....	2/- each
Mattress Springs—Short .....	6d. each
Mattress Springs—Long .....	9d. each

**PUMPS**



304—THAPEX MOTOR CYCLE PUMPS,  
18 in. x 1 in. and 16 in. x 1 in. and 14  
x 1 in., celluloid, metal lined, fitted with  
connection for both Dunlop and Schrader  
valves .....

305—GENUINE HARLEY PUMPS, metal  
lined, and nickel finish, with connection  
to fit Dunlop and Schrader valves ... 6/6

**PUMP CONNECTIONS**

Thapex Pump Connections, braided and  
fitted with bush for both Dunlop and  
Schrader valves—

306—12 in. ....	9d.
307—15 in. ....	9d.
308—18 in. ....	1/-

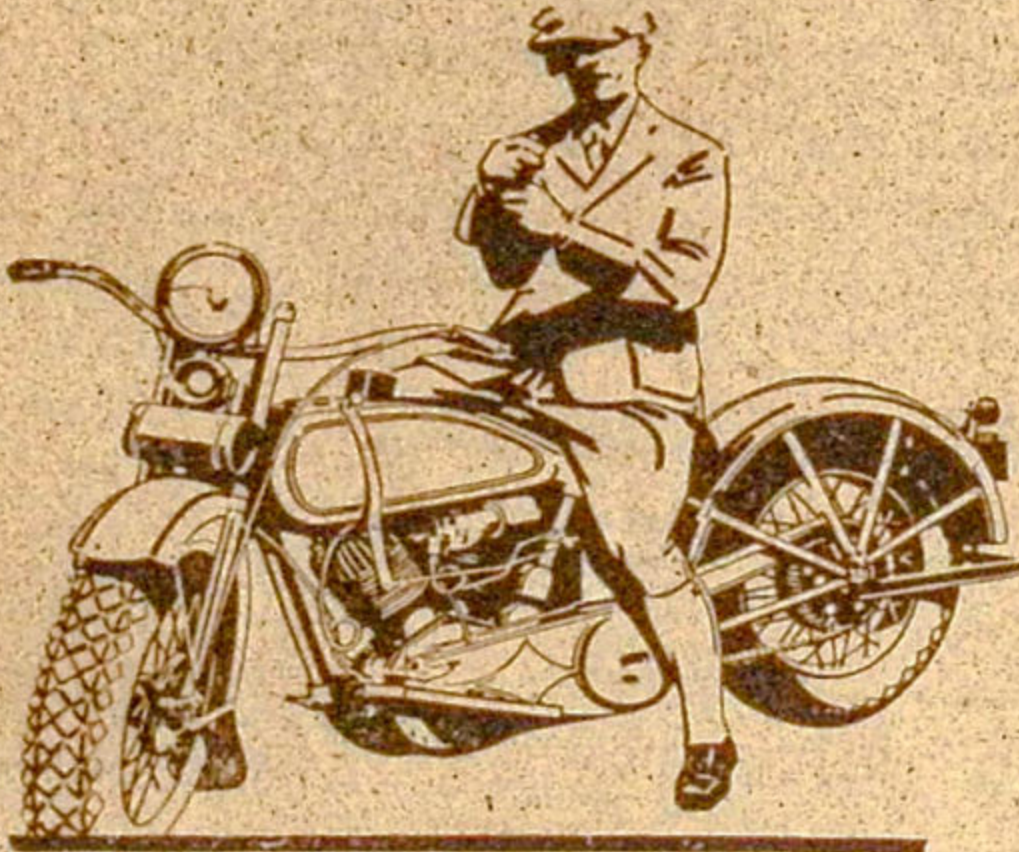


If the Article required is not here write us about it.

# Tyres, Tubes and Repair Outfits

## TYRES AND TUBES

## VALVE INSIDES



309—SCHRADER VALVE INSIDES; vest pocket size tin of valve inside replacements, a necessity for country trips . . . . . 1/9 for 5

310—Pattern . . . . . 1/-

## VALVE CAPS



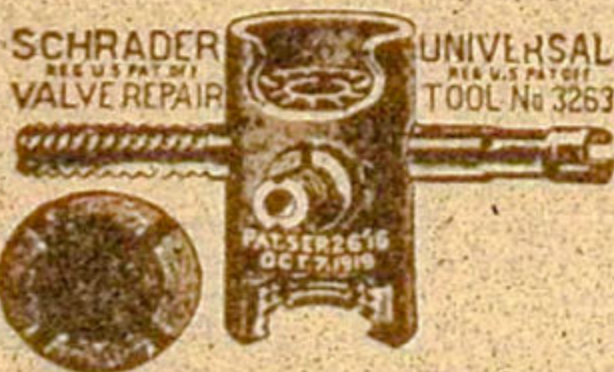
All sizes of Tyres and Tubes in Goodyear, Perdriau, Barnet Glass, Michelin and Dunlop always in stock. Owing to fluctuating prices, no set price is given here, but these lines are supplied at all times at absolute bedrock prices. Send for latest tyre list.

311—SCHRADER VALVE CAPS, dustproof and airtight. These caps prevent dirt from getting at the valve inside . . . . . per tin of five, 1/9

213—Pattern . . . . . 9d.

## VALVE REPAIRERS

313—OMEGA VALVE REPAIRER. These handy tools will clean up the threads of Schrader valves inside and outside; always useful . . . . . 1/3



We Pay Freight in Victoria to your Nearest Station.

## REPAIR OUTFITS

WE CAN SUPPLY ALL PRODUCTS OF DUNLOP, LEGGETT'S, GOODYEAR AND BARNET GLASS.

314—**BULL-DOG GRIP REPAIR OUTFIT**, a self-vulcanising Patch Outfit, for speedy, permanent roadside tube repairs. Bull-dog Patching Material is fresh and live, and will not lift in the hottest weather.



The Outfit: Self-vulcanising Patching, Tin of Patching Cement, Roughener and Scissors—is packed in an air-tight unsquashable metal container. In five sizes, 100, 9d.; 1/1, 2/3; 102, 3/9; 103, 4/3; and 104, 6/6.

315—**GOODYEAR PATCHING RUBBER**, 12 in. x 4½ in. . . 1/-



**DUTCH BRAND GASKET CEMENT**, made in U.S.A. by Vancleef . . . . . 1/-



DUNLOP OUTFIT.

316—Refills . . . . . 6, 1/6; 12, 2/6

## VALVE GRINDING PASTE



317—Water Mixed Grinding Paste . . . . . 1/-

## TAUBMAN'S GASKET CEMENT

318—In ½ pint tins, 1/3; 1 pt. 9d.

**DUNLOP VULCANISING OUTFITS** . . . . . 2/6

Damp-proof Patches, tin of six, 1/6  
tin of 12 . . . . . 2/6

Waterproof Patches, tin of 12 . . . . . 2/-

**MOTOR CYCLE MASCOTS**



319—RED DEVIL  
2/-



322—SKULL AND BONES ... 1/6



320—NYMPH ... 2/-



323—SKULL AND WINGS ... 2/-



321—NYMPH and WINGS ... 2/9



324—EAGLE ... 4/6

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# Necessities for Renovating

## Enamel Brushes



- BEST QUALITY BRISTLE BRUSHES**  
325—Small size .. 9d.  
326—Large size .. 1/-

## Transfers

327—Transfers for all parts of Ariel, Matchless, Harley-Davidson, Douglas, and Francis Barnett, as used at respective factories. Easily applied. Prices on application.

We can quote for transfers for all motor cycles.



## Harley Enamels

- 328— $\frac{1}{2}$  pint, olive green .. 2/-  
329— $\frac{1}{2}$  pint, olive green .. 3/6  
This Enamel is a special type, and will give a high gloss finish.  
330—Black Lacquer,  $\frac{1}{3}$  qtr. pint.

## TRANSFER VARNISH



## ALEMITE GREASE GUNS

- 334—GUN, with Hose .. 18/-  
335—HOSE only .. 10/-  
336—NIPPLES .. 6d.  
337—GREASE, 1 lb. .. 2/-  
338—GREASE, tinned in Australia, 1 lb. .. 1/-

### TECALEMIT.

- 339—GUNS .. 6/6  
340—NIPPLES, straight .. 6d.  
341—NIPPLES, angle .. 9d.

## TANK CAPS

- 342—Ramp type, suit latest Matchless, Raleigh, B.S.A., and other English motor cycles .. 5/- each

## Split Pins



- 331—Special small assortment for motor cycles, per box .. 9d.  
.. .. and 1/-

- 332—Full directions, in 3 sizes; large bottle contains sufficient to varnish whole tank after affixing transfer .. 1/-

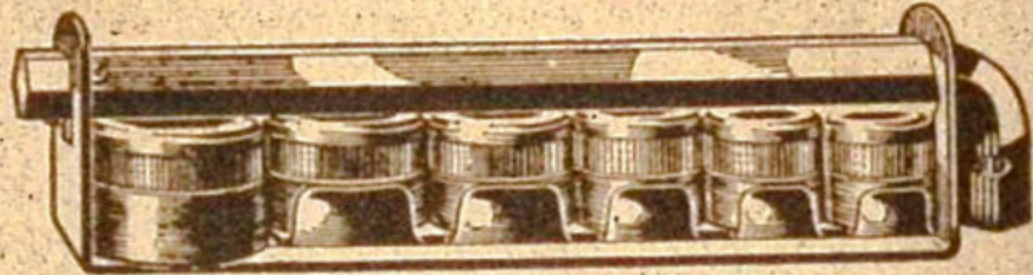
- 333—Other sizes, 6d. and 3d.



# Tool Roll Equipment

## RATCHET SPANNERS

343—ABINGDON KING DICK RATCHET SPANNERS—An invaluable asset to your tool outfit. Spanners will screw nuts on or off without being removed. Outfit packs neatly into all-metal case. To fit following sizes: 3/16 in., 1/4 in., 5/16 in., 3/8 in., 7/16 in., and 1/2 in. Price per set as shown . . . . . 10/6



344—ABINGDON KING DICK POPULAR BOX SPANNERS (non-ratchet)—Fit into all-metal frame. Set comprises a range of six sizes as follows: 3/16 in., 1/4 in., 5/16 in., 3/8 in., 7/16 in., and 1/2 in. Each spanner can be fitted to either end of the hexagonal lever, by which means the user is able to get at a nut in a difficult position. 6/-

## SCREW DRIVERS

## COIL FILES



Perfect  
Screw Drivers.

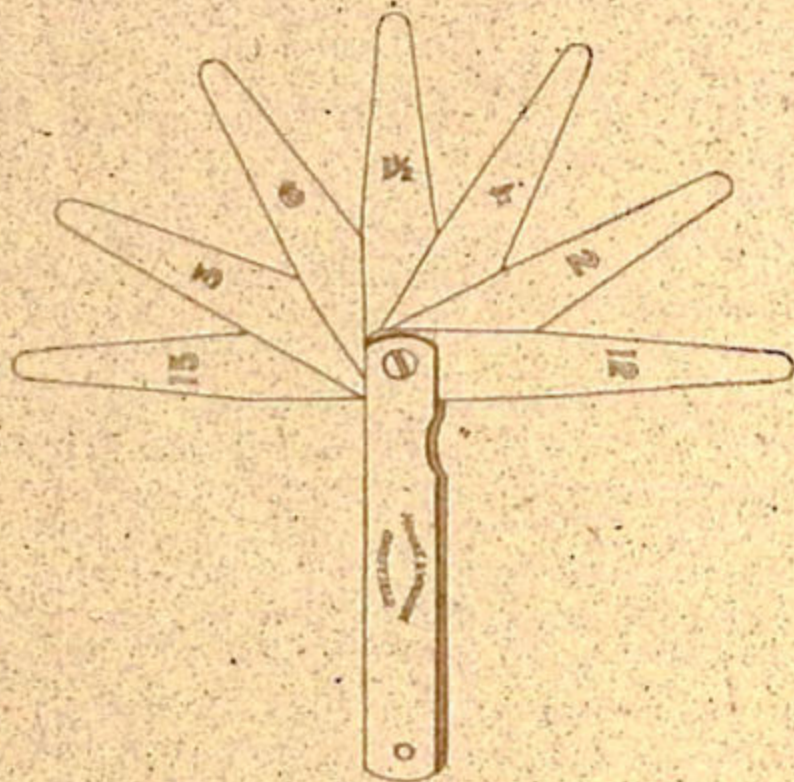
Throu' Tang  
Screw Drivers.

345 . . . . . 6d.

347—Square-ended blade goes well into handle, ensuring that blade will not turn in handle . . . 6d.

346—Larger Size, 9d.

348—For smoothing contact breaker points; made of best quality steel . . . . . 9d. each



## FEELER GAUGES

For measuring clearance of tappets, magneto points, etc.; set of seven different thicknesses. This Gauge is made in England, and is of highest quality. Stocked in taper and parallel types—

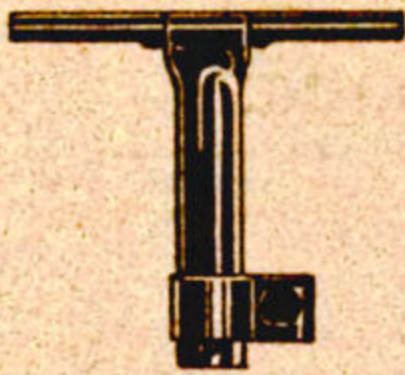
349—Taper . . . . . 3/6

350—Parallel, long . . . . . 3/-

351—Parallel, short . . . . . 2/6

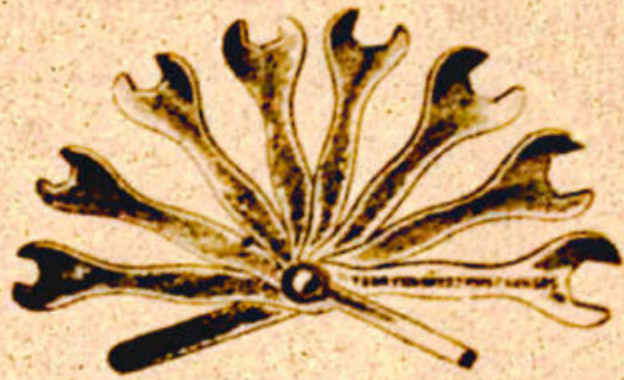
—Terry Gauges . . . . . 1/6

**TERRY O.H.V. GRINDERS**



352—Made for grinding valves that are not fitted with slots. Grinder grips the valve firmly and simplifies operation. . . . . 2/-

**SPANNERS**



357—SET of TERRY MAGNETO SPANNERS, British make; made by Terry Spring Co.; sizes from 1 to 8 . . . . . 2/3

**TERRY GUDGEON PIN EXTRACTOR**



253— . . . . . 7/6

**JENBRO CHAIN PUNCHES**

358—Made in 3/4 in. x 1/2 in. sizes—a strong and reliable tool . . . . . 2/6

**VALVE SPRING LIFTERS**



359—U.S. VALVE LIFTER, Ratchet Type, for Side Valve . . . . . 2/-

**COMBINATION PLIERS**



Best Quality Steel.

354—As illustrated, 6 in. . . . . 1/-

**NUT PLIERS.**

355—For turning nuts without burring edges, best quality steel . . . . . 9d.

356—MONKEY WRENCHES . . . . . 1/9



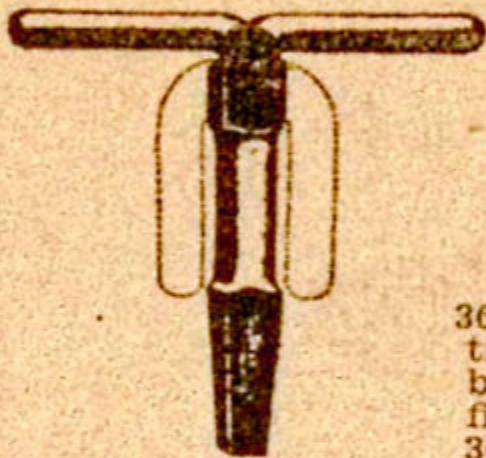
360—TERRY VALVE SPRING LIFTERS, for O.H.V. and side-valve motors; also fit Morris or Ford car engines, for 250 and 350 . . . . . 8/6  
500 c.c. . . . . 9/6



361—TERRY VALVE SPRING LIFTERS, for S.V. motors 9/6

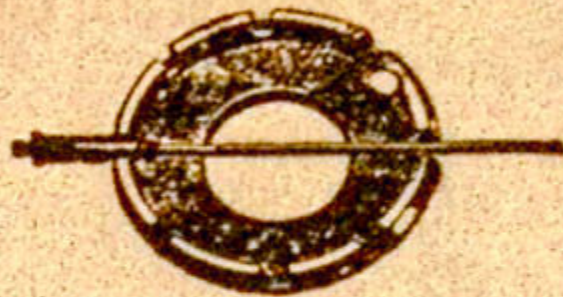
**We Pay Freight in Victoria ————— to your Nearest Station.**

**SIDECAR KEYS**



362—Hinged, collapsible to fit waistcoat pocket, English made .. 1/6

**NIPPLE KEYS**



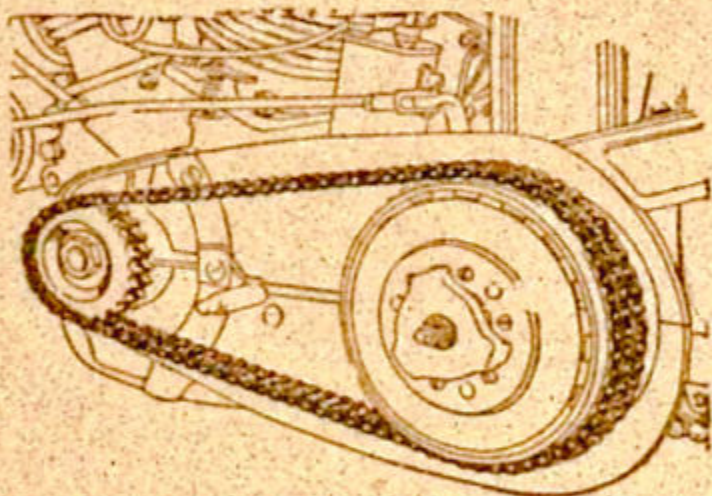
363—**NIPPLE KEYS.** Invaluable for keeping spokes tightened up; made of best quality steel, manufactured by Abingdon Co.; occupies small space in kit, and will fit all sizes of nipples .. 1/3  
364—**HARLEY DAVIDSON NIPPLE KEYS,** special genuine Harley type .. 2/6

**HARLEY-DAVIDSON TOOL KIT**  
**TWIN MODELS.**

11802X—Front and Rear Axle Nut Wrench .. .. .	4/-
11803—Transmission Oil Filler Plug and Stud Nut Wrench .. .. .	2/6
11806X—Exhaust Valve Cover and Valve Tappet Adjusting Nut Wrench .. .. .	2/3
11804X—Gasoline Line Unions and Cylinder Base Nut Wrench .. .. .	2/3
11905X—Valve Tappett Adjusting Wrench .. .. .	3/- pair
12039X—Chain Repair Tool .. .. .	7/6

**SINGLE MODELS.**

11806-26—Valve Tappet Cover, Tappet Adjusting Screw & Lock Nut Wrench	2/-
11814-26—Cylinder Head Clamp Nuts and Rear Wheel Axle Nut Wrench	2/9
11815-26—Transmission Clamp Nuts, Fork Spring Plunger Nuts, Mechanical Oil Pipe Connection and Fork Rocker Rear Stud Nut Wrench ..	1/6
11810X—Rear Axle Adjusting Screw and Lock Nut, Transmission Adjusting Screw and Top of Tank Screw Wrench .. .. .	1/-
365—Genuine H.D. Steering Dampers .. .. .	20/-
366—Harley-Davidson Pump .. .. .	6/6
367—Harley-Davidson Brake Lock .. .. .	4/-
368—Harley-Davidson Spoke Nipple Wrench .. .. .	2/6
369—Jiffy Stand, 7/9 h.p. model .. .. .	20/-
370—Jiffy Stand, Pup Model .. .. .	20/-
371—Jiffy Stand, 750 c.c. model .. .. .	22/6
372—Jiffy Stand, 1930-34 10/12 h.p. model .. .. .	22/6
373—Clinder Head Bolt Wrench, 1930-34 .. .. .	4/6



**DUPLEX CHAIN FOR HARLEY-DAVIDSON**

374— <b>DUPLEX CHAIN</b> on late model Harley Counter .. .. .	32/6
375—21 h.p., 750 c.c .. .. .	21/-

We Pay Freight in Victoria

to your Nearest Station.



## ABINGDON SPANNERS



## GENUINE KING DICK SHIFTING WRENCHES

376—6-in., 4/-; 4-in., 2/9; 3-in., 2/-.

## KING DICK BOX SPANNERS

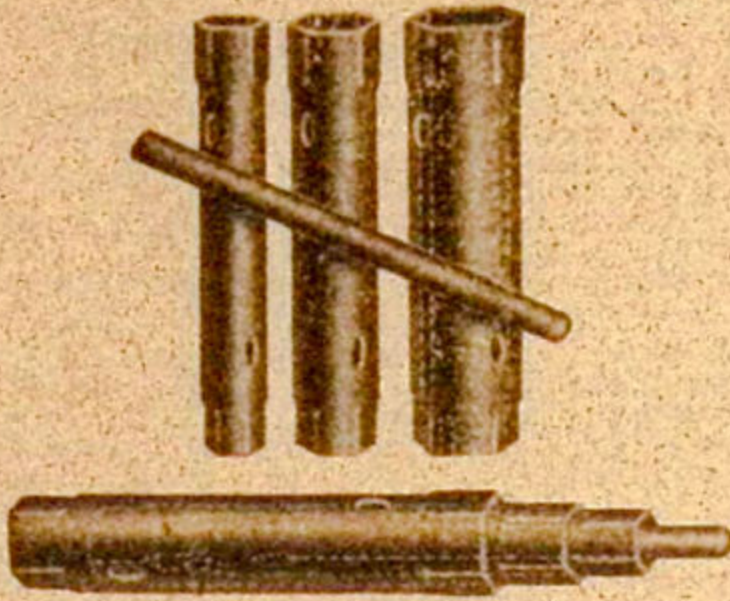


MADE FROM SPECIAL CHROME STEEL STAMPINGS

REGISTERED DESIGN  
No. 798751



377— $\frac{1}{2}$  x 17-32, 1/9; 23-32 x 19-32, 2/3. 378— $\frac{1}{2}$  x 27-32, 2/9. 379—1 3-32 x  $\frac{1}{2}$ , 3/6.



**ABINGDON TUBULAR  
BOX SPANNERS**

1 Set of Three.

380— $\frac{1}{2}$  x  $\frac{7}{8}$ , 5-16 x  $\frac{1}{2}$ , 3-16 x  $\frac{1}{2}$ , 3/- set.

---

# Harley-Davidson Genuine Spares

We carry a full range of Harley-Davidson Spares. As these comprise over 5000 lines, it is not possible to include them in this Catalogue, but we are always pleased to submit quotes for your requirements.

We Pay Freight in Victoria

to your Nearest Station.

Page Forty-two

**MILLECUT VALVES**

To Suit—	<b>A.J.S.</b>	Each	TS Model, Inlet	3/-
2½ h.p. S.V. Model		3/6	TS Model, Exhaust	3/-
2½ h.p. S.V. Model, Silichrome		7/6	To Suit—	<b>HARLEY DAVIDSON.</b>
2½ h.p. and 498 c.c. S.V.		3/6	2½ h.p. S.V. Model	3/-
2½ h.p. O.H.V. Model		5/6	2½ h.p., O.H.V. Model, Inlet & Exhaust	3/-
2½ h.p. O.H.V. M 6 Model, Silichrome		7/6	750 c.c. Model	3/-
3½ h.p. O.H.V. Model		4/6	500 c.c. Single Cylinder Model	3/6
3½ h.p. O.H.V. Model, Silichrome		7/6	7/9 h.p. Model, Inlet	3/-
To Suit—	<b>ARIEL.</b>		7/9 h.p. Model, Exhaust, 1923-28	4/-
499 O.H.V. 1928 Model		4/-	10/12 h.p. Model, Inlet	3/-
557 c.c. S.V., 1928-30		4/-	10/12 h.p. Model, Inlet & Exhaust, 1930-1934	4/-
To Suit—	<b>B.S.A.</b>		To Suit—	<b>INDIAN</b>
2½ h.p. S.V. Model		3/6	1929 Scout Model	3/6
2½ h.p. O.H.V. Model		3/6	1929 Super Scout Model	3/6
2½ h.p. and 493 c.c. S.V. Inlet & Exhaust		3/6	Early Type Scout Model, prior to 1924	3/6
2½ h.p. O.H.V. Model		4/-	Chief Model	3/6
493 c.c. O.H.V. Model		4/-	To Suit—	<b>TRIUMPH.</b>
493 c.c. O.H.V. Model, Silichrome		6/6	Model N. & P.	3/6
To Suit—	<b>DOUGLAS.</b>		Model W., Crypto	3/-
EW Model		3/-	Model CSD, Silichrome, Inlet & Exhaust	7/-
600 c.c. Model, 1927-1929 S.V.		3/6		

**HEPOLITE VALVES**

To Suit—	<b>A.J.S.</b>		To Suit—	<b>DOUGLAS.</b>
2½ h.p., S.V. Model, Silichrome		7/6	EW Model, 3 % Nickel	4/6
2½ h.p. S.V. Model, 3% Nickel		4/6	600 c.c., 5 h.p. Model, 3 % Nickel, 1930-1932 S.V.	4/6
2½ and 3½ h.p. O.H.V., Inlet, KE Steel		9/6	TS Model, 3 % Nickel	4/6
2½ and 3½ h.p. O.H.V., Exhaust, KE Steel		9/6	To Suit—	<b>DUNELT.</b>
To Suit—	<b>ARIEL.</b>		500 c.c. Model, KE Steel	9/6
250 c.c. O.H.V. Colt Model, KE Steel		9/6	To Suit—	<b>LEVIS.</b>
350 c.c. O.H.V., 1933 Model, KE Steel		9/6	1934, 500 c.c. O.H.V., KE Steel	9/6
497 c.c. O.H.V., K.E. Steel, 1928-30		9/6	To Suit—	<b>MATCHLESS.</b>
497 c.c. O.H.V., Silichrome, 1928-30		7/6	2½ h.p. O.H.V., KE Steel	9/6
497 c.c. O.H.V., 1934-36 Model, KE Steel		9/6	3½ h.p. O.H.V., V3 Model, KE Steel	9/6
557 c.c. S.V., KE Steel		9/6	Silver Hawk Model, KE Steel	9/6
557 c.c. S.V., Silichrome		7/6	Silver Hawk Model, Silichrome	7/6
1934-36 Red Hunter Model, Inlet, KE		9/6	246 O.H.V., KE965	9/6
1934-36 Red Hunter Model, Exhaust, KE		9/6	247 S.V., 3 % Nickel	4/6
SG Model, KE Steel		9/6	498 S.V., 3 % Nickel	4/6
SG Model, KE Steel		9/6	586 and twin	4/6
1934 497 c.c. Silichrome		7/6	586 and twin, Silichrome	7/6
To Suit—	<b>B.S.A.</b>		500 S.V., D/5, Silichrome	7/6
2½ h.p. S.V., 3 % Nickel		4/6	586 S.V., Silichrome	7/6
2½ h.p. O.H.V., KE Steel		9/6	To Suit—	<b>HARLEY DAVIDSON.</b>
2½ h.p. and 493 c.c. S.V. Model, 3 % Nickel		4/6	2½ h.p. Model, Silichrome, S.V.	7/6
493 c.c. S.V. Inlet & Exhaust, Silichrome		7/6	2½ h.p. Model, O.H.V., Inlet, KE Steel	9/6
493 c.c. O.H.V., KE Steel		9/6	2½ h.p. Model, O.H.V., Exhaust, KE Steel	9/6
493 c.c. O.H.V., Silichrome		7/6	2½ h.p. Model, O.H.V., Inlet, Silichrome	7/6

**HEPOLITE GUDGEONS**

**HEPOLITE VALVES**

**HEPOLITE VALVE GUIDES**

We have large stocks and a wide range of parts made by the well-known company, Hepworth & Grandage Ltd., of Bradford, England, who have been manufacturing these spares for over 30 years. Piston pins are packed separately in cartons and sealed by the makers. The name of Hepworth & Grandage Ltd. on these cartons is a guarantee of correct size and quality. These spares are listed separately under their respective headings.

Carry them and be sure ————— of trouble-free runs.

<b>HARLEY DAVIDSON (cont'd.)</b>	
2 1/2 h.p. Model, O.H.V., Exhaust, Silichrome	7/6
750 c.c., Inlet and Exhaust Silichrome	7/6
750 c.c., 1934 Model, Silichrome	7/6
500 c.c. S.V., Inlet & Exhaust, Silichrome	7/6
500 c.c. Model, 3 % Nickel	4/6
7/9 h.p. Model, Inlet, Silichrome	7/6
7/9 h.p. Model, 1923, Exhaust	7/6
10/12 h.p. 1930 S.V., KE Steel	9/6
10/12 h.p., 1930 S.V., Silichrome	7/6
10/12 h.p., 1934 S.V., Silichrome	7/6
To Suit—	<b>NORTON.</b>
490 O.H.V. Model, Inlet KE	9/6
490 1934-1935, ES2, Model 18 and 20	9/6
3 1/2 h.p. S.V., 3 % Nickel	4/6
Model 18, O.H.V., Inlet, KE Steel	9/6
Model 18, O.H.V., Exhaust, KE Steel	9/6
Model 16 H, Silichrome	7/6
To Suit—	<b>PANTHER.</b>
600 c.c. Model, KE Steel, In. and Ex.	9/6

To Suit—	<b>RUDGE.</b>
499 c.c. O.H.V., Inlet, KE Steel	9/6
499 c.c. O.H.V., Exhaust, KE Steel	9/6
1927-1929, 500, 4-valve, KE	9/6
500 c.c. Ulster, 1930-31, KE	9/6

To Suit—	<b>INDIAN.</b>
Super Scout, Nickel	4/6
Super Scout, 1929, Silichrome	7/6
Scout, 1929 Model, 3 % Nickel	4/6
Scout, Silichrome, 1929	7/6
Chief, 3 % Nickel	4/6
Scout, 1926, Silichrome	7/6
Scout, 1926, % Nickel	4/6

To Suit—	<b>TRIUMPH.</b>
249 c.c. O.H.V., KE, In. and Ex.	9/6

To Suit—	<b>VELOCETTE.</b>
350 c.c. O.H.C., KE	9/6

**MILLECUT VALVE GUIDES**

To Suit—	<b>A.J.S.</b>
2 1/2 h.p., S.V. Model	2/6
350 c.c. and 500 c.c. O.H.V. Inlet	3/3
350 c.c. and 500 c.c. O.H.V. Exhaust	3/3

To Suit—	<b>ARIEL.</b>
Colt Model, Inlet	2/-
Colt Model, Exhaust (also 350 c.c.)	2/-
1928 500 c.c. O.H.V., Inlet	2/6
1928 500 c.c. O.H.V., Exhaust	2/6
1929-30, 500 c.c. O.H.V., Inlet	2/-
1929-30, 500 c.c., O.H.V., Exhaust	2/-
1928-31, 557 c.c., S.V. In. and Exhaust	2/-
Model SG, Sloper, Inlet	2/-
Model SG, Sloper, Exhaust	2/-
1934 Red Hunter, Inlet	2/6
1934 Red Hunter, Exhaust	2/6

To Suit—	<b>B.S.A.</b>
493 c.c. O.H.V. Model	2/-
493 c.c. S.V. Model, Flange Type	2/6

To Suit—	<b>DOUGLAS.</b>
EW Model	1/6
600 c.c. Model, Inlet and Exhaust, 1927	
1929	2/-

To Suit—	<b>HARLEY DAVIDSON.</b>
2 1/2 h.p. S.V. Pup, Model 1926-31	2/6
2 1/2 h.p. O.H.V. Pup Model, 1927-30, Inlet	2/6
2 1/2 h.p. O.H.V. Pup Model, 1927-30, Exhaust	3/-
500 c.c. and 750 c.c. Models	2/6
7/9 and 10/12 h.p., 1925-29, Exhaust	1/3
10/12 h.p., 1926-29, Inlet	2/6
750 1934, Inlet and Exhaust	2/6
10/12 h.p., 1930 Model	2/6
7/9 Inlet, Screwed	2/6

To Suit—	<b>MATCHLESS.</b>
2 1/2 h.p. S.V.	2/-
2 1/2 h.p. O.H.V., 498 c.c. O.H.V.	2/6
3 1/2 h.p. S.V., D/5 Model	2/6
586 c.c. S.V. Twin Model	2/6

To Suit—	<b>NORTON.</b>
493 c.c. O.H.V.	2/6

To Suit—	<b>RUDGE.</b>
490 c.c. Models, O.H.V.	2/-
350 c.c. Models, O.H.V.	3/-

To Suit—	<b>INDIAN SCOUT.</b>
Push in Type	2/-
Threaded Type	3/-

To Suit—	<b>TRIUMPH.</b>
Model N	3/-

**HEPOLITE VALVE GUIDES**

To Suit—	<b>A.J.S.</b>
2 1/2 h.p. S.V. Model	2/9

To Suit—	<b>ARIEL.</b>
1929-30 497 c.c. Model, Inlet	3/-
1929-30 497 c.c. Model, Exhaust	3/-
1929-32 557 c.c. S.V. Model	3/-
Red Hunter Model, Exhaust	3/6

To Suit—	<b>B.S.A.</b>
249 c.c. S.V. Model	2/6
349 c.c. O.H.V. Model	2/6
493 c.c. O.H.V. Model	2/6
493 c.c. S.V., collar type	2/6

To Suit—	<b>DOUGLAS.</b>
EW Model	2/-
600 c.c. Model, 1930-32	2/6

To Suit—	<b>HARLEY DAVIDSON.</b>
2 1/2 h.p. S.V. Model	2/6
2 1/2 h.p. O.H.V. Model, Inlet	2/6
750 c.c. Model	2/6
7/9 h.p. Model, Inlet	3/3
10/12 h.p., Inlet	3/-

To Suit—	<b>NORTON.</b>
493 c.c. O.H.V. Model	3/-

To Suit—	<b>INDIAN SCOUT.</b>
Push in Type	2/6

We Pay Freight in Victoria to your Nearest Station.

**MILLECUT GUDGEON PINS**

<b>To Suit— A.J.S.</b>		2 1/2 h.p. S.V., .002 O/s., Small Type, 1926-27	2/9
2 1/2 h.p. S.V. and O.H.V. Standard	2/6	2 1/2 h.p. S.V., .006 O/s., Small Type, 1926-27	3/-
2 1/2 h.p. S.V. and O.H.V., .006 O/s	2/6	2 3/4 h.p., S.V., Standard, Large Type, 1928	2/6
498 c.c. S.V. and O.H.V., 1929 M9, Standard	2/6	2 3/4 h.p. S.V., .002 O/s., Large Type, 1928	2/6
<b>To Suit— ARIEL.</b>		2 3/4 h.p., S.V., .006 O/s., Large Type, 1928	2/6
Colt Model, Standard	2/6	750 c.c., .006 O/s.	2/-
Colt Model, .003 O/s	2/6	750 c.c., .010 O/s.	2/-
498 c.c. O.H.V. Standard, up to 1930, with End Pads	4/6	750 c.c., .015 O/s.	2/-
498 c.c. O.H.V., .006 O/s., up to 1930 End Pads	4/6	7/9 h.p., Standard, 1923 Model	2/6
498 c.c. O.H.V., .010 O/s., up to 1930 End Pads	4/6	7/9 h.p., .006 O/s., 1923 Model	2/6
557 c.c. S.V., 1930, Standard, End Pads	4/6	7/9 h.p., Standard, 1925-29	2/6
557 c.c. S.V., 1930, .005 O/s., End Pads	4/6	7/9 h.p., .005 O/s., 1925-29	2/6
557 c.c. S.V., 1930, .010 O/s., End Pads	4/6	7/9 h.p., .010 O/s., 1925-29	2/6
<b>To Suit— B.S.A.</b>		10/12 h.p., 1925-34, Standard	2/6
Blue Star, Standard, with End Pads	3/-	10/12 h.p., 1925-34, Standard, .006 O/s	2/6
2 1/2 h.p., Standard, with End Pads	2/6	10/12 h.p., 1925-34, .010 O/s	2/6
2 1/2 h.p., .006 O/s., with End Pads	2/6	<b>To Suit— MATCHLESS.</b>	
2 1/2 h.p. and 349 c.c., 1/2 in. diameter, Standard, with End Pads	2/6	347 c.c. Model Standard	2/3
2 1/2 h.p. and 349 c.c., 1/2 in. diameter, .006 O/s., with End Pads	2/6	347 c.c. Model, .006 O/s.	2/3
493 c.c. O.H.V., Standard, with End Pads	3/-	<b>To Suit— NORTON.</b>	
493 c.c. O.H.V., .006 O/s., with End Pads	3/-	498 c.c. S.V., 16H, 3/8 in. diameter, Standard	2/3
493 c.c. S.V., 1/2 in. diameter, Standard	2/6	<b>To Suit— PANTHER.</b>	
493 c.c. S.V., 1/2 in. diameter, .005 O/s.	2/6	600 c.c. Model	2/6
493 c.c. S.V., 1/2 in. diameter, .010 O/s.	2/6	<b>To Suit— INDIAN.</b>	
557 c.c. S.V., 1930 Standard, with End Pads	2/6	Scout Model, 1929, Standard	1/6
<b>To Suit— DOUGLAS.</b>		Scout Model, 1929, .006 O/s.	1/9
EW Model, Standard, End Pads	2/-	Scout Model, 1929, .010 O/s.	1/9
EW Model, .005 O/s., End Pads	2/3	<b>To Suit— TRIUMPH.</b>	
EW Model, .010 O/s., End Pads	2/3	N and P Models, Standard	2/-
TS Model, Standard	1/6	N and P Models, .005 O/s.	2/-
TS Model, .010 O/s	1/6	CSD Model, 1929, Standard, with End Pads	3/6
600 c.c. Standard, End Pads	2/6	W2 Model, Standard	2/3
600 c.c., .010 O/s.	2/6	<b>To Suit— VILLIERS.</b>	
<b>To Suit— HARLEY DAVIDSON.</b>		147 c.c., Standard, with End Pads	2/-
2 1/2 h.p. S.V., Standard, Small Type, 1926-27	2/6	147 c.c., .005 O/s., with End Pads	2/-
		147 c.c., .010 O/s., with End Pads	2/-
		196 c.c., with Pads, Standard	2/-
		247 c.c., with Pads, Standard	2/3
		247 c.c., with Pads, .005 O/s.	2/3
		247 c.c., with Pads, .010 O/s.	2/3

**HEPOLITE GUDGEON PINS**

<b>To Suit— A.J.S.</b>		Pads	4/6
2 3/4 h.p., S.V. and O.H.V., Standard	2/6	557 c.c. and 600 c.c., S.V., 1932-36, Standard	3/-
2 3/4 h.p., S.V. and O.H.V., .006 O/s.	2/6	600 c.c., S.V., 1932-36, .002	3/-
498 c.c., S.V. and O.H.V., 1929 M9, Standard	2/6	600 c.c., S.V., 1932-36, .006	3/-
<b>To Suit— ARIEL.</b>		<b>To Suit— B.S.A.</b>	
350 c.c., 1934, Standard	2/6	2 1/4 h.p., Standard, with End Pads	3/-
350 c.c., 1934, .002 O/s.	2/6	2 1/4 h.p., .006 O/s., with End Pads	3/-
350 c.c., 1934, .006 O/s.	2/6	2 3/4 hp. and 349 c.c., 3/8 in. diameter, Standard	3/-
500 c.c., O.H.V., 1932-34 Standard	3/-	2 3/4 h.p. and 349 c.c., 3/8 in. diameter, .006 O/s.	3/-
500 c.c., O.H.V., 1932-34, .002 O/s.	3/-	2 3/4 h.p. and 349 c.c., 3/8 in. diameter, .010 O/s.	3/-
500 c.c. O.H.V., 1932-34, .005 O/s	3/-	493 c.c., O.H.V., Standard, with Pads	3/3
500 c.c., S.V., 1930, Standard, with End Pads	4/6	493 c.c., O.H.V., .005 O/s., with Pads	3/3
557 c.c., S.V., 1930, .006 O/s., with End Pads	4/6		
557 c.c., S.V., 1930, .010 O/s., with End Pads	4/6		

**Hepolite Gudgeon Pins (Cont.)**

<b>To Suit— B.S.A.</b>	
493 c.c., S.V., 5/8 in. diameter, Standard	3/-
493 c.c., S.V., 5/8 in. diameter, .005 O/s.	3/-
493 c.c., S.V., 5/8 in. diameter, .006 O/s.	3/-
493 c.c., S.V., 5/8 in. diameter, .010 O/s.	3/-
493 c.c., S.V., 5/8 in. diameter, .015 O/s.	3/-
<b>To Suit— DOUGLAS.</b>	
EW Model, .005 O/s., with Pads	2/6
EW Model, .010 O/s., with Pads	2/6
TS Model, Standard	2/6
TS Model, .010 O/s.	2/6
TS Model, .015 O/s.	2/6
600 c.c., O.H.V., 5/8 in. diameter, with Pads, Standard	3/-
600 c.c., 5/8 in. diameter, with Pads, .005 O/s.	3/-
600 c.c., 5/8 in. diameter, with Pads, .010 O/s.	3/-
<b>To Suit— HARLEY DAVIDSON.</b>	
2 3/4 h.p., Standard, 1928, Large Type	3/-
2 3/4 h.p., .006 O/s., 1928, Large Type	3/-
2 3/4 h.p., .002 O/s., 1928, Large Type	3/-
750 c.c., Standard	2/3
750 c.c., .006 O/s.	2/3
750 c.c., .010 O/s.	2/3
7/9 h.p., 1923, Standard	2/3
7/9 h.p., 1923, .006 O/s.	2/3
7/9 h.p., Standard, 1925-29	2/6
7/9 h.p., .006 O/s., 1925-29	2/6
7/9 h.p., .010 O/s., 1925-29	2/6
10/12 h.p., Standard, 1925-34	2/6
10/12 h.p., .004 O/s., 1925-34	2/6

10/12 h.p., .006 O/s., 1925-34	2/6
10/12 h.p., .010 O/s., 1925-34	2/6
10/12 h.p., Standard, 1934-36	3/3
10/12 h.p., .006 O/s., 1934-36	3/3
10/12 h.p., .010 O/s., 1934-36	3/3
<b>To Suit— LEVIS.</b>	
500 c.c., O.H.V., Standard, 1934	2/6
500 c.c., O.H.V., .005 O/s., 1934	2/6
<b>To Suit— MATCHLESS.</b>	
XR2 and 498 c.c., Standard	2/9
XR2 and 498 c.c., .006 O/s.	2/9
XR2 and 498 c.c., .010 O/s.	2/9
<b>To Suit— NORTON.</b>	
498 c.c., S.V., 16H, 5/8 in., Standard	2/6
498 c.c., O.H.V., ES2, 5/8 in., Standard	2/6
498 c.c., O.H.V., ES2, 1931-32, 5/8 in., Standard	3/3
498 c.c., O.H.V., ES2, 1931-32, 5/8 in., .005 O/s.	3/3
498 c.c., O.H.V., ES2, 1931-32, 5/8 in., .010 O/s.	3/3
<b>To Suit— RUDGE.</b>	
499 c.c., O.H.V., Standard	4/-
499 c.c., O.H.V., .005 O/s.	4/-
<b>To Suit— INDIAN.</b>	
1929, Standard, Super Scout	2/6
Chief Model, Standard	2/6
<b>To Suit— TRIUMPH.</b>	
Model N and P, Standard	2/3
Model N and P, Standard, with End Caps	3/-

**MILLECUT BUSHES**

Guaranteed Individually Cast in Phosphor Bronze.

**A.J.S.**

Top End Bushes, 2 3/4 S.V., 1927 & Earlier	1/-
Top End Bushes, 2 3/4 S.V. and O.H.V., 1928-30	1/-
Top End Bushes, 2 3/4 O.H.V., 1927 and Earlier	1/-
Top End Bushes, 498 S.V. and O.H.V., M9	1/-

**ARIEL.**

Top End Bushes, 499 O.H.V., 557 S.V., 1928-30	1/3
Top End Bushes, Sloper Model	1/3
Top End Bushes, S.V. and O.H.V., 1934-36	1/3

**B.S.A.**

Top End Bushes, 2 1/4 h.p., S.V. & O.H.V.	1/3
Top End Bushes, 2 3/4 h.p., O.H.V. & S.V.	1/3
Top End Bushes, 557 S.V., 493 S.V., 1928	1/3
Top End Bushes, 3 1/2 h.p., 493 O.H.V.	1/3
Top End Bushes, 770 Twin, 4 1/4 h.p., S.V.	1/3

**DOUGLAS.**

Top End Bushes, EW Model	9d.
Top End Bushes, TS Model	9d.
Top End Bushes, 600 c.c., 5 h.p.	9d.

**HARLEY DAVIDSON.**

Top End Bushes, 2 3/4 h.p., S.V.	1/3
Top End Bushes, 750 c.c.	1/3
Top End Bushes, 7/9 h.p.	1/6
Top End Bushes, Early 7/9 h.p.	1/3

**MATCHLESS.**

Top End Bushes, 2 3/4, 3 1/2, 498 c.c., V3 O.H.V.	1/6
Top End Bushes, Twin Model	1/6
Top End Bushes, Silver Arrow	1/6

**NORTON.**

Top End Bushes, 3 1/2 h.p.	1/-
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**INDIAN.**

Top End Bushes, 1929 Scout Model	1/3
Top End Bushes, 1929 Super Scout Model	1/3

**TRIUMPH.**

Top End Bushes, N and P Models	1/3
Top End Bushes, CSD Model	1/6

**VELOCETTE.**

Top End Bushes	1/3
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**VILLIERS.**

Top End Bushes, 147 c.c., 196 c.c., 247 c.c., 148 c.c., 249 c.c.	1/-
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**We Pay Freight in Victoria ————— to your Nearest Station.**

## MILLECUT VALVE SPRINGS

To Suit:		Douglas, CW and TS Models	1/-
A.J.S., 350, 500 c.c., O.H.V.	2/6	Douglas, EW Model	8d.
A.J.S., 2¾, 3½ h.p. models, S.V.	1/-	H.D., 7/9, 10/12 h.p. Model, Inlet	8d.
Ariel, Model SG, inner	1/-	Triumph, Model N	9d.
Ariel, Model SG, outer	1/-	Velocette, 350 c.c., 1929, O.H.V.	1/6

## TERRY VALVE SPRINGS

To Suit:		Matchless, 3½ h.p., O.H.V.	pair	2/-
Ariel, inner and outer, SG Model	pair	Matchless, 1930, 990 c.c., twin		1/3
Ariel, 1930, 498 c.c., O.H.V.	pair	Matchless, 2¼ h.p., S.V., 1930		9d.
Ariel, VH Model	pair	Matchless, 1930, 3½ h.p., O.H.V.	pair	2/-
Ariel, NH Model	pair	Norton, ES2, O.H.V. Model	pair	2/6
Douglas, CW and TS Models		Panther, O.H.V.	pair	1/6
Douglas, 600 c.c., taper		Rudge, Sports 80 lb		1/3
Dunelt, O.H.V.	pair	Indian		1/-
H.D., Inlet		Triumph, N. and P. Models		1/-
H.D., Exhaust		Velocette, O/H, C.		2/-
Levis, 500 c.c., O.H.V.	pair			

## KICK STARTER SPRINGS

To Suit.		Matchless, 1929 T3 Model, Millecut	1/-
A.J.S., Model R6, 1930, Millecut	1/-	Matchless, R4 Model, Millecut	1/-
A.J.S., 498 c.c., 1929 Model, Millecut	1/-	New Imperial, Millecut	1/-
A.J.S., 1926-27 Model, Terry	1/3	Norton, 4-speed Model, Millecut	9d.
Albion, 2-speed Models, Terry	1/-	Norton, 1928 O.H.V. Model, Terry	1/-
Albion, 3-speed Models, Millecut	1/-	Raleigh, Sturmey Archer type, Millecut	1/-
Ariel, Kick Starter Springs, Millecut	1/3	Rudge, 399 c.c., Millecut	1/-
Ariel, 1930, Heavy-weight Models, Terry	1/-	Rudge, 346 and 499 c.c., 1930 Model	
B.S.A., 2¾ h.p. and 3½ h.p. Models,		Millecut	1/-
Terry	1/-	Rudge, 346 and 499 c.c., 1930 Model	
B.S.A., 4¼, 6/7 and 8 h.p. Models, Terry	1/-	Terry	1/3
Burman, small	1/3	Indian Scout, plated, Terry	1/-
Burman, large, Terry	1/3	Sturmey Archer, peg type, Millecut	1/-
Douglas, EW Model, Millecut	1/-	Sturmey Archer, peg type, Terry	1/-
Douglas, EW Model, Terry	1/-	Sturmey Archer, loop type, Terry	1/-
Harley Davidson, 7/9 h.p. Model, Millecut	1/6	Sturmey Archer, large Type, Terry	1/-
Harley Davidson, 2¾ h.p. and 750 c.c.,		Sturmey Archer, 4-speed, Millecut	1/3
Terry	1/9	Triumph, Model P, Millecut	9d.
Harley Davidson, 7/9 h.p. Model, Terry	1/6	Velocette, Terry	1/-

## MILLECUT ROLLERS

These Rollers are manufactured in England by the Hoffman Mfg. Co. and Hepworth Grandage Ltd.

Millecut Big end complete to suit Norton	25/-
Hoffman Big end complete to suit Ariel	40/-
Hoffman Big end complete to suit Norton	45/-
These Sets comprise Crankpin Rollers and Steel Sleeve.	

1 x 7/16	doz.	4/-	1 plus .002 x 5/16	doz.	3/-
1 x 1	doz.	2/-	1 x .366	doz.	2/6
1 plus .002 x 1	doz.	2/3	1 plus .0005 x .366	doz.	2/6
1 plus .004 x 1	doz.	2/3	1 plus .001 x .366	doz.	2/6
1 x .308	doz.	2/-	1 x .736	doz.	4/-
1 plus .002 x .308 and .003	doz.	2/3	1 plus .0005 x .736	doz.	4/-
1 x 5/16	doz.	2/6	1 plus .001 x .736	doz.	4/-
			1 x 1	doz.	4/-
			1 plus .0005 x 1	doz.	4/-
			1 plus .001 x 1	doz.	4/-
			1 plus .002 x 1	doz.	4/-
			1 plus .003 x 1	doz.	4/-
			1 x .600	doz.	4/-
			1 plus .0005 x .600	doz.	4/-
			1 plus .001 x .600	doz.	4/-
			3/16 x 3/16	doz.	2/6
			5/16 x 5/16	doz.	2/-
			5/16 plus .002 x 5/16	doz.	2/6
			5/16 x 7/16	doz.	4/-
			5/16 x 1	doz.	4/-
			1 x 1	doz.	5/-

Our Reputation ————— is your Guarantee of Satisfaction.

## MOTOR CYCLE SPROCKETS AND CHAIN WHEELS

We are Sole Agents in Australia for Motor Cycle Sprockets and Chain Wheels made by **T. D. CROSS & SONS LTD.**, of **BIRMINGHAM**, the world's largest manufacturers of these spares.

All Sprockets are of the Best British Steel and Highest Grade of workmanship.

<b>To Suit— A.J.S.</b>		Engine Sprocket, 493 c.c., 20 T. . . . .	9/6
Magneto Engine Sprocket, 12 T, 2½ h.p., all models . . . . .	4/6	Countershaft Sprocket, 493 c.c., 15 T. . . . .	8/-
Magneto Driving Sprocket, 12 T, 2½ h.p., all models . . . . .	4/3	Countershaft Sprocket, 493 c.c., 1933, ½ x ½ in. bossed . . . . .	10/6
Engine Sprocket, 18 T, 2½ h.p. . . . .	9/6	Countershaft Sprocket, 2½ h.p., S.V. . . . .	8/-
Engine Sprocket, 21 T., 2½ h.p. . . . .	9/6	Countershaft Sprocket, 19 T., ½ x ½ . . . . .	10/6
Clutch Sprocket with Corks, 42 T., 2½ h.p. models . . . . .	20/-	Rear Wheel Sprocket, 42 T., 2½ h.p., S.V., ½ x 5/16 in. . . . .	14/-
Clutch Sprocket, 1½ in. bore, ½ x 3/16 in. cork inserts, 40 T. . . . .	20/-	Rear Wheel Sprocket, 42 T., 1930-31, 493 O.H.V. De Luxe, ½ x ½ in. . . . .	18/-
Countershaft Sprocket, 21 T., 1924-26, double recess . . . . .	8/6	Rear Wheel Sprocket, 42 T., 1926-27, ½ x ½ in., flat type . . . . .	16/6
Countershaft Sprocket, 21 T., 1927, only O.H.V., flat . . . . .	8/6	<b>To Suit— BURMAN.</b>	
Gearbox Sprocket, 1928-29, 2½ h.p., S.V., 21 T. . . . .	8/6	Gearbox Sprocket, 18 T., Ariel and Coventry Eagle . . . . .	8/-
Gearbox Sprocket, 1928, 3½ h.p., 17 T. . . . .	10/6	Countershaft Sprocket, 19 T., L/weight, ½ x 5/16 in., suit Ariel . . . . .	4/6
Gearbox Sprocket, 249 c.c., ½ x 3/16 in., 1928-29 . . . . .	9/6	Gearbox Sprocket, 19 T., suit Ariel and Coventry Eagle . . . . .	3/-
Rear Wheel Sprocket, 2½ h.p., 1926, 58 T. . . . .	17/6	Gearbox Sprocket, 19 T., Big Boss, suit 1928 H.W. Ariel . . . . .	8/6
Rear Wheel Sprocket, 2½ h.p., 1927 only, 58 T., rivet on . . . . .	17/6	Countershaft Sprocket, 19 T., ½ x ½ in., 4-speed box, 1932-34, Ariel . . . . .	8/6
Rear Wheel Sprocket, 2½ h.p., 1928 . . . . .	17/6	Countershaft Sprocket, 20 T., ½ x 5/16 in., 1934, D/5 Matchless . . . . .	8/6
Rear Wheel Sprocket, 2½ h.p., 1928 . . . . .	17/6	Clutch Sprockets, H/w., 40 T. . . . .	17/6
<b>To Suit— ALBION.</b>		<b>To Suit— CALTHORPE.</b>	
Countershaft Sprocket, 17 T., ½ x 3/16, 1934, 4-speed . . . . .	7/-	Rear Wheel Sprocket, 350 c.c., 52 T., 1929-30, ½ x 5/16 in. . . . .	12/6
Gearbox Final Drive Sprocket, 18 T., ½ x 3/16, 3-speed . . . . .	7/-	Rear Wheel Sprocket, 2½ h.p., 5-hole fixing, 52 T., ½ x 5/16 in. . . . .	12/6
Gearbox Final Drive Sprocket, 19 T., 2-speed . . . . .	7/-	<b>To Suit— DOUGLAS.</b>	
Gearbox Chain Sprocket, 19 T., ½ x 3/16 3-speed . . . . .	7/-	Engine Sprocket, 16 T., ½ x ½ in., TS Model . . . . .	4/6
Gearbox Sprocket, 19 T., ½ x 3/16 in. . . . .	8/6	Countershaft Sprocket, 14 T., 1929-30, 2½ h.p. . . . .	7/-
Gearbox Sprocket, 21 T., ½ x 5/16 in. . . . .	8/6	Gearbox Sprocket, ½ x 3/16 in., 17 T. . . . .	7/-
<b>To Suit— ARIEL.</b>		Gearbox Sprocket, ½ x ½ in., 31 T. . . . .	10/6
Dynamo Sprocket, 15 T. . . . .	4/-	Gearbox Sprocket, EW Model, 41 T. . . . .	10/6
Engine Sprocket, 1930 Colt Model, 17 T. . . . .	10/6	Rear Wheel Sprocket, B29 Model, ½ x ½ in., 47 T. . . . .	9/6
Engine Sprocket, 1930 Heavyweight Model, 17 T. . . . .	10/6	Rear Wheel Sprocket, CW Model, 55 T. . . . .	15/-
Engine Sprocket, 1928, Heavyweight, O.H.V. and S.V., 19 T. . . . .	10/6	<b>To Suit— EXCELSIOR.</b>	
Engine Sprocket, 1929, Heavyweight, 19 T. . . . .	10/6	Countershaft Sprocket, ultra lightweight, 14 T., 1933 . . . . .	4/-
Engine Sprocket, 1930, Heavyweight, 19 T. . . . .	10/6	Rear Wheel Sprocket, dished, 52 T. . . . .	12/6
Engine Sprocket, 1928, Heavyweight, 21 T. . . . .	10/6	Rear Wheel Sprocket, straight, 52 T. . . . .	12/6
Engine Sprocket, 1929, Heavyweight, 21 T. . . . .	10/6	<b>To Suit— HARLEY DAVIDSON.</b>	
Engine Sprocket, 1930, Heavyweight, 21 T. . . . .	10/6	Engine Sprocket, 14 T., 7/9 h.p. . . . .	5/6
Engine Sprocket, 1930, 557 c.c., S.V., ½ x 5/16 in., 23 T. . . . .	11/6	Engine Sprocket, 15 T., 7/9 h.p. . . . .	5/6
Rear Wheel Sprocket, Colt Model, 53 T. . . . .	17/6	Engine Sprocket, 16 T., 7/9 h.p. . . . .	5/6
Rear Wheel Sprocket, 1931-34, H/W., ½ x ½ in., bolt-on type, 47 T. . . . .	15/-	Engine Sprocket, 17 T., 7/9 h.p. . . . .	5/6
<b>To Suit— B.S.A.</b>		Front Sprocket, plain, 10/12 h.p., 23 T. . . . .	12/6
Engine Sprocket, 1930, 493 O.H.V. De Luxe, ½ x 5/16 in., 18 T. . . . .	8/6	Countershaft Sprocket, 27 T. . . . .	9/6
		Countershaft Sprocket, 28 T. . . . .	9/6
		Countershaft Sprocket, 15 T., 2½ h.p. . . . .	5/6
		Countershaft Sprocket, 19 T., 2¾ h.p. . . . .	6/6
		Countershaft Sprocket, 16 T., 2¾ and 750	



**To Suit— HARLEY DAVIDSON.**

c.c., 1929	7/-
Countershaft Sprocket, 16 T., 2 3/4 and 750 c.c., 1930-34	6/-
Countershaft Sprocket, 1935, 16 T., 75 c.c.	6/-
Clutch Sprocket, 44 T.	15/-
Rear Wheel Sprocket, 47 T., 2 3/4 h.p.	16/6
Rear Wheel Sprocket, 34 T., 2 3/4 h.p.	17/6
Rear Wheel Sprocket, 38 T., 2 3/4 h.p. and 750 c.c.	17/6
Rear Wheel Sprocket, 48 T., early type	15/-
Rear Wheel Sprocket, 48 T., dished type	15/-
Rear Wheel Sprocket, 32 T., 750 c.c.	15/-
Rear Wheel Sprocket, 36 T., 2 1/2 and 750 c.c.	17/6
Rear Wheel Sprocket, 51 T., 7/9 h.p.	19/6
Rear Wheel Sprocket, 51 T., 10/12 h.p.	15/-
Rear Wheel Sprocket, 41 T., 750 c.c., 5/8 x 3/8 in., 1935 Model	14/6

**To Suit— INDIAN.**

Countershaft Sprocket, Chief, Super Chief and Sup. Scout Model, 17 T.	8/-
Countershaft Sprocket, Chief, Super Chief and Sup. Scout Model, 18 T.	6/-
Countershaft Sprocket, Scout and Super Scout, 19 T.	6/-
Countershaft Sprocket Scout Model, 20 T.	6/-
Gearbox Sprocket, Scout Model, 21 T.	6/-
Rear Wheel Sprocket, Scout and Super Scout, 36 T.	12/-
Rear Wheel Sprocket, Scout, and Super Scout, 40 T., splined	12/-
Rear Wheel Sprocket, Scout, 40 T., rivet on	11/-
Rear Wheel Sprocket, Scout, 1934, 5/8 x 3/8 in., 43 T.	14/6

**To Suit— LEVIS.**

Engine Sprocket, 500 c.c., solo, 1934 Model	6/6
Rear Wheel Sprocket, 45 T.	22/6

**To Suit— MATCHLESS.**

Engine Sprocket, 1930, V3, T6, 19 T.	9/-
Engine Sprocket, 1930, V3, T6, 21 T.	9/6
Engine Sprocket, V6 and X3, 24 T.	9/6
Rear Wheel Sprocket, XR3, 5/8 x 3/8 in., 37 T.	14/6
Rear Wheel Sprocket, 3 1/2 h.p., 1/2 x 5/16 in., 49 T.	14/6
Rear Wheel Sprocket, 2 1/2 h.p., 1/2 x 3/16 in., 49 T., 1927 Model	16/6

**To Suit— NEW IMPERIAL.**

Countershaft Sprocket, 1934, 250 c.c., O.H.V.	7/6
Rear Wheel Sprocket, 1934, 250 c.c., O.H.V.	16/6

**To Suit— NORTON.**

Rear Wheel Sprocket, dished, 45 T., 5/8 x 3/8 in.	22/6
Rear Wheel Sprocket, 1929-30, 5/8 x 1/4 in., 40 T.	22/6
Countershaft Sprocket, 1929-30, 5/8 x 1/4 in., 17 T.	8/-

**To Suit— RUDGE.**

Engine Sprocket, 1929, Special M2009XB, 18 T.	12/6
Engine Sprocket, 18 T., M2357X2	11/6

Countershaft Sprocket, 5/8 x 3/8 in., 17 T.	4/-
Countershaft Sprocket, 5/8 x 3/8 in., 21 T.	4/-
Countershaft Sprocket, 1/2 x 5/16 in., 22 T.	4/-
Countershaft Sprocket, 1/2 x 5/16 in., 25 T.	4/-
Rear Wheel Sprocket, 48 T., bolt-on type, 1/2 x 5/16 in.	12/6
Rear Wheel Sprocket, 48 T., splined	15/-

**To Suit— STURMEY ARCHER.**

Countershaft Sprocket, 5/8 x 3/8 in., 15 T.	8/6
Countershaft Sprocket, 5/8 x 3/8 in., 17 T.	8/6
Gearbox Sprocket, H/weight, 19 T.	8/6
Countershaft Sprocket, dished, 20 T., 1/2 x 5/16 in.	8/6
Countershaft Sprocket, 1/2 x 5/16 in., 20 T.	8/6
Countershaft Sprocket, 18 T.	6/-
Countershaft Sprocket, 20 T., 1/2 x 3/16 in.	7/-
Countershaft Sprocket, 20 T., 1/2 x 5/16 in., T5	8/6
Countershaft Sprocket, L/weight, 21 T.	7/6
Clutch Sprocket, L/weight, with corks, 40 T.	15/-

**To Suit— TRIUMPH.**

Engine Sprocket, shock absorber type, 15 T.	15/-
Engine Sprocket, 1930, CO Model, 19 T.	15/6
Engine Sprocket CSD and CN Models, 21 T.	15/6
Engine Sprocket, NSD, Model, 1929	14/6
Engine Sprocket, CSD Model, 1930, 21 T.	15/6
Engine Sprocket, CTF Model, 1930, 23 T.	14/6
Engine Sprocket, NT Model	12/6
Engine Sprocket, Silent Scout, 1933, O.H.V. Model	14/6
Engine Sprocket, 1933 XO Model	7/6
Generator (driven) Sprocket, 1933, XO Model	7/6
Generator (driving) Sprocket, 1933, XO Model	12/-
Clutch Sprocket, Model P, 30 T., 5/8 x 1/4 in.	22/6
Clutch Sprocket, Model W, 43 T.	12/6
Clutch Sprocket, Model CN, 41 T., 1/2 x 5/16 in.	25/-
Clutch Chain Wheel Sprocket, XO Model, 1933	18/6
Clutch Chain Wheel Sprocket, 1933, Silent Scout O.H.V.	27/6
Countershaft Sprocket, 15 T., N. & P. Models	8/6
Gearbox Sprocket, WL Model	7/-
Gearbox Sprocket, C.S.D. Model	10/-
Gearbox Sprocket, W Model, 17 T.	7/6
Gearbox Sprocket, ST Model, 17 T.	11/6
Gearbox Sprocket, NT Model, 18 T.	7/6
Gearbox Sprocket, ST and CN, NT Models, 16 T.	11/6
Gearbox Sprocket, 1933 XO Model	7/6
Gearbox Sprocket, 1933, O.H.V., Silent Scout, 17 T., 5/8 x 3/8 in.	8/6
Rear Wheel Sprocket, P and N Models, 38 T.	13/6
Rear Wheel Sprocket, CN, 1929 Model, 42 T.	13/6
Rear Wheel Sprocket, CN Model, 36 T.	12/6
Rear Wheel Sprocket, CN Model, 1929, 35 T.	12/6

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To Suit— **TRIUMPH (cont.)**

Rear Wheel Sprocket, 43 T. . . . .	15/-
Rear Wheel Sprocket, 40 T., Model W	15/-
Rear Wheel Sprocket, 43 T., Model CN, 3/8 x 3/8 in. . . . .	14/6
Rear Wheel Sprocket, 48 T., Model WO	18/-
Rear Wheel Sprocket, 43 T., Model NT	22/6
Rear Wheel Sprocket, 1933, O.H.V., Silent Scout . . . . .	25/-
Rear Wheel Sprocket, 1933 XO Model..	12/6

To Suit— **VELOCETTE.**

Clutch Sprocket, Model GTP . . . . .	15/-
Clutch Sprocket, Model U, 52 T. . . . .	15/-
Countershaft Sprocket, Model U, 22 T. . .	7/6
Rear Wheel Sprocket, Model U . . . . .	12/6
Rear Wheel Sprocket, Model AC . . . . .	12/6

To Suit— **VILLIERS.**

Engine Sprocket, 1/2 x 3/16 in., bossed, 14 T. . . . .	5/-
Engine Sprocket, 1/2 x 3/16 in., bossed 16 T. . . . .	5/-

Engine Sprocket, 1/2 x 3/16 in., screwed, 15 T. . . . .	4/8
Engine Sprocket, 1/2 x 3/16 in., screwed, 16 T. . . . .	4/8
Engine Sprocket, 1/2 x 3/16 in., screwed, 17 T. . . . .	4/8
Engine Sprocket, 1/2 x 3/16 in., screwed, 18 T. . . . .	4/8
Engine Sprocket, 1/2 x 3/16 in., screwed, 19 T. . . . .	5/-
Engine Sprocket, 1/2 x 3/16 in., screwed, 20 T. . . . .	5/-
Engine Sprocket, 1/2 x 3/16 in., screwed, 22 T. . . . .	5/-
Engine Sprocket, 1/2 x 3/16 in., screwed, 24 T. . . . .	5/-

To Suit— **SUPER X.**

Countershaft Sprocket, 17 T. to 21 T. . .	6/-
Rear Sprocket, Splined, 36 and 40 T. . .	12/-

To Suit— **ACE.**

Rear Wheel Sprocket, 36 T. and 40 T. . .	12/-
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**MILLECUT SPECIAL LINES**

To Suit—

Indian Scout, Inner Manifold Sleeves . .	1/-
Indian Scout, Hollow Axle, small, early .	2/3
Indian Scout, Hollow Axle, large, late .	2/3
Indian Scout, Fork Bushes, short and long . . . . .	1/6
Indian Scout, Fork Rocker Stud, short . .	2/-
Indian Scout, Fork Rocker Stud, long . .	2/6
Indian Scout, Halo Clutch Discs . . . .	2/9
Fibre Pinions, 20, 21, 22, 23 T. . . . .	2/6
Bronze Pinions, 20 T., 21 T., 23 T. . . .	3/-
Fibre Gear, suit Lucas, 58 T. . . . .	9/6
Steel Pinion, 22 T. . . . .	4/-
Big End Sleeves, Ariel, H/w. . . . .	5/6
Big End Sleeves, B.S.A., 493 SV., O.H.V.	7/6
B.S.A. Roller Retainer, 493 O.H.V. . . .	8/6
Indian Scout, Big End Cage . . . . .	2/6
Sup. Scout and Chief, Big End Cage . . .	3/6

H.D. Big End Sleeve, wide, 7/9 h.p. . .	5/6
H.D. Big End Sleeve, narrow, 7/9 h.p. . .	4/9
H.D. Big End Sleeve, Pup Model . . . . .	4/9
Gudgeon Lock Pin, H.D. and Indian . . .	6d.
Cylinder Head Gaskets, Scout . . . . .	3/-
Crankshaft Sleeves, 5 h.p., Douglas . .	3/6
Big End Sleeves (con. rod), EW, Douglas	4/6
Big End Sleeves, 5 h.p., Douglas . . . .	4/6
Crankshaft Sleeve, EW, Douglas . . . .	3/8
Big End Bush, TS., Douglas . . . . . pair	2/6
Big End Sleeve, Norton . . . . .	6/6
Indian Scout Sleeve, narrow . . . . .	4/8
Indian Scout Sleeve, wide . . . . .	4/9
Indian Sup. Scout and Chief sleeve, narrow . . . . .	4/6
Indian Sup. Scout and Chief sleeve, wide . . . . .	5/6

**MILLECUT CRANK PINS**

To Suit—

Ariel, H/w. Models . . . . .	13/-
B.S.A., 493 and 557 c.c. . . . .	12/-
Harley Davidson, 2 3/4 h.p. . . . .	7/6
Harley Davidson, 750, 7/9 and 10/12 h.p.	9/6
Norton Big End Crank Pin . . . . .	11/-

Indian Scout . . . . .	9/8
Indian Super Scout and Chief . . . . .	9/8
Villiers, 147, 200 c.c., Standard, and 1,004 O/s. . . . .	6/6

**JOHNSTON OUTBOARD MOTORS**

Sole  
Victorian  
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All Spare  
Parts  
Stocked

If it is not here

Write us about it.

**MILLECUT SEMI-FINISHED PISTONS—TO SUIT**

**A.J.S.**

248 S.V., K12, M12, 1928-29	18/-
248 O.H.V., R12, S12, 1930-31	17/6
349 O.H.V., 2 port R6, 1930-31	18/-
349 R4 and M4, 1930	18/-
2 3/4 h.p. S.V., LB., B4, 1923	17/6
2 1/2 h.p., S.V., E4 and H4, 1925-27	16/6
2 3/4 h.p., S.V., 1924	19/-
2 1/2 h.p., O.H.C., M6, K7, 1928-29	18/-
2 3/4 O.H.V., low comp., G6, H6, E7, G7, 1925-27	19/-
349 S.V., M5, M4, M3, 1929	20/-
7 h.p., twin E1, E2, G1, G2, H1, H2, 1923-27	20/-
349 S.V., K4, K5, K3, 1928-29	20/-
349 S.V., R5, 1930	20/-
Denley model	28/6
495 S.V., H9, 1926-7	21/-
498 O.H.V., H8, 1927	19/-
498 O.H.V., 2 Port R8, S8, 1930	19/6
498 O.H.V., G8, 1926	19/6
498 O.H.V., K8, M8, 1928-29	19/-
3 1/2 S.V., & twin, M9, K9, R9, M1, M2, 1929	23/-
500 S.V., & twin, R9, S9, S2, 1931-32	21/-
3 3/8 S.V., 34/9, 55/9, 1934-35	23/-
33/2 Straight twin, Odd bosses, 1933	24/-
498 h.p., V2 and S2, 1931-32	21/-

**ARIEL.**

Square 4, 500 c.c., 4F, 1931-32	16/-
600 c.c., 4F/632, 1932	17/-
2.5 S.V., Colt, LB, 1929-31	18/-
2 3/4 O.H.V., High Compression, 1933	21/-
2 3/4 S.V. O.H.V., MF31-BB, 1931-32	19/-
5 h.p., High Compression, E, 1928-30	18/-
5 and 5.5 O.H.V., C.D.F., 1928-30	19/-
5 and 5.5 O.H.V., C and D, 1925-27	19/-
4 1/2 S.V., A and B, 1927	20/-
5.5 SV, A and B, 1930 and 1928-29	18/-
5.50 S.V., SB, Sloper, 1931-32	20/-
5 h.p. SF Sloper, 1931	21/-
5 h.p., O.H.V., 4 Valve, SG, 31, Sloper and Red Hunter Vertical, VH32, 1931-32	21/-
500 c.c. Red Hunter, 1935-36	21/-

**BAKER (See Villiers Engines).  
BROUGH SUPERIOR.**

Twin Cylinder, long type	25/-
Twin Cylinder, short type	25/-

**B.S.A.**

1.49 O.H.V., X34-0, 1934	14/-
1.74 2 stroke A28, 1928-30	18/-
2 1/4 S.V., B25 to B35, 1924-31	15/-
2 1/4 O.H.V., B30-4, 1930-31	15/-
348 O.H.V., and S.V., 1933-34	25/-
2 3/4 S.V., L28-L32-4, 1927-32	18/-
2 3/4 O.H.V., L29 High Compression, 1929-31	18/-
3.49 O.H.V., L., Low Compression, 1926-31	18/-
3.49 O.H.V., L. High Compression, 1929-31	18/-
7.70 Twin, E, 1925-32	20/-
3 1/2 S.V., S, 1925-30	18/-
9.86 Colonial B.G., 1926-28	18/-
4.93 O.H.V., High Compression, 1927-30	19/-
4.95 O.H.V., Low Compression, S, 1927-32	19/-
5.57 S.V., H, 1926-30	20/-
5.59 O.H.V., S.V., M33-10, M33-11, 1933	19/6
499 S.V., & 5.57 O.H.V., H32-9, W-32 6, 1932	19/6

499 O.H.V., Blue Star, High Comp., 1932-33	21/-
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**CALTHORPE.**

3.48 O.H.V., 2 port, 1929-31	19/-
4.93 O.H.V., Ivory Major, 1932-34	27/6
5.00 O.H.V., High Compression	25/-

**COVENTRY EAGLE (See also Villiers, J.A.P. and Sturmev Archer)**

250 c.c. (2 port head), 1933	20/-
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**DOUGLAS.**

E.W., all models, Cast Iron	11/-
T.S., all models	11/-
C.W., all models	10/-
350 c.c., Dry Sump, 1930	12/6
600 c.c., S.V., 1930-31 Alloy	18/-
5.56 S.V., E29, Domed, 1927-29	16/-
600 c.c., Low Compression, 1929-30	14/-

**DUNELT.**

2.49 Super-Charged, 1926-37	37/-
3.48 O.H.V., twin port	19/-
4.96 O.H.V., twin port	21/-

**EXCELSIOR—English (See Villiers Engines).**

**EXCELSIOR—American.**

Super X	27/6
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**FRANCIS-BARNETT (See Villiers Engines).**

**HARLEY-DAVIDSON.**

750 c.c., 1929-31	15/-
2 1/2 h.p., S.V., Pup, 1928-27, Cast Iron	13/-
2 3/4 h.p., S.V., Pup, 1928-30, Alloy	15/-
2 3/4 h.p., O.H.V., Pup, 1928-28	15/-
2 3/4 h.p., O.H.V., Pup, 1929	15/-
2 3/4 S.V., 1926-27	15/-
7/9 h.p., 1928-30, Cast Iron	14/-
10/12 h.p., 1923, Cast Iron	17/6
7/9 h.p., 1923, Cast Iron	15/-
10/12 h.p., 1924-29, Cast Iron	15/-
10/12 h.p., 1930-35, Cast Iron	14/-
10/12 h.p., 1930-34, Alloy	32/6

**HENDERSON.**

4 Cylinder, 1922-26	25/-
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**INDIAN.**

Std. Scout & Prince, all, Cast Iron	10/-
Super Scout, 1927-30, Cast Iron	12/6
750 c.c., 1928-32, Alloy	21/-
Chief & Powerplus, 1919-26, Cast Iron	14/-
Super Chief, early 1916-26	14/-
Super Chief, late 1927-29	14/-

**J.A.P. (ENGINE).**

250 c.c., O.H.V., 1926, etc.	19/-
250 c.c., O.H.V., 1924-30, 2 Port	17/6
350 c.c., 1926-27	20/-
2 1/2 h.p., S.V. (Sun, Jap, etc.), 1928-30	20/-
350 O.H.V., (New Imp., etc.), 1928-29	20/-
350 O.H.V., (New Imp., etc.), 1925-26	20/-
500 and 980 c.c.	20/-
500 c.c., O.H.V., 2 port, 1928-29	24/-

**JAMES (See Villiers Engine).**

**LEVIS.**

247 c.c. 2 stroke, 1921-26, Cast Iron	18/-
247 c.c. 1928-30, 6 port	25/-

**Milledge Bros. Pty. Ltd.**

**Millecut Semi-finished Pistons.—Cont.**

**MATCHLESS.**

498 L5, T3, T5, 1926-29	20/-
593 O/H.C., Silver Hawk, 1931	20/-
Silver Arrow, 3.97, 1930	20/-
246 R, R3, RS, 1926-30	19/6
347 O.H.V., LB, L4, 1924-27	19/6
347 S.V., model D, 1932	19/6
347 O.H.V., model D, TS, 1928	19/6
495 V2, 1927-28	21/-
498 MR/3, 1926-27	21/-
586 V5 and V6, 1929-30	21/-
990 Twin (odd bosses)	21/-

**NEW HUDSON.**

2 3/4 h.p. S.V., 1924, etc.	21/-
2 3/4 h.p. O.H.V., 2 port, 1927-28	21/-
350 c.c. S.V., 2 1/2 h.p., 1928-29	22/-
3 1/2 h.p., O.H.V., model 18, 1922-29	21/-
4.9 Twin Port, O.H.V. (87-88), 1928-29-30	21/-
547 S.V., 1931	22/6

**NEW IMPERIAL (See also J.A.P. Engines).**

150 Unit Minor Model, 23, O.H.V., 1933-34	19/-
250 c.c. O.H.V., 1926-29	19/-
350 c.c. O.H.V., 10, 1926-29	21/-
250 c.c. O.H.V., Unit Super, 1933	21/-
350 c.c. O.H.V., Unit Plus model 40, 1933-34	21/-
3 1/2 h.p. S.V., 1928-30	24/-
3 1/2 h.p. O.H.V., 1928-30	24/-

**NORTON.**

348 c.c. O/H. C, 1929	20/-
588 O.H.V., model 19, 1930-32	21/-
3 1/2 h.p., O.H.V., model 18, 1922-29	21/-
C.S. 1/18 and 20, 1931	21/-
3 1/2 S.V., model 16H, 1925-26, Cast Iron	20/-
4.90 Model 16H, 1930-32	21/-
588 O.H.V., Model 19, 1926-30	21/-
6.33 h.p., late	23/-

**P. & M. PANTHER.**

350 c.c., 1933	21/-
490 c.c., Model 90, 1931-33	22/6
550 c.c., 1934	23/-
500 c.c., O.H.V., Model 50, 1931	23/-
3 1/2 h.p., 1A, 1928-29	25/-
600 c.c., O.H.V., 1931	25/-
499 c.c., O.H.V., 1928-30	23/-
Redwing, 5 h.p., 1930	22/6

**2 STROKE MODELS (See Villiers Engines).**

**RADCO (See Villiers Engines).**

**RALEIGH.**

1 3/4 h.p., Model 17, 1926	21/-
2 1/4 h.p., 1925-26	18/-
2 1/4 h.p., O.H.V., 1927-28	18/-
3.48 O.H.V., 2 port	19/-
3 h.p. and 7 h.p., 1923-24, Cast Iron	17/6
4.98 S.V., 21-22, 1927-28	21/-
4.96 O.H.V., 2 port, 23, 1928-31	21/-

**HEPOLITE PISTONS—SEMI-FINISHED.**

To Suit—	
ARIEL 350 O.H.V. 1933-35	21/-
" 500 O.H.V. High Comp., 1934-35	22/6
" 557 S.V.	20/-
" 600 Square 4—Heplex	17/-
B.S.A. Blue Star, O.H.V.	21/-
" 499, 557 S.V., O.H.V., 1932 Heplex	21/-

MILLECUT PISTON RINGS to suit all makes  
WELLWORTHY PISTON RINGS to suit all motor cycles

**ROTARY HOE.**  
Sturmey Archer Engine, 1930-32 ... 30/-

**ROYAL ENFIELD (See also J.A.P. Engines).**

1.48 Cycar, 1934	21/-
225 c.c. 2 stroke, 1933-34	21/-
498 O.H.V., High Comp., 1929-31	23/-
498 S.V. and 986 S.V., 1929-30	22/-

**RUDGE.**

2 3/4 h.p. 4 valve, 1924-25	21/-
3.48 O.H.V., 1929-31	21/-
Ulster G, Prix, Sports, 1928-31	21/-

**SCOTT.**

4.98 Squirrel	30/-
300 c.c. lightweight, 1929-30	30/-
5.96 Models	32/-

**STURMEY ARCHER (Engine).**

3.48 O.H.V., 1930	19/-
4.98 S.V., 1927-31	21/-
4.96 O.H.V., 2 port, 1929-30	21/-

**SUNBEAM.**

4.93 Model 90, 1928-29	25/-
4.93 Model 9-90, 1926-30	25/-

**TRIUMPH.**

XO/5, 150 c.c. O.H.V., 1934	19/-
2/1, 250 O.H.V., 1934-35	19/-
XO/7, 1933	19/-
WO-WA 2.49 O.H.V., 1931	19/-
W 2.77 h.p., 1927-28	18/6
CO 3.48 h.p., 1929-30	21/-
WL 3.48 h.p., 1931	21/-
CN, 4.98 h.p., 1929, Alloy S.S.	21/-
T.T., CTC, TTC, 4.98, 1927-30	22/-
P Model, 1924-27	21/-
N, NP, NSD, 4.94 & 5.49, 1927-30	19/-
CSD, 5.49 h.p., 1929-30	21/-
Silent Scout 493, 500 c.c. CD, 1933	22/-
4.93 O.H.V. NT, 1931-32	22/-
494 P Model, 1927, Cast Iron	20/-
Model P, old, 1924-26, Cast Iron	20/-
5/1 550 c.c. S.V., 1934-35	21/-
5/4 500 c.c. O.H.V., 1934-35	21/-
H and SD 4 h.p. 1915-25 Cast Iron	25/-

**VELOCETTE.**

2 1/2 h.p. 1922-26 Cast Iron	18/-
2.49 h.p. 2 stroke, model GTP alloy, 1929-30	21/-
2 stroke late Model GTP	23/-
2 1/2 h.p. OHV. M.O.V., 1934	24/-
3.48 h.p. O/H. C.	21/-
3.48 h.p. O/H C., 1933	21/-
2 1/2 h.p. O/H. C., also M.A.C. Motor, 1934	24/-

**VILLIERS (Engine).**

1 h.p. 1932-33 Cast Iron	14/-
147 c.c. 2 stroke Cast Iron	14/-
1 1/2 h.p. Sports 2 port, 1924-25, Cast Iron —bushed	17/-
196 c.c. 2 port, 1929, Cast Iron—bushed	17/6
250 c.c. late model, 1933-34	22/6
247 c.c. twin port, bushed	18/-

To Suit—	
HARLEY DAVIDSON 7/9 h.p., 1924-29	16/6
INDIAN SCOUT—Cast Iron	15/-
MATCHLESS Silver Hawk 4 Cylinder	20/-
" 250 c.c. SV. & OHV.	19/6
" D/80, Light 500	21/-
" CS 500 OHV. & S.V.	25/-
VILLIERS, 1933-36, 249 c.c.	22/6

1/- each.  
1/6 each.

It's the little things

that count!

## GENUINE "LUCAS" MOTOR CYCLE ELECTRICAL PARTS

GUARANTEED FOR A PERIOD OF SIX MONTHS.

DU142 Headlamp on 1935-36 Models.

Identification:—7.27/32-in. Fluted Glass. Rim Clip Fixing. Ammeter and Switch in panel on lamp.

Ord. No.	Part.	Retail Price.
364035	Ammeter (Amp. 13)	8/-
515141	Back Shell Assembly complete with main and pilot bulb holders	7/6
NG305/37	Glass 7.27/32 in. Fluted	5/8
515223	Main Bulb Holder complete with interior	2/6
NG867/6	" " Interior only	1/8
515140A	Reflector complete with joint bead and fixing wire	11/8
515139	Rim, Chromium Plated	10/6
515006	Side Socket Screw	1/3
NG25/4	" " Nuts	1/3
351513	Switch complete with Fixing Clip	15/-
308227	Switch Panel V39 DN	30/-

### TAIL LAMP PARTS.

MT-110 Tail Lamp on Most Models.

MT110	Cable Bush for rear half	5d.
BO102	Front half with Red Glass	5/6
BO103	Rear half less bulb	7/6

### MAGDYNO PARTS.

MDBI Magdyno on 1928-30 Models.

M274/1	Brush Box Anticlock	2/-
M274/2	" " Clockwise	2/-
HY20	Commutator End Cover	2/6
QY780	" " " Nut and Washer	1/8
DX60	Condenser	15/-
ST78	Contacts Tungsten with Arm	6/-
470533	Contact Breaker complete Clock or Anti (470534)	30/-
M481/4	" " Cover	1/8
SY840	" " Endplate	15/-
MDB1	" " Securing Screw	9d.
ST111	" " Springs	9d.
AZ86	Cutout	7/6
BY640	" " End Bracket complete	45/-
M1958/2	Drive End plate with Medallion	3/6
M267/5G	Driven Gear 23T Fibre	4/6
M353/1	" " Lock Nut	6d.
M353/1	" " Washer	3d.
M658/2K	Driving Gear 51T. Steel	13/6
M658/1	" " Lock Nut	6d.
M658/4	" " Washer	3d.
470537	Earth Brush (Magneto)	1/-
AY600	Generator Armature	45/-
D11	" " Brush Set	3/6
MDB1	Magneto Armature	85/-
M358/3	" " Spindle	13/6
171284	" " " Nut and Washer	6d.
M450/1A	" " " Key	6d.
M3869/1	" " " Securing Screws	9d.
NG15/2	Medallion for Drive End Plate	9d.
OY760	Pickup Magneto H.T. (C.C.H.)	4/6
M5	" " Brush	1/-
M255/2G	Slip Ring	7/6
M302/4	" " Twin Cylinders	9/6
PY806	Spring Pillar for Pickup	1/6
RY822	" " " C.B. Cover	1/6
M813/1	Terminal Shield (Gen. Main Term)	1/-

ALL PRICES ARE SUBJECT TO ALTERATION WITHOUT NOTICE.

## GENUINE "LUCAS" MOTOR CYCLE ELECTRICAL PARTS

GUARANTEED FOR A PERIOD OF SIX MONTHS.

### HEADLAMPS.

Type.	Rim Diameter.	Rim Finish.	Rim Fixing.	Glass.	Switch Fitting.	Ammeter Fixing.	Retail Price.
DU42	7in.	Chromium	Clip	Plain	On back	On back	£3
DU142	8½in.	Chromium	Clip	Fluted	On back	On back	£4

H52 Headlamp on some 1930-35 Models.

Identification:—6.9/16-in. Diameter Difusa Glass, Push and Turn Rim. Switch on back of lamp with ammeter above. Complete Headlamp now replaced with Type DU142.

Ord. No.	Part.	Retail Price.
Amp. 12	Ammeter	15/-
L2671.4	Ammeter Fixing Clip	9d.
L2636.3	Ammeter Fixing Spring	9d.
H52	Body or Shell	30/-
SW2595	Bracket Fixing Bolt	1/-
DV624—No. 70	Bulb Genuine Lucas, 6 months' Guarantee	5/-
No. 9	Dipper Switch for Handle Bar, complete with Clip	7/6
MW534	Glass Difusa 6.9/16" Diameter	1/8
N915/1	Main Bulb Holder	3/6
10058/2	Main Bulb Holder Sleeve	1/3
SA188	Pilot Bulb Holder	2/6
MW367	Reflector	18/6
LR2	Rim Ebony Black	6/6
LR147	Chromium Plated Rim	9/6
HS52	Switch, complete	21/-
H52	Switch Contact Plate	7/6
SK4	Switch Lever and Screw	3/3
SW3525	Switch Lever Fixing Screw	6d.
H52	Switch Roller, Plunger, and Spring for Shaft	6d.
351501	Switch Shaft and Headpiece	2/6
H52	Wiring Loom	15/-

Mc—140 Headlamp on some 1930-35 Models.

No switch or meter in lamp; both in PLC2/0 panel on tank.  
Identification:—7½-in. Diameter Difusa Glass. Rim fixing by screw or bolt.

DV624	Bulb	5/-
SA157	Bulb Holder Interior Double Contact	2/9
NG13/108	Glass Difusa, 7½ in. Diameter	4/6
RA108	Reflector	18/6
LR3	Rim Ebony Black	12/6
LR279	" Chromium Plated	15/-
500,272	" Locking Screw	1/-
Amp. 14	Ammeter, Tank fitting	15/-

### HEADLAMP PARTS.

DU42 Headlamp on 1932-36 Models.

Identification:—6.19/32-in. Diameter Plain Glass. Rim Clip Fixing. Ammeter in lamp and PLC/O Switch fitted in tank.

515141	Back Shell Assembly complete with main and pilot bulb holders	
515206	Clasp and Stud Assembly	7/6
NB398/15	Glass 6.19/32 in. Plain (1.11/16 in. Flat Base)	1/6
500002	Main Bulb Holder complete	1/8
NB398/36	Reflector complete with joint bead and fixing wires	2/6
DU42 LR447	Rim Ebony Black	8/6
DU42 LR432	" Chromium Plated	5/6
364035	Ammeter (Amp. 13)	7/6
		8/-

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# GENUINE "LUCAS" MOTOR CYCLE ELECTRICAL PARTS

GUARANTEED FOR A PERIOD OF SIX MONTHS.

MAGDYNO PARTS.

MSI MAGDYNO ON 1931-36 MODELS.

Identification:—Generator detachable from Magneto Portion.

**Magneto Portion.**

Ord. No.	Part.	Retail Price.
M3707/1 .. .. .	Cam Ring .. .. .	8/6
DX60 .. .. .	Condenser .. .. .	15/-
ST78 .. .. .	Contacts Tungsten with Arm .. .. .	6/-
470534 .. .. .	Contact Breaker complete .. .. .	30/-
M481/4 .. .. .	"    "    Cover .. .. .	1/-
SY852 .. .. .	"    "    End Plate Anticlock .. .. .	15/-
SY851 .. .. .	"    "    "    Clockwise .. .. .	15/-
MS1 .. .. .	"    "    Securing Screw .. .. .	9d.
ST111 .. .. .	"    "    Springs .. .. .	9d.
M1745/4 .. .. .	Drive End Plate with Medallion .. .. .	3/6
M1893/3A .. .. .	Driving Gear 58T., Fibre .. .. .	14/-
M658/1 .. .. .	"    "    Lock Nut .. .. .	6d.
M658/4 .. .. .	"    "    "    Washer .. .. .	3d.
470537 .. .. .	Earth Brush .. .. .	1/-
AY625 .. .. .	Magneto Armature .. .. .	85/-
M1509/2A .. .. .	"    "    Spindle .. .. .	13/6
M450/1A .. .. .	"    "    "    Key .. .. .	3d.
171284 .. .. .	"    "    "    Nut and Washer .. .. .	6d.
M3869/1 .. .. .	"    "    "    Securing Screw .. .. .	9d.
M3569/2 .. .. .	"    "    Spanner .. .. .	1/-
NG15/2 .. .. .	Medallion for Driving End Plate .. .. .	9d.
OY760 .. .. .	Pickup Magneto H.T. (C.C.H.) .. .. .	4/6
M5 .. .. .	"    "    Brush .. .. .	1/-
M255/2J .. .. .	Slip Ring .. .. .	7/6
PY806 .. .. .	Spring Pillar for Pickup .. .. .	1/6
RY822 .. .. .	"    "    "    C.B. Cover .. .. .	1/6
M704/1 .. .. .	Magneto .. .. . pair	12/6

**E3M GENERATOR PARTS AS FITTED TO MSI MAGDYNO.**

D6 .. .. .	Brush Set, Thin Control .. .. .	3/6
D11 .. .. .	"    "    Thick Control .. .. .	3/6
M274/1 .. .. .	"    "    Box Anticlock (thick control) .. .. .	2/-
M274/2 .. .. .	"    "    Clockwise .. .. .	2/-
HY28 .. .. .	Commutator End Cover .. .. .	2/6
QY780 .. .. .	"    "    "    Nut and Washer .. .. .	1/6
AZ86 .. .. .	Cutout .. .. .	7/6
M481/2 .. .. .	"    "    Insulating Pad .. .. .	9d.
BY1028 .. .. .	"    "    End Bracket complete .. .. .	35/-
M1766/4 .. .. .	Driven Gear 22T., Steel .. .. .	4/6
M353/1 .. .. .	"    "    Lock Nut .. .. .	6d.

**E3B GENERATOR AS FITTED TO COIL IGNITION SETS.**

M1742/3 .. .. .	Brush Box Clockwise .. .. .	2/-
M1742/4 .. .. .	"    "    Anticlock .. .. .	2/-
D6 .. .. .	"    "    Set (thin control) .. .. .	3/6
XY17 .. .. .	Contact Breaker Cover and Condenser Assembly .. .. .	9/6
OQ6 .. .. .	Ignition Coil .. .. .	35/-

**FD MAGLITA PARTS.**

AY5100 .. .. .	Armature complete with C.E. Bearing and Cam, Clockwise .. .. .	£4/5/-
AY5101 .. .. .	Armature c/w C.E. Bearing and Cam, Anticlockwise .. .. .	£4/5/-
ML12 .. .. .	Brushes .. .. .	5/6
Con 5000 .. .. .	Condenser complete with clip .. .. .	5/-
M2517/3 .. .. .	Contact Breaker Rocker arm .. .. .	7/6

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**GENUINE "LUCAS" MOTOR CYCLE  
ELECTRICAL PARTS**

**GUARANTEED FOR A PERIOD OF SIX MONTHS.**

**FD MAGLITA PARTS (continued).**

ML ST100 .. .. .	Contact Breaker Body c/w Con. Spring, Tungsten Contact Screw and spring with Tungsten Contact .. .. .	15/- 3/6
MLST11 .. .. .	Contact Spring and Screw with Contact .. .. .	15/-
CY5000 .. .. .	Drive End Bearing Housing complete with bearing .. .. .	10/6
M2534/3 .. .. .	Top Cover .. .. .	10/6
M2504/4C .. .. .	Cam .. .. .	7/6
OY805 .. .. .	High Tension Terminal complete with fixing Screw .. .. .	7/6
M3346/1 .. .. .	Front Cover .. .. .	1/9
M2648/3 .. .. .	Spring Carrier Block .. .. .	1/9
M2649/3 .. .. .	Contact Breaker Base .. .. .	2/3
M3517/1 .. .. .	Tappet .. .. .	2/6
M2399/3 .. .. .	Brush Holder complete with trigger and guide .. .. .	

**ACCESSORIES.**

FT27MC .. .. .	Foglamp, chromium plated, complete with fixing bracket	£2/5/-
HF934MC .. .. .	Horn, Chromium plated and Black .. .. .	£1/10/-
D20 .. .. .	Dash Lamp. Ebony Black with combined switch .. .. .	10/6
D5 .. .. .	Dash Lamp. Ebony Black with Chromium plated parts .. .. .	12/6
D10 .. .. .	Dash Lamp. Chromium plated .. .. .	£1/2/-
BC3 .. .. .	Bulb Case. Die cast base fastened by two screws to woodwork on the side car .. .. .	4/6
No. 40 .. .. .	Oil Can. Solid Drawn Polished Bronze .. .. .	13/-

**ALL PRICES ARE SUBJECT TO ALTERATION WITHOUT NOTICE.**

**GENUINE  
MILLER MOTOR CYCLE  
ELECTRICAL PARTS  
IN STOCK**

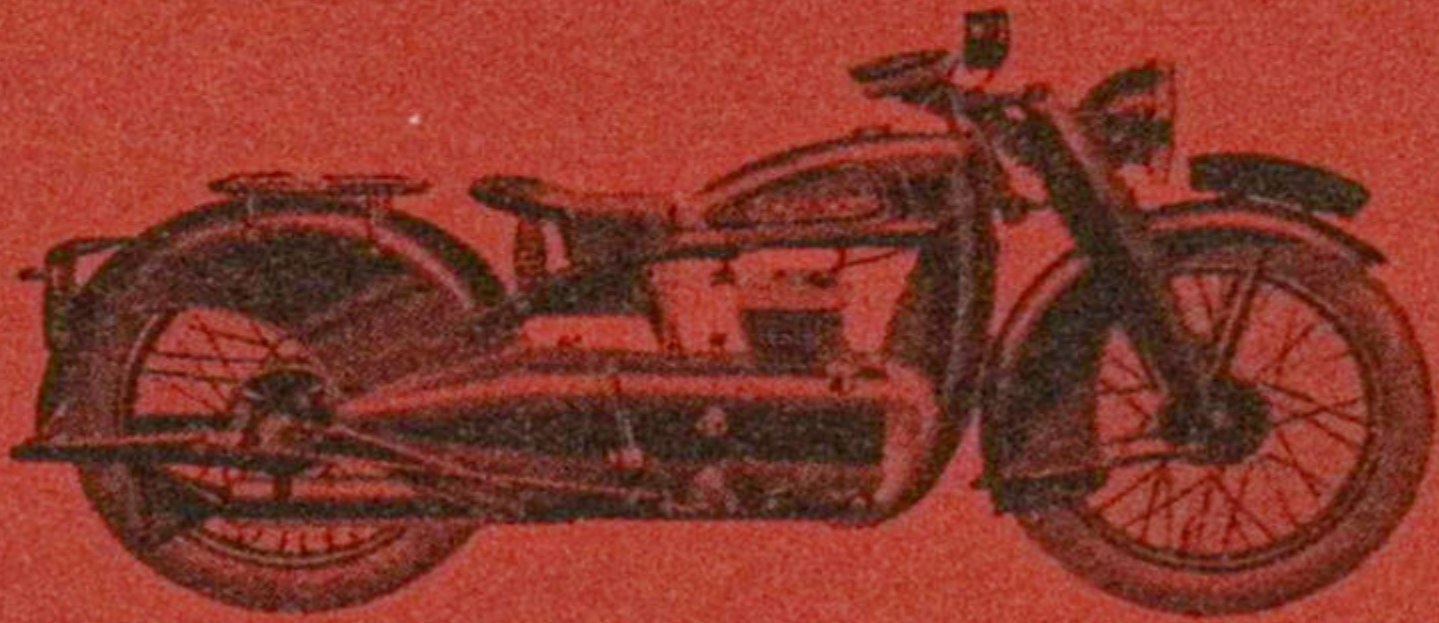
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**When Ordering Goods ————— Be sure to Quote Index Number.**



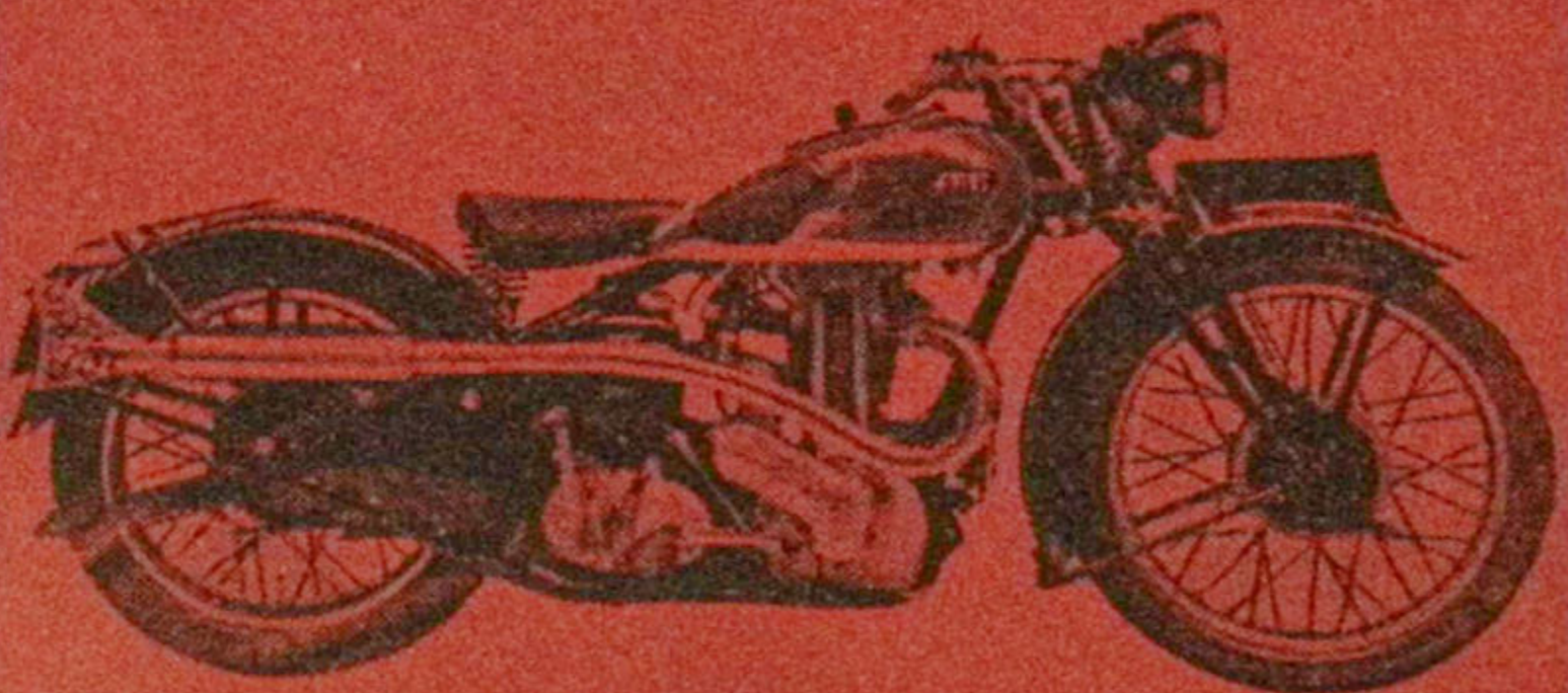
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# FRANCIS-BARNETT MOTOR CYCLES



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# ARIEL MOTOR CYCLES



# TERRY'S

## AERO VALVE SPRINGS

Continuing our policy of last year, we have added more TERRY lines to our list.

This famous British house has specialised in the production of quality springs and tools for over 80 years.

The "AERO" wire used for Valve Springs is the result of many years of careful research. It is drawn to specification and subjected to rigorous tests at every stage of its manufacture. Even when the wire has been passed for use, each reel is subjected to tensile, torsional and other mechanical tests before being made into springs.

The heat treatment is of extreme importance. Nothing is left to chance. Electric furnaces, automatically controlled, are used to maintain a steady temperature and ensure absolute uniformity.

We recommend you to look to your Valve Springs more often, for, although they may never break, they may have lost that little extra vitality which robs your engine of so much power. Our range of TERRY goods includes Kick Starter Springs, Spanners, Valve Lifters, Valve Spring Compressors, Saddle Springs, Valve Grinding Tools, Gudgeon Pin Extractor, Spring Washers, Feeler Gauges, etc.

