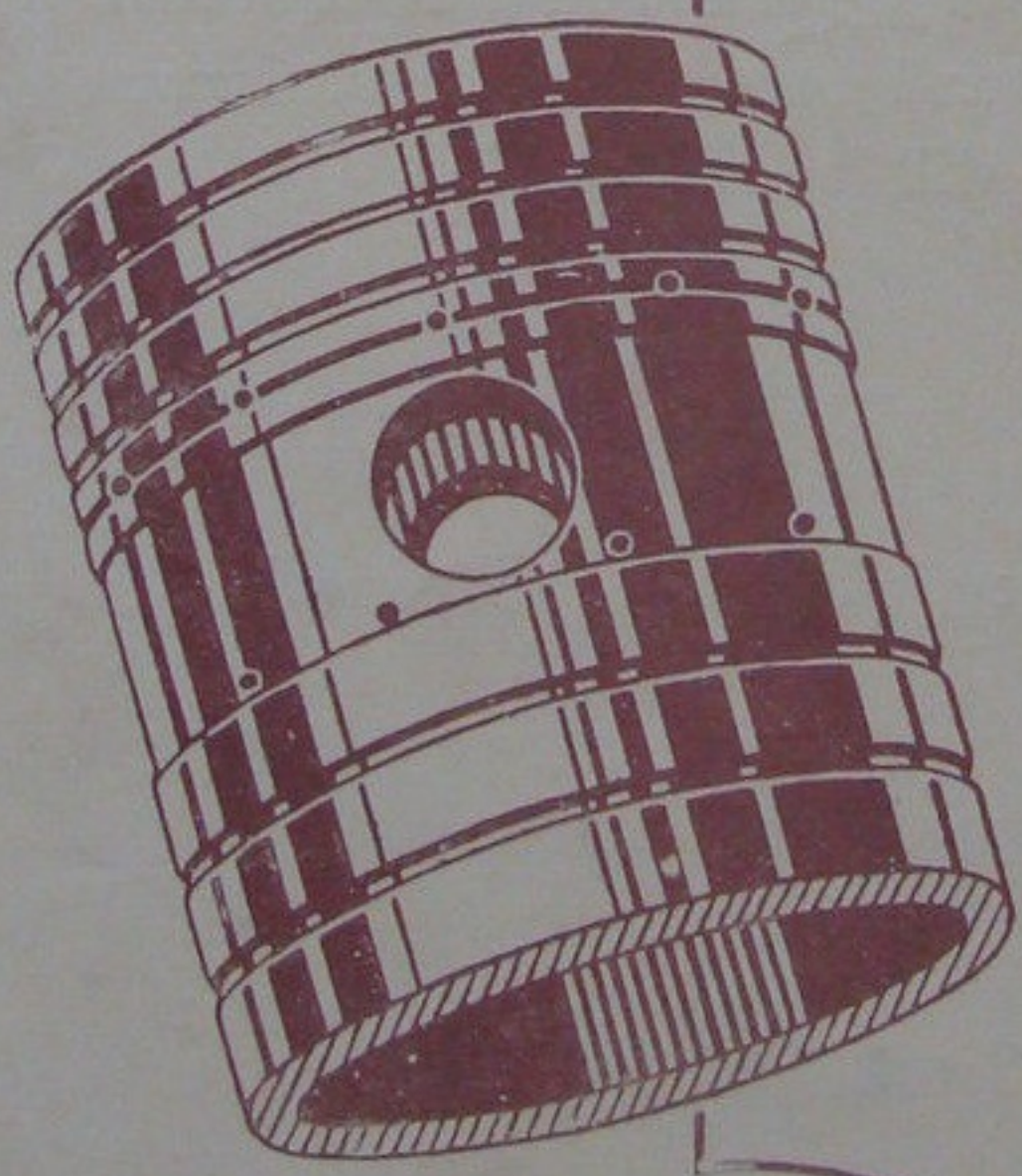
Specialloid

PISTONS

FOR

MOTOR CYCLES



1927 PRICE LIST

All previous lists cancelled.

Specialloid Pistons for Motor Cycles.

SPECIALLOID Pistons for Motor Cycles are of a special registered design, and are cast from a special aluminium alloy. This alloy has been evolved by lengthy research, and, in addition to being strong, light and durable, is not subjected to the gradual growth typical of all aluminium alloys.

Specialloid Pistons are manufactured in an up-to-date factory equipped with the latest design of machinery and supervised by a first-class staff of engineers.

The straightforward design of the Specialloid Piston gives complete freedom from pinking. Knocking and piston slap is completely overcome. Not only do we claim this, we guarantee it. Acceleration will be vastly improved, power and speed will be considerably increased, lower consumption of petrol and oil will be effected, and only slight carbonisation will be noticeable.

In brief our claims are:—

GREATER—Speed, Power, Silence, Strength, Acceleration.

LESS—Petrol and Oil Consumption, Carbonisation, Expansion.

NO—Pinking, Knocking, Piston Slap.

A.J.S.	...	...	2¾ h.-p.	...	...	1	70	A-27	£1 16 9
A.J.S. O.H.V.	...	...	2¾ h.-p.	...	...	1	74	A-34	£1 19 3
A.J.S. S.V.	...	...	2¾ h.-p.	...	...	1	74	A-36	£1 19 3
A.J.S.	...	...	498 c.c. Std. Comp.			1	84	A-61	£2 4 9
A.J.S.	...	...	498 c.c. High Comp.			1	84	A-65	£2 4 9
A.J.S.	...	...	2¾ h.-p. O.H.V. 1926'			1	74	A-70	£1 16 9
Alldays	...	...	J.A.P.	...	...	1	69.85	J-2	£1 16 9
Ariel	...	...	Bl.	...	...	1	60	B-2	£1 11 6
Ariel	...	...	Ariel	...	...	1	86.4	A-38	£2 7 3
Ariel	...	...	Ariel	...	...	V-2	73	A-37	£3 18 6
Bat	...	...	J.A.P.	...	...	1	85	J-6	£2 4 9
Beardmore Precision			Precision		...	1	89	B-47	£2 7 3
Beardmore Precision			Precision		...	1	81.1	B-46	£2 4 9
Beardmore Precision			Precision		...	1	70	B-45	£1 16 9
Blackburne	...	...	Bl.	...	...	1	60	B-2	£1 11 6
Blackburne	...	...	Bl.	...	...	1	71	B-6 & B-8	£1 19 3
Blackburne	...	...	Bl.	...	...	1	85	B-7	£2 4 9
Blackburne	...	...	Bl.	...	...	1	71	B-15	£1 19 3
Blackburne	...	...	Bl.	...	...	1	71	B-21	£1 19 3
Blackburne	...	...	Bl.	...	...	1	85	B-85	£2 4 9
Bradbury	...	...	Bradbury	...	...	1	74.5	B-48	£1 19 3
Bradbury	...	...	Bradbury	...	...	1	88	B-49	£2 7 3
Bradbury	...	...	Bradbury	...	...	V-2	74.5	B-48	£3 18 6
Brough Superior		...	J.A.P.	...	...	V-2	85	J-6	£4 9 6
B.S.A.	...	...	2¼ h.-p.	...	...	1	63	B-101	£1 14 0
B.S.A.	...	...	2¾ S.V.	...	...	1	72	B-91	£1 19 3
B.S.A.	...	...	Light 6	...	...	V-2	76	B-51	£4 4 0
B.S.A.	...	...	8 h.-p.	...	...	V-2	80	B-86	£4 4 0
B.S.A.	...	...	4¼ h.-p.	...	...	1	85	B-53	£2 4 9
B.S.A.	...	...	3½ Sports	...	...	1	80	B-81	£2 2 0
B.S.A.	...	...	3½ h.-p. 1915		...	1	85	B-84	£2 4 9
B.S.A.	...	...	2¾ O.H.V. Std.		...	1	72	B-50	£1 19 3
B.S.A. Special Sports			2¾ Comp. rat 6.8			1	72	B-92	£1 19 3
B.S.A.	...	...	1927 O.H.V. 3½ h.-p.			1	80	B-111	£2 2 0
Bradshaw Standard			Bradshaw		...	1	68	B-54	£1 16 9
Bradshaw	...	...	Bradshaw H. Comp.			1	68	B-82	£1 16 9
Barr & Stroud		...	B. & S.	...	...	1	70	B-55	£1 16 9

Make of Machine.	Engine.	No. of Cyls.	Bore m/m.	Ref. No.	Price per Set.
Calthorpe O.H.V. ...	Calthorpe... ...	1	74	C-44	£1 19 3
Campion	J.A.P.	V-2	85	J-6	£4 9 6
Chater-Lea ...	Chater-Lea ...	V-2	85	J-6	£4 9 6
Cotton	Bl.	1	60	B-2	£1 11 6
Coulson	J.A.P.	1	69.85	J-2	£1 16 9
Coulson	Bl.	1	71	B-15	£1 19 3
Coventry Eagle ...	Bl.	1	71	B-6	£1 19 3
Coventry Eagle ...	J.A.P.	V-2	85	J-6	£4 9 6
Coventry Mascot ...	B. & S.	1	70	B-55	£1 16 9
Diamond	B. & S.	1	70	B-55	£1 16 9
Dot	J.A.P.	1	69.85	J-2	£1 16 9
Dot	J.A.P.	V-2	85	J-6	£4 9 6
Douglas	$2\frac{3}{4}$ h.-p. Std. ...	F-2	60.88	D-29	£3 2 6
Douglas	$3\frac{1}{2}$ h.-p. O.H.V. ...	F-2	68	D-6	£3 13 6
Douglas	4 h.-p.	F-2	74.5	D-1	£3 18 6
Douglas	$3\frac{1}{2}$ h.-p.	F-2	68	D-20	£3 13 6
Douglas	E.W. $2\frac{3}{4}$ h.-p. ...	F-2	60.88	D-62	£3 2 6
Edmund	Bl.	1	71	B-6	£1 19 3
Edmund	B. & S.	1	70	B-55	£1 16 9
Excelsior	Bl.	1	71	B-6	£1 19 3
Francis Barnett ...	J.A.P.	1	69.85	J-2	£1 16 9
Harley Davidson ...	Harley	V-2	84	H-5	£4 9 6
Harley Davidson ...	Harley	V-2	84	H-23	£4 9 6
Harley Davidson ...	Harley	V-2	87	H-22	£4 14 6
Harley Davidson ...	Harley	F-2	69	H-24	£3 13 6
Hawker	Bl.	1	71	B-6	£1 16 9
Hawker	Bl.	1	85	B-7	£2 4 9
Hazlewood	J.A.P.	V-2	69.85	J-2	£3 13 6
Hazlewood	J.A.P.	1	69.85	J-2	£1 16 9
H.B.	Bl.	1	71	B-6	£1 19 3
Henderson	Henderson ...	4	70	H-2	£7 7 0
Henderson	Henderson ...	4	2 11/16"	H-35	£7 7 0
Henley	Bradshaw ...	1	68	B-54	£1 16 9
Henley	Bl.	1	71	B-6	£1 19 3
Hobart	Bl.	1	60	B-2	£1 11 6
Hobart	J.A.P.	1	69.85	J-2	£1 16 9
Humber Sports ...	Humber	F-2	75	H-26	£3 18 6
Humber	$2\frac{3}{4}$ h.-p.	1	75	H-29	£1 19 3
Indian Scout ...	Indian	V-2	69.85	I-11	£3 13 6
Indian Chief ...	Indian	V-2	79.37	I-3	£4 4 0
Indian Super-Chief	Indian	V-2	82.55	I-8	£4 9 6
Indian Prince ...	Indian	1	69.85	I-11	£1 16 9
Invicta	J.A.P.	1	69.85	J-2	£1 16 9

Make of Machine.	Engine.	No. of Cyls.	Bore m/m.	Ref. No.	Price per Set.
J.A.P.	J.A.P.	1	69.85	J-2 & J-8	£1 16 9
J.A.P.	J.A.P.	1	64.5	J-3	£1 14 0
J.A.P.	J.A.P.	1	80	J-5	£2 2 0
J.A.P.	J.A.P.	V-2	85.5	J-6	£4 14 6
J.A.P.	J.A.P.	1	69.85	J-7	£1 16 9
J.A.P.	J.A.P.	1	76.2	J-13	£2 2 0
J.A.P.	J.A.P.	1	85.723	J-14	£2 7 3
J.A.P.	J.A.P.	1	74	J-12	£1 19 3
J.A.P.	1926 O.H.V. 2 Port	1	74	J-17	£1 19 3
James	James	V-2	65	J-11	£3 8 3
M.A.G.	M.A.G.	V-2	82	M-34	£4 9 6
Massey	Bl.	1	71	B-6	£1 19 3
Matador	Bradshaw ...	1	68	B-54	£1 16 9
Matchless	Matchless ...	V-2	82	M-4	£4 9 6
Matchless	J.A.P.	V-2	85	J-1	£4 9 6
Matchless	M.A.G.	V-2	82	M-34	£4 9 6
Morgan	J.A.P.	V-2	85	J-1	£4 9 6
Morgan	M.A.G.	V-2	82	M-34	£4 9 6
Ner-a-Car	2s.	1	$2\frac{3}{4}''$	N-9	£3 3 0
Ner-a-Car	2s.	1	$2\frac{1}{2}''$	N-8	£3 3 0
New Gerrard ...	B. & S.	1	70	B-55	£1 16 9
New Hudson ...	$2\frac{3}{4}$ S.V.	1	70	N-14	£1 16 9
New Hudson ...	$4\frac{1}{2}$ S.V.	1	87	N-15	£2 7 3
New Hudson ...	499 c.c. S.V. ...	1	79.5	N-16	£2 2 0
New Hudson ...	— ...	1	70	N-17	£1 16 9
New Imperial ...	J.A.P.	V-2	85.5	J-6	£4 14 6
Norton	Big 4	1	82	N-2	£2 4 9
Norton	16 H.	1	79	N-3	£2 2 0
Norton	O.H.V.	1	79	N-13	£2 2 0
Norton	588 c.c.	1	79	N-18	£2 2 0
N.U.T.	N.U.T.	V-2	64.6	N-7	£3 8 3
O.E.C.	Bl.	1	71	B-6	£1 19 3
O.E.C.	Bl.	1	85	B-7	£2 4 9
O.E.C.	Bl.	V-2	85	B-7	£4 9 6
O.K.	Bl.	1	71	B-6	£1 19 3
Omega	J.A.P.	1	69.85	J-2	£1 16 9
P. & M. Panther ...	O.H.V.	1	84	P-8	£2 4 9
P. & P.	J.A.P.	1	69.85	J-2	£1 16 9
Quadrant	1922 $4\frac{1}{4}$ h.-p. ...	1	87	Q-1	£2 7 3
Raleigh	350 c.c. S.V. ...	1	71	R-25	£1 19 3
Reading Standard ...	R.S.	2	$3\frac{3}{8}''$	R-6	£4 9 6
Rex-Acme ...	J.A.P.	1	85	J-1	£2 4 9
Rex Acme	B. & S.	1	70	B-55	£1 16 9
Rover	Rover	1	74	R-15	£1 19 3
Rover	J.A.P.	V-2	69.85	J-2	£3 13 6

Make of Machine.	*Engine.*	*No. of Cyls.*	*Bore m/m.*	*Ref. No.*	*Price per Set.*
Royal Enfield ...	2¾ S.V.	1	70	R-29	£1 16 9
Rudge	Rudge	V-2	85	R-20	£4 9 6
Rudge-Multi ...	Rudge	1	85	R-3	£2 4 9
Rudge 4-valve ...	2¾ h.-p. Std. ...	1	70	R-26	£1 16 9
Rudge 4-valve ...	2¾ h.-p. comp. rat. 6-1	1	70	R-27	£1 16 9
Rudge	4-valve	1	85	R-33	£2 4 9
Sarolea	Sarolea	1	80.5	S-55	£2 4 9
Scott Std.	Scott 532 c.c. ...	2	73.02	S-52	£5 5 0
Scott Std.	do. high comp.	2	73.02	S-18	£5 5 0
Scott Std.	Scott 596 c.c. ...	2	74.61	S-37	£6 6 0
Scott Super-sq. ...	Scott 498 c.c. ...	2	68.13	S-54	£5 5 0
Scott Sociable ...	Scott	2	2½″	S-44	£5 5 0
Sun-Blackburne ...	Bl.	1	71	B-6	£1 19 3
Sunbeam	Sunbeam long-stroke	1	77	S-12	£2 2 0
Sunbeam	Sunbeam 1921 ...	1	85	S-6	£2 4 9
Sunbeam	Sunbeam	1	85	S-40	£2 4 9
Sunbeam	Sunbeam	1	85	S-42	£2 4 9
Sunbeam O.H.V. (racing only)	Sunbeam	1	80	S-79	£3 3 0
Sunbeam O.H.V. (touring) ...	Sunbeam	1	80	S-67	£2 2 0
Sunbeam	— ...	1	70	S-79	£1 16 9
Sunbeam	2¾ S.V.	1	70	S-73	£1 16 9
Sunbeam	— ...	1	80	S-74	£2 2 0
T.B. 3-wheeler ...	J.A.P.	V-2	85	J-1	£4 9 6
Triumph	4 h.-p.	1	85	T-3	£2 4 9
Triumph	Ricardo	1	80.94	T-5	£2 4 9
Triumph	Model " P " Std.	1	84	T-41	£2 4 9
Triumph	Model " Q " ...	1	84	T-18	£2 4 9
Triumph	Model " P " Comp. 5½ to 1	1	84	T-48	£2 4 9
Trump	J.A.P.	1	69.85	J-2	£1 16 9
Trump	J.A.P.	V-2	76	J-10	£4 4 0
Verus	Bl.	1	71	B-6	£1 19 3
Verus	Bl.	1	60	B-2	£1 11 6
Vindec	J.A.P.	V-2	85	J-6	£4 9 6
Vindec	J.A.P.	V-2	85	J-6	£4 9 6
Weatherell ...	Bl.	1	71	B-6	£1 19 3
Wolf	Bl.	1	71	B-6	£1 19 3
Zenith	J.A.P.	V-2	85	J-6	£4 9 6

Oversize Pistons.

No extra charge is made for oversize Pistons or Rings, provided these are to our standards, which are as follows :—

For Metric Sizes, + .25, .5, .75 m/m. **For Inch Sizes, + .01, .02, .03 in.**

Cylinder Grinding.

We can always undertake cylinder grinding and fitting pistons to the re-ground cylinders. Our charges are as follows: Grinding: per cylinder, including fitting of Piston rings—

Up to 80 mm.	...	...	...	£1 1 0 per bore.
Up to 100 mm.	...	...	...	1 6 3 per bore.
Up to 120 mm.	...	...	...	1 11 6 per bore.

SPARE RINGS. Rings up to 76 mm. bore 1/6 each. Up to 100 mm. bore 1/9 each.

Racing Pistons.

We would particularly point out that our Standard Touring Pistons are not suitable for racing on the track, and they are supplied distinctly on the understanding that they are not used for such purposes. Our charge for Racing Pistons is 50% increase on Standard List Prices.

Increased Compression.

The compression on the above Pistons is calculated to be correct for ordinary Touring purposes, but should higher compression be required we can supply up to 4 mm. increase at an extra charge of 25%.

Balancing.

Our experience of the effect on balance of all production made engines is that when changing over the existing Piston for "Specialloid," in most cases the balance is improved. We therefore strongly recommend our customers to test the running of their engines with the "Specialloid" before going to the expense of this somewhat costly procedure. We shall always be pleased to quote for balancing when necessary.

Special Pistons.

Pistons for popular makes of engines, and for any engines of which there are a reasonable number on the road, though not included in our list will be supplied at the *pro rata* rate depending on cylinder bore, *e.g.*, 60 mm., £1 11 6; 65 mm., £1 14 0; 70 mm., £1 16 9; per piston complete with pin and rings.

Delivery Charges.

When ordering, should Piston be required to be
or carrier, remittance must include the cost of car
For this we charge 1/6. Boxes credited if returned

Notes when Ordering.

Whenever possible, sample piston should acc

Owing to inaccuracies in cylinder bores of
Engines, exact micrometer bore must be stated
ders forwarded to us for examination.

Air-cooled engines having done upwards of
with another type of piston, should have cyl
fitting new Pistons.

Conditions of Sal

We accept no responsibility for pistons
altered after leaving our works.

All quotations are subject to strikes,
force majeure and other contingencies beyo

We guarantee all goods and work exec
replacing the faulty part, caused either by
We therefore do not hold ourselves
damages.

All orders are accepted without guara
but in all cases we will do our best to
We do not hold ourselves responsible for
transit.

All orders are accepted by us on t
the fact that the order is placed with

Special N

When sample Pistons or complet
see that your name and address ar
inside the parcel.