

*Famous for
Quality Springs Since...*

1855

HERBERT

TERRY

AND SONS LIMITED

REDDITCH

LONDON

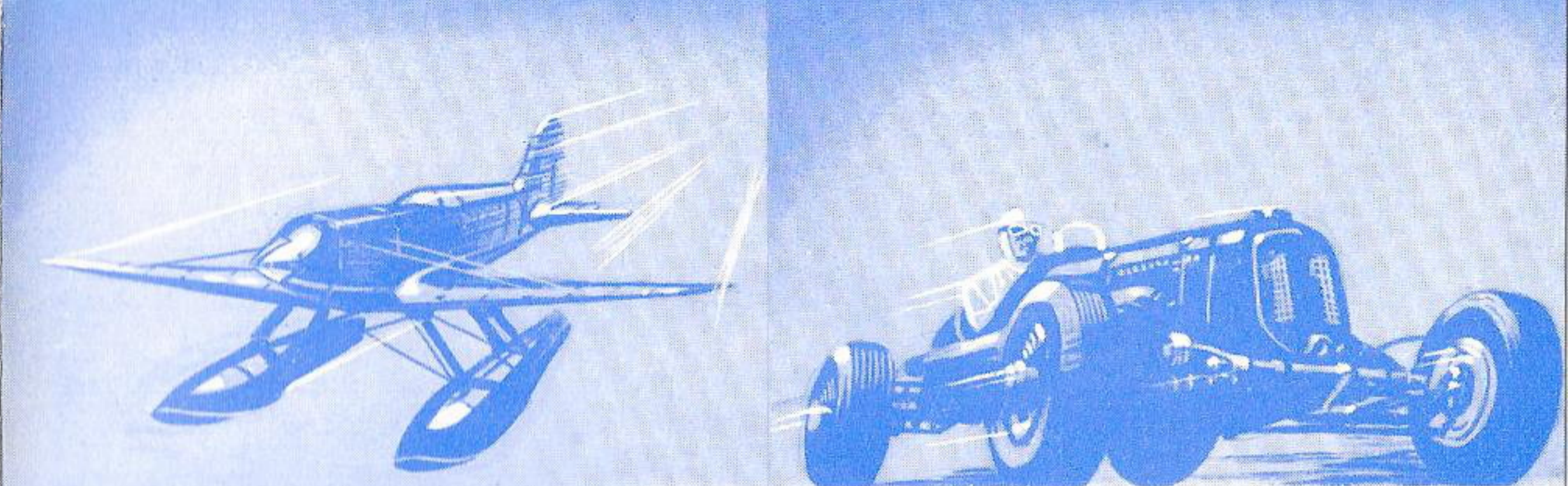
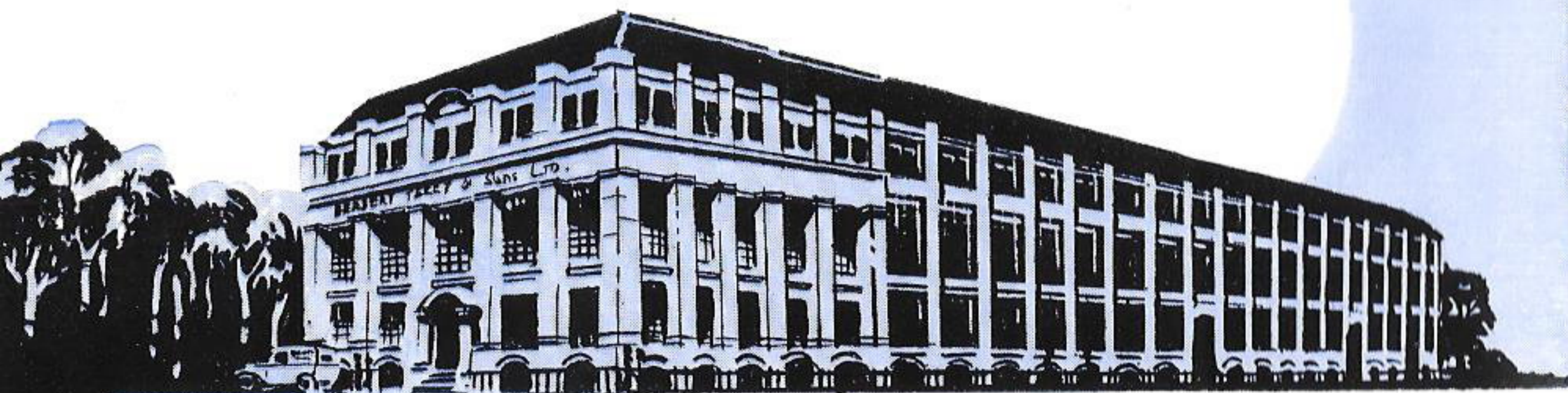
27 Holborn Viaduct, E.C. 2.

BIRMINGHAM:

210 Corporation St.

MANCHESTER:

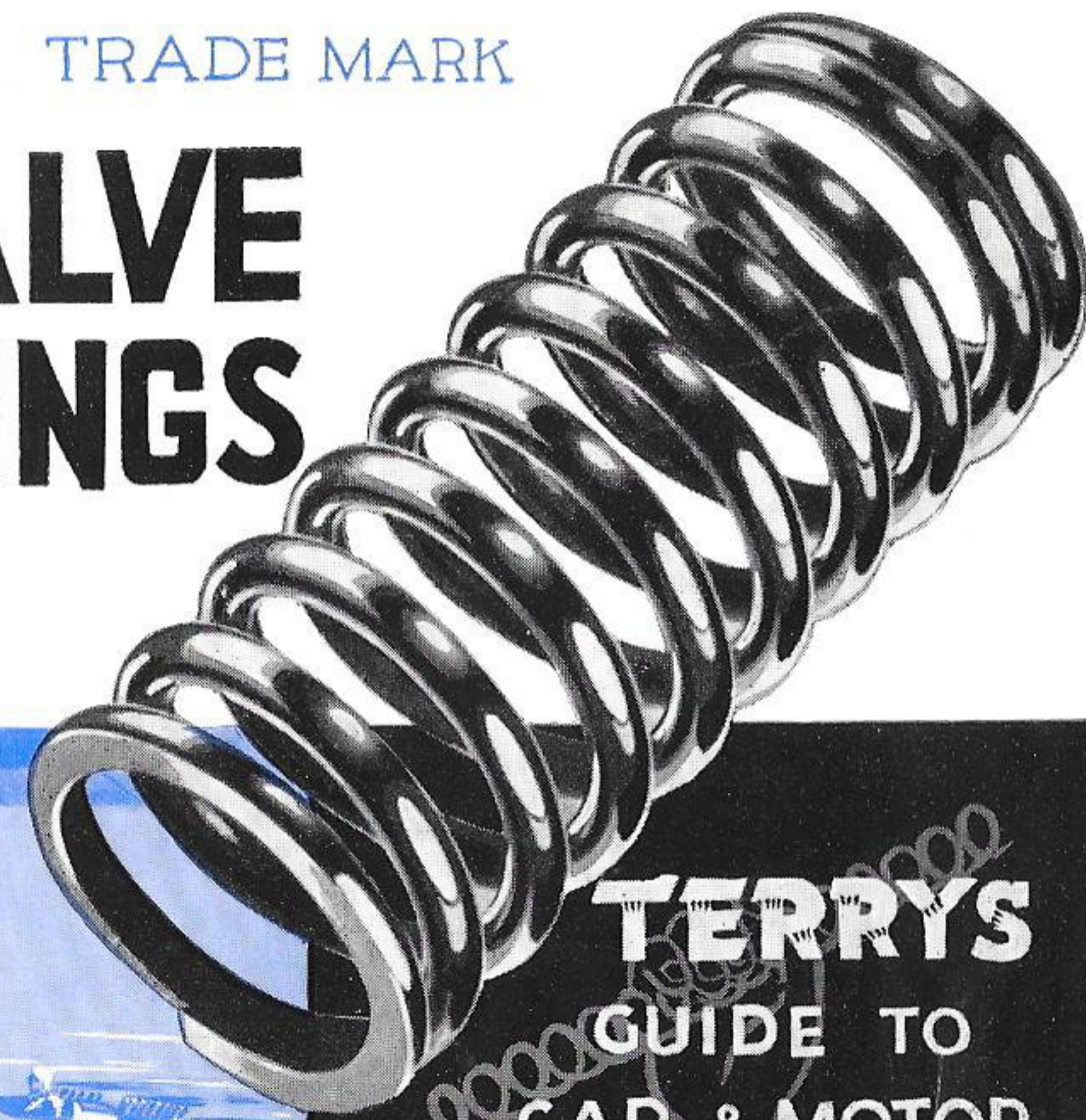
279 Deansgate.



AERO

TRADE MARK

**VALVE
SPRINGS**



TERRYS
GUIDE TO
CAR & MOTOR
CYCLE VALVE
SPRINGS



Engine Rejuvenation

EVERY 10,000 MILES!

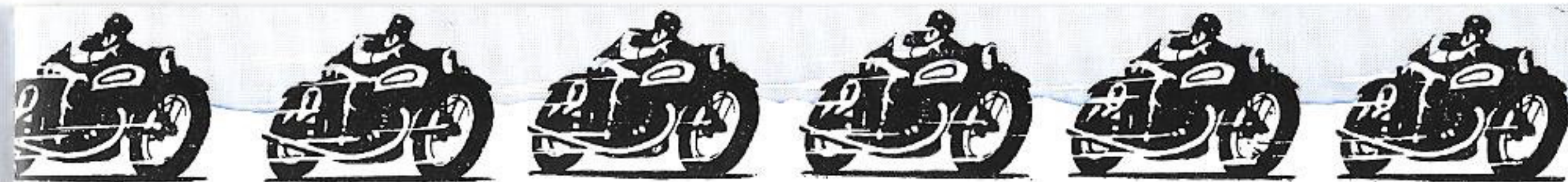
ALL the leading experts agree on the advisability of changing Valve Springs after every 5,000 miles for motor cycles, and 10,000 for cars. Renewal is then an important **economy**, because the small cost of the Springs (as will be seen in this price list) is so very much less than the cost of petrol otherwise wasted—not to mention loss of power, and damage to valve seatings from carbon deposits.

These experts are also agreed about the superiority of Terry's "AERO" Valve Springs, for Terry's "AERO" retain their 100% efficiency longer, give snappier acceleration and proclaim their investment value with every engine revolution.



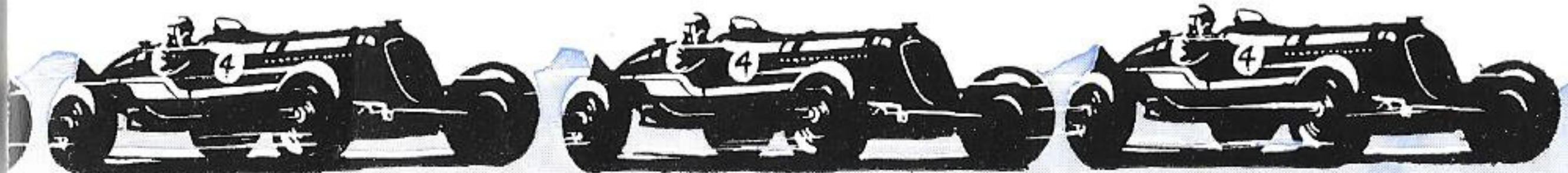
TERRYS "AERO"
QUALITY VALVE SPRINGS

This brochure, issued in August 1938, cancels all previous price lists.



Motor Cycle Valve Springs

List No.	C.C.	A.J.S.	Per Set.	List No.	C.C.	B.S.A.	Per Set.
VS. 1.	248 O.H.V.	.. 2 pairs	2/3	VS. 33.	499 O.H.V. 1935-6	2 pairs	2/6
VS. 2.	346 O.H.C.	.. 2 pairs	2/3	VS. 34.	496 O.H.V. 1935-6	2 pairs	2/6
VS. 3.	349 S.V.	.. 2 singles	1/6	VS. 35.	349 1933-4-5-6	Blue Star O.H.V.	2 pairs 2/6
VS. 4.	349 O.H.V.	.. 2 pairs	2/3	VS. 36.	499 1933-4-5-6	Blue Star O.H.V.	2 pairs 2/6
VS. 5.	498 S.V.	.. 2 singles	1/6	VS. 37.	350 Empire Star	O.H.V.	} 2 pairs 2/3
VS. 6.	498 O.H.V.	.. 2 pairs	2/3		250 O.H.V. Em-	pire Star 1937,	
VS. 7.	498 O.H.C.	.. 2 pairs	3/-		Model Nos.	B22, B21 and	
VS. 8.	770 S.V.	.. 4 singles	3/-		B26 ..		
VS. 9.	990 S.V.	.. 4 singles	3/-		350 O.H.V. Em-	pire Star, 1937	
VS. 276.	250/350, Model	.. 2 pairs	2/3		Model No. B24		
	37/22				500 Empire Star	O.H.V.	2 pairs 2/6
		ARIEL			VS. 265.	500 O.H.V. Em-	2 pairs 3/-
VS. 10.	249 O.H.V.	.. 2 pairs	2/6		500 O.H.V. De	Luxe 1937	
VS. 11.	249 O.H.V. Red	Hunter ..	2 pairs 2/6	VS. 39.	493 S.V.	350 S.V. ...	} 2 singles 1/3
VS. 12.	348 O.H.V.	.. 2 pairs	2/6	VS. 40.	493 O.H.V.	.. 2 pairs	2/3
VS. 13.	348 O.H.V. Red	Hunter ..	2 pairs 2/6	VS. 41.	499 S.V.	.. 2 singles	1/3
VS. 14.	497 O.H.V.	.. 2 pairs	2/9	VS. 42.	499 O.H.V. Blue	Star	2 pairs 2/6
VS. 15.	497 O.H.V. Red	Hunter ..	2 pairs 2/6	VS. 43.	499 O.H.V. Special	2 pairs	2/9
VS. 16.	497 O.H.V. 4 Valve	Sloper ..	4 pairs 5/6	VS. 44.	557 S.V.	.. 2 singles	1/3
VS. 17.	557 S.V.	.. 2 singles	1/9	VS. 45.	595 O.H.V.	.. 2 pairs	2/6
VS. 18.	597 Square Four,	1931-4 ..	8 springs 4/-	VS. 46.	770 Twin	.. 4 singles	2/6
VS. 19.	348 1932 Red	Hunter ..	2 pairs 2/6	VS. 47.	595 S.V.	.. 2 singles	1/3
VS. 20.	500 1935-6 Red	Hunter ..	2 pairs 3/-	VS. 48.	986 Twin	.. 4 singles	2/6
VS. 264.	1000 Square Four	1937-8 ..	8 pairs 6/-	VS. 268.	350 S.V. Model B23	2 singles	1/6
		B.S.A.				GALTHORPE	
VS. 21.	249 S.V.	.. 2 singles	1/-	VS. 49.	498 O.H.V.	.. 2 pairs	2/9
VS. 22.	249 O.H.V.	.. 2 pairs	1/6	VS. 50.	348 O.H.V.	.. 2 pairs	2/9
VS. 23.	249 O.H.V. Blue	Star	2 pairs 2/3			DOUGLAS	
VS. 24.	249 1934-5-6	O.H.V. de Luxe	2 pairs 2/3	VS. 51.	348 S.V.	.. 4 singles	2/-
VS. 25.	349 1934-5-6	O.H.V. de Luxe	2 pairs 2/3	VS. 52.	348 O.H.V.	.. 4 pairs	3/-
VS. 26.	498 V. Twin,	1934-5-6 ..	4 pairs 4/6	VS. 53.	488 S.V.	.. 4 singles	3/-
VS. 27.	748 O.H.V. Twin,	1936	4 pairs 4/6	VS. 54.	600 S.V.	.. 4 singles	3/-
VS. 28.	348 O.H.V.	.. 2 pairs	1/6	VS. 55.	750 S.V.	.. 4 singles	3/-
VS. 29.	348 O.H.V. Blue	Star	2 pairs 2/3			ENFIELD	
VS. 30.	348 O.H.V. Special	2 pairs	2/6	VS. 56.	148 O.H.V.	.. 2 pairs	1/6
VS. 31.	349 O.H.V. 1931-4	2 pairs	2/6	VS. 57.	248 S.V.	.. 2 singles	1/-
VS. 32.	499 O.H.V. 1931-4	2 pairs	2/6	VS. 58.	248 O.H.V.	.. 2 pairs	2/3
				VS. 60.	346 S.V.	.. 2 singles	1/3
				VS. 61.	346 O.H.V.	.. 2 pairs	2/9
				VS. 62.	488 O.H.V. 4 Valve	4 pairs	4/-





List No.	C.C.	ENFIELD	Per Set.
VS. 63.	498 o.H.v.	.. 2 pairs	2/9
VS. 64.	570 s.v.	.. 2 singles	1/6
VS. 65.	976 s.v.	} 4 singles	2/-
	1140 s.v.		
EXCELSIOR			
VS. 66.	150/250 1933-36	2 pairs	2/6
VS. 67.	350 o.H.v. Manxman	.. 2 pairs	2/6
JAMES			
VS. 68.	350 o.H.v.	.. 2 pairs	1/6
VS. 69.	250 o.H.v.	.. 2 pairs	1/6
VS. 70.	250 s.v.	.. 2 singles	1/3
J.A.P.			
VS. 71.	250/350 o.H.v.	} 2 pairs	2/6
	1930-36		
VS. 72.	500/600 o.H.v.	} 2 pairs	2/9
	1930-34		
VS. 73.	500/600 o.H.v.	} 2 pairs	2/9
	1935-36 (barrel)		
VS. 74.	1100 1931-36	.. Triple	7/6
VS. 75.	350 s.v.	.. 2 singles	1/3
VS. 76.	500 s.v.	.. 2 singles	1/6
VS. 77.	Dirt Track Spgs.	2 pairs	2/6
LEVIS			
VS. 78.	247 o.H.v.	.. 2 pairs	2/10
VS. 79.	346 o.H.v.	.. 2 pairs	2/10
VS. 80.	498 o.H.v.	.. 2 pairs	3/3
MATCHLESS			
VS. 81.	246 s.v.	.. 2 singles	1/-
VS. 82.	246 o.H.v.	.. 2 pairs	2/3
VS. 83.	347 o.H.v.	.. 2 pairs	2/3
VS. 84.	500 s.v.	.. 2 singles	1/3
VS. 85.	498 o.H.v.	.. 2 pairs	2/6
VS. 86.	586 s.v.	.. 2 singles	1/3
VS. 87.	593 o.H.c.	.. 2 pairs	2/6
VS. 88.	990 s.v.	.. 4 singles	2/6
VS. 277.	990 o.H.v. 1936-7-8	4 pairs	4/6
NEW HUDSON			
VS. 89.	350 s.v.	.. 2 pairs	2/6
VS. 90.	350 o.H.v.	.. 2 pairs	2/6
VS. 91.	493 s.v.	.. 2 singles	1/6
VS. 92.	493 o.H.v.	.. 2 pairs	2/6
NEW IMPERIAL			
VS. 93.	150 Unit Minor	2 pairs	2/-
VS. 94.	247 o.H.v. Unit Super	.. 2 pairs	2/-
VS. 95.	250/350 1936 Clubman	.. 2 pairs	4/-
VS. 96.	346 o.H.v. Unit Plus	.. 2 pairs	2/-
VS. 97.	346 o.H.v. Unit Major	.. 2 pairs	2/6

List No.	C.C.	NEW IMPERIAL	Per Set.
VS. 98.	499 o.H.v. Blue Prince	.. 2 pairs	2/9
VS. 99.	499 s.v.	.. 2 singles	1/6
VS. 100.	346 o.H.v. G.Prix Triple	4/-	
VS. 101.	246 o.H.v. G.Prix Triple	4/-	
VS. 102.	346 o.H.v. Blue Prince	.. 2 pairs	2/6
VS. 103.	499 o.H.v. Unit Major	.. 2 pairs	2/9
VS. 275.	250/350/500, Models 36, 46, 100, 110, 1937-8	.. 2 pairs	2/6
NORTON			
VS. 104.	348 o.H.v. 33-36	2 pairs	3/-
VS. 105.	348 o.H.c. 33-36	2 pairs	3/-
VS. 106.	490 s.v.	.. 2 singles	1/3
VS. 107.	490 o.H.v.	.. 2 pairs	3/-
VS. 108.	490 o.H.c.	.. 2 pairs	3/-
VS. 109.	500 Arched Rocker Type 1932	.. 2 pairs	2/9
VS. 110.	596 o.H.v.	.. 2 pairs	3/-
VS. 111.	596 o.H.c. 1933-36	.. 2 pairs	3/-
VS. 112.	633 s.v.	.. 2 singles	1/3
VS. 113.	500 o.H.v. 1927	2 pairs	2/3
VS. 114.	500 o.H.v. 1928, Model 18	.. 2 pairs	2/6
O.K. SUPREME			
VS. 115.	346 o.H.v. Cœur de Lion	.. 2 pairs	1/6
VS. 116.	246 o.H.v. Flying Cloud	.. 2 pairs	1/6
VS. 117.	500 o.H.v. Phantom	.. 2 pairs	2/9
VS. 118.	500 o.H.v. Britannia	.. 2 pairs	2/9
P. & M.			
RED PANTHER			
VS. 119.	248 Model 20, 1933/38	} 2 pairs	3/-
	348 Model 30, 1933/38		
	348 Model 85, 1938		
PANTHER			
VS. 120.	348 Models No. 70, 80, and 85, 1934/7	} 2 pairs	3/-
	490 Model 90, 1934/7		
	490 Model 90, 1938		
	498 Model 95, 1938		
	598 Model 100, 1934/37		
	598 Model 100, 1938		

List No.	C.C.	PANTHER	Per Set.
VS. 121.	498 Model 50, 1931/5	} 2 pairs	4/-
	598 Model 60, 1931/5		
VS. 122.	490 Model 90, 1931/3	} 2 pairs	4/-
	598 Model 100, 1931/3		
RALEIGH			
VS. 123.	348 o.H.v.	.. 2 pairs	3/-
VS. 124.	496 s.v.	.. 2 singles	1/3
VS. 126.	498 o.H.v.	.. 2 pairs	3/-
RUDGE			
VS. 128.	250 o.H.v.	.. 4 pairs	3/-
VS. 129.	350 o.H.v.	.. 4 pairs	3/-
VS. 267.	499 o.H.v. 60 lbs.	.. 4 pairs	3/6
VS. 130.	499 o.H.v. 80 lbs.	.. 4 pairs	3/6
VS. 266.	250 o.H.v. Rapid	2 pairs	1/9
VS. 131.	499 o.H.v. 100 lbs.	.. 4 pairs	3/6
SUNBEAM			
VS. 132.	250 o.H.v.	.. 2 pairs	2/6
VS. 133.	350 o.H.v.	.. 2 pairs	2/6
VS. 134.	493 o.H.v.	.. 2 pairs	3/-
VS. 135.	500 s.v. Lion	.. 2 singles	1/6
VS. 136.	600 s.v. Lion	.. 2 singles	1/6
TRIUMPH			
VS. 137.	250 o.H.v. 1930-32 Models WO and WA	.. 2 pairs	1/6
VS. 138.	277 s.v. 1927-29 Models W and WS	.. 2 singles	1/3
VS. 139.	350 s.v. 1934-5 and 6	.. 2 singles	1/3
VS. 140.	343 o.H.v.	.. 2 pairs	2/3
VS. 141.	500 o.H.v. Mark 5	.. 2 pairs	2/3
VS. 142.	549 s.v.	.. 2 singles	1/3
VS. 143.	549 s.v. 1928-30 NSD	} 2 singles	1/3
	549 s.v. 1930-32 Model ND de Luxe		
	494 s.v. 1925-8		
	549 s.v. 1929-32 Model CSD Model "P"		
VS. 144.	Ricardo	.. 4 pairs	3/-

List No.	C.C.	TRIUMPH	Per Set.
VS. 145.	350 o.H.v. Model 80 Tiger and 250 o.H.v. Tiger 70	} 2 pairs	3/6
	1937		
VS. 146.	150 o.H.v. 1932-34 Model XO	} 2 pairs	1/6
	250 o.H.v. Single Port Model L2/1 1934-5-6		
VS. 257.	250 o.H.v. Tiger 70 1936	.. 2 pairs	1/6
VS. 258.	350 o.H.v. 2 Port 1934-6 Model 3/2	} 2 pairs	4/-
	350 o.H.v. 2 Port Special 1934-5 Model 3/5		
	500 o.H.v. 2 Port 1934-6 Model 5/2		
	500 o.H.v. 2 Port de Luxe 1934-5 Model 5/4		
	500 o.H.v. 2 Port Special 1934-6 Model 5/5		
VS. 259.	500 o.H.v. Tiger 90	..	
VS. 259.	500 o.H.v. Silent Scout B	} 2 pairs	3/-
	500 o.H.v. Silent Scout BS Sports		
	250 o.H.v. 2 Port 1934-6 Model 2/1		
	250 o.H.v. 2 Port Special 1934-5 Model 2/5		
VS. 260.	600 o.H.v. Vertical Twin 1934-6	.. 4 pairs	6/-
VS. 261.	499 o.H.v. 1928-30 CO. TT. ST.	.. 2 pairs	3/6
VS. 262.	500 s.v. Silent Scout A	.. 2 singles	1/3
VS. 263.	500 o.H.v. 1930-32 Models NT and NN	2 pairs	2/-
VS. 148.	500 s.v. Standard 1934-6 Model 5/1. Outers	} 2 singles	2/-
	550 s.v. DeLuxe 1934-5 Model 5/3. Outers		
VS. 279.	500 Vertical Twin, Model 5 T. 1938	4 pairs	4/6
VS. 283.	600 s.v. 1938	.. 2 pairs	2/9
VELOGETTE			
VS. 147.	249 o.H.v.	} 2 pairs	2/9
	350 o.H.v.		
	500 o.H.v.		





Car Valve Springs

List No.	Make of Car.	No. of Springs per Set.	Price per Set.	List No.	Make of Car.	No. of Springs per Set.	Price per Set.
VS. 149.	Austin 7 h.p.	8	4/6	VS. 178.	Ford 14 h.p.	8	6/-
VS. 150.	Austin 7 Nippy Sports	8 pairs	7/6	VS. 256.	Ford 22 h.p. V. 8	16	15/-
VS. 151.	Austin 7 h.p. Duplex	8 pairs	6/-	VS. 179.	Ford 24 h.p.	8	6/-
VS. 278.	Austin Big 7, 1937-8	8	5/6	VS. 180.	Ford 30 V. 8	16	15/-
VS. 152.	Austin 10 h.p.	8	4/6	VS. 181.	Hillman 9 h.p. Minx	8	5/-
VS. 153.	Austin 12 h.p. 4 cyl.	8	5/-	VS. 280.	Hillman Minx Doubles	8 pairs	7/6
VS. 154.	Austin 12 h.p. 6 cyl.	12	7/6	VS. 182.	Hillman 9 h.p. Aero Minx	8	5/-
VS. 155.	Austin 16 h.p.	12	7/6	VS. 183.	Hillman 16 h.p.	12	8/6
VS. 156.	Austin 20 h.p.	12	9/-	VS. 184.	Hillman 20 h.p.	12	8/6
VS. 157.	Armstrong Siddeley 12 h.p.	12	8/6	VS. 185.	Humber 12 h.p.	8	5/9
VS. 158.	Armstrong Siddeley 15 h.p.	12 pairs	11/6	VS. 186.	Humber 16 h.p.	12	8/6
VS. 159.	Armstrong Siddeley 20 h.p.	12 pairs	15/6	VS. 187.	Humber 23 h.p. Snipe	12	9/-
VS. 160.	A.C. 16/56 h.p.	12 pairs	11/6	VS. 188.	Jowett 7 h.p. 1930	4	2/6
VS. 161.	A.C. 16/66 h.p. Sports	12 pairs	12/-	VS. 282.	Jowett 7 h.p. 1931/8	4	2/6
VS. 132.	Alvis Firefly	8	7/6	VS. 189.	Lagonda 16/80 Spc. 6	12 pairs	12/-
VS. 163.	Alvis Speed 20	12	11/3	VS. 190.	Lagonda 21 h.p. 3 litre	12 pairs	22/-
VS. 164.	Alvis 16.9 Crested Eagle	12	11/3	VS. 191.	Lagonda 4 1/2 litre	12 pairs	11/6
VS. 165.	Alvis 19.8 Crested Eagle	12	11/3	VS. 192.	Lanchester 10 h.p.	8	5/9
VS. 271.	Alvis Firefly	8 pairs	10/-	VS. 193.	Lanchester 18 h.p.	12	14/6
VS. 272.	Alvis Speed 20	12 pairs	15/-	VS. 194.	M.G. J. 2	8 pairs	8/-
VS. 273.	Alvis 16.9 Crested Eagle	12 pairs	15/-	VS. 195.	M.G. Magna	12	6/-
VS. 274.	Alvis 19.8 Crested Eagle	12 pairs	15/-	VS. 196.	M.G. Magnette	12	6/-
VS. 166.	B.S.A. 4 cyl.	8	4/6	VS. 250.	M.G. "P" Type	8 pairs	5/6
VS. 167.	B.S.A. Twin Cylinder	4 pairs	4/-	VS. 197.	M.G. "T" Type 4 cyl.	8 pairs	9/-
VS. 168.	Buick 27 h.p.	16 pairs	24/-	VS. 269.	M.G. "T" Type 1937	8 pairs	8/4
VS. 169.	Buick 35 h.p.	16 pairs	25/-	VS. 198.	Morris Minor	8	4/6
VS. 170.	Crossley 10 h.p.	8	4/6	VS. 199.	Morris Minor Duplex	8 pairs	6/-
VS. 171.	Crossley 15 h.p.	12 pairs	9/-	VS. 200.	Morris 8 h.p.	8 pairs	6/-
VS. 172.	Crossley 2 litre	12 pairs	12/6	VS. 201.	Morris 10 h.p. 4 cyl.	8	5/9
VS. 173.	Crossley 20 h.p.	12 pairs	11/6	VS. 202.	Morris 10 h.p. 6 cyl.	12	7/6
VS. 174.	Citroen 11 h.p.	8	4/6	VS. 197.	Morris 10 h.p. Series III	8 pairs	9/-
VS. 175.	Citroen 13 h.p.	8	8/6				
VS. 176.	Citroen 20 h.p.	12	11/-				
VS. 177.	Ford 8 h.p.	8	4/6				

Car Valve Springs

List No.	Make of Car.	No. of Springs per Set.	Price per Set.	List No.	Make of Car.	No. of Springs per Set.	Price per Set.
VS. 203.	Morris Cowley (4 cyl.)	8	5/-	VS. 231.	Standard 9 h.p. Little	8	4/6
VS. 204.	Morris Cowley (6 cyl.)	12	8/6	VS. 232.	Standard 9 h.p. Big	8	5/-
VS. 205.	Morris Family 8 h.p.	8	4/6	VS. 233.	Standard 10 h.p.	8	5/8
VS. 206.	Morris Oxford	8	5/-	VS. 234.	Standard 12 h.p. Little	8	5/9
VS. 207.	Morris Isis	12	8/6	VS. 235.	Standard 12 h.p. Big	12	6/9
VS. 208.	Morris 25 h.p.	12	8/6	VS. 236.	Standard 16 h.p.	12	7/6
VS. 270.	Morris 2 Litre 1937	12 pairs	12/6	VS. 237.	Standard 20 h.p.	12	8/6
VS. 209.	Raleigh Three-wheeler Van	4	2/6	VS. 238.	Talbot 65 Standard	12 pairs	9/-
VS. 210.	Renault 12 h.p. Speed Four	8	6/-	VS. 239.	Talbot 65 Special	12 pairs	9/-
VS. 211.	Renault 20 h.p. Speed Six	12	8/6	VS. 240.	Talbot 75	12 pairs	9/-
VS. 212.	Renault 32 h.p. Straight 8	16	11/3	VS. 241.	Talbot 95	12	18/-
VS. 213.	Rolls-Royce 40-50 h.p.	12	15/6	VS. 242.	Talbot 105	12	18/-
VS. 214.	Rolls-Royce 20-25 h.p.	12	10/6	VS. 284.	Talbot 10 1937-8	8	5/-
VS. 215.	Rover 10 h.p.	8 pairs	7/-	VS. 285.	Talbot 10 1937-8 Duplex	8 pairs	7/6
VS. 216.	Rover 12 h.p.	8 pairs	7/-	VS. 243.	Triumph 7 h.p.	8	4/6
VS. 217.	Rover 14 h.p.	12 pairs	10/6	VS. 244.	Triumph 7 h.p. Duplex	8 pairs	5/6
VS. 218.	Rover Speed 14 h.p.	12 pairs	10/6	VS. 245.	Triumph 12 h.p.	12	7/6
VS. 219.	Rover 16 h.p.	12	14/6	VS. 246.	Triumph 12 h.p. Speed	12	7/6
VS. 220.	Rover 20 h.p.	12	14/6	VS. 247.	Vauxhall 12 h.p. Light Six	12	9/-
VS. 221.	Riley 9 h.p.	8	4/6	VS. 248.	Vauxhall 14 h.p. Light Six	12	9/-
VS. 222.	Riley 12 and 14 Standard	12	6/-	VS. 249.	Vauxhall Big Six	12	9/-
VS. 223.	Riley 12 and 14 Sports	12	6/-	VS. 250.	Wolseley 9 h.p.	8 pairs	5/6
VS. 224.	Singer 12 h.p.	8	4/6	VS. 251.	Wolseley Hornet	12	6/-
VS. 225.	Singer 9 h.p.	8	5/-	VS. 252.	Wolseley Hornet Duplex	12 pairs	9/-
VS. 226.	Singer 8 h.p.	8	4/6	VS. 253.	Wolseley Hornet Special	12 pairs	8/3
VS. 227.	Sunbeam Dawn 12 h.p.	8	5/-	VS. 281.	Wolseley 14/56 Doubles	12 pairs	13/6
VS. 228.	Sunbeam "Twenty"	12 pairs	9/-	VS. 254.	Wolseley 16 h.p.	12	8/6
VS. 229.	Sunbeam "Twenty-five"	12 pairs	10/6	VS. 255.	Wolseley 21/60	12	8/6
VS. 230.	Sunbeam "Twenty" Speed Model	12 pairs	8/6				

Pairs indicates Inners and Outers.

When ordering it is only necessary to quote List number.

Any Spring not listed here can be supplied to pattern or print at special prices.

