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Made for the man who will have the best



JOHN BULL

Tyres & Accessories

FOREWORD

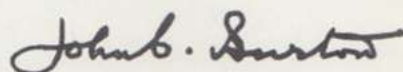
EVER since the John Bull business was founded in February, 1906, we have steadfastly allied ourselves with "quality", because of our unswerving belief that only by producing first-class goods of proved reliability can a manufacturing undertaking be successfully built up.

Equally steadfastly we have always distributed products bearing our name only through properly accredited trading channels, in order to ensure that retailers handling our goods may be protected from the results of unfair trading competition.

With almost fifty years of progressive expansion and growing trade goodwill behind us, I feel we may now justly claim to have earned the confidence and respect of many thousands of Retailers, whose support we now enjoy—and appreciate.

In addition to our substantial and ever-expanding home trade, we have a wide overseas organisation extending to nearly 100 markets. We also have a separate John Bull factory at Nowra, in New South Wales which caters for Australian needs. Thus John Bull products are in regular use all over the world.

I conclude this foreword by assuring all our retail trade friends that we shall continue in future, as in the past, so to distribute our products as to prevent them from getting into the hands of anyone who, in our opinion, is not properly engaged in "the trade".



CHAIRMAN

JOHN BULL RUBBER COMPANY LIMITED
EVINGTON VALLEY MILLS, LEICESTER, ENGLAND

DIRECTORS OF
JOHN BULL RUBBER CO. LTD.



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(Managing)



MR. J. C. BURTON
(Chairman)



MR. G. BARRETT
(and Secretary)



MR. S. PERRIN
(Administrative)



MR. T. T. LAKER
(Sales)



MR. W. CLARK
(Works)



TRADE MARK

HOME SALES STAFF



A corner of the Invoice Section



A section of the Order Department



A bench in the Packing Room



Mr. D. A. Haddon
*(Assistant Sales
Manager)*



Mr. C. N. Anthony
*(Assistant Sales
Secretary)*



HEADQUARTERS THE MAIN OFFICE AND WAREHOUSE BUILDING
EVINGTON VALLEY MILLS, LEICESTER.

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(Regional Manager)



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Mr. L. SANDERSON



Mr. D. H. PLANT



Mr. A. R. KELLAND

SOUTH WEST



Mr. W. M. BUTT



Mr. C. R. MITCHELL
(Regional Manager)



Mr. W. H. STEVENS



Mr. E. H. FALLAS



Mr. H. S. MARTIN



Mr. V. T. KING

Regional Managers and Representatives

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Mr. F. C. DOUGHTY
(Regional Manager)



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Mr. R. D. G. MILLS



Mr. L. E. BOTT
(Regional Manager)



Mr. D. B. HUMPHREYS



Mr. F. H. COLE



Mr. P. WOOLLEN



Mr. J. C. PERKINS



Mr. W. TAYLOR

Regional Managers and Representatives

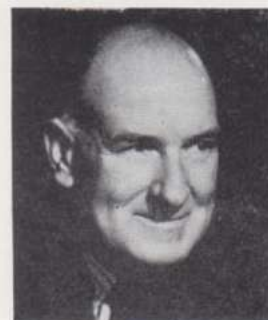
EAST MIDLANDS & EASTERN COUNTIES



Mr. E. C. JOHNSON



Mr. W. ATKINSON
(Regional Manager)



Mr. W. MONAGHAN



Mr. A. R. RINGROSE



Mr. J. D. WILKIN



Mr. M. H. SEIVEWRIGHT



Mr. C. B. BINGHAM

SCOTLAND



Mr. W. A. MARR
(Regional Manager)



Mr. A. McFARLANE



Mr. W. KNOX



Mr. Y. G. E. PITCAIRN

Regional Managers and Representatives

CAR SECTION



TRADE MARK



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JOHN BULL GIANT TYRES



Designed by specialists to
modern ideals
for economical service.

Built from bead to bead by
skilled craftsmen
for utmost reliability.

SIZE	PLY RATING
6.00—20	8
6.50—20	8
7.00—20	10
7.50—20	10
7.50—20	12

NOTE: For telegraphic code words see trade price lists.

Safe and long-wearing

JOHN BULL CAR TYRES

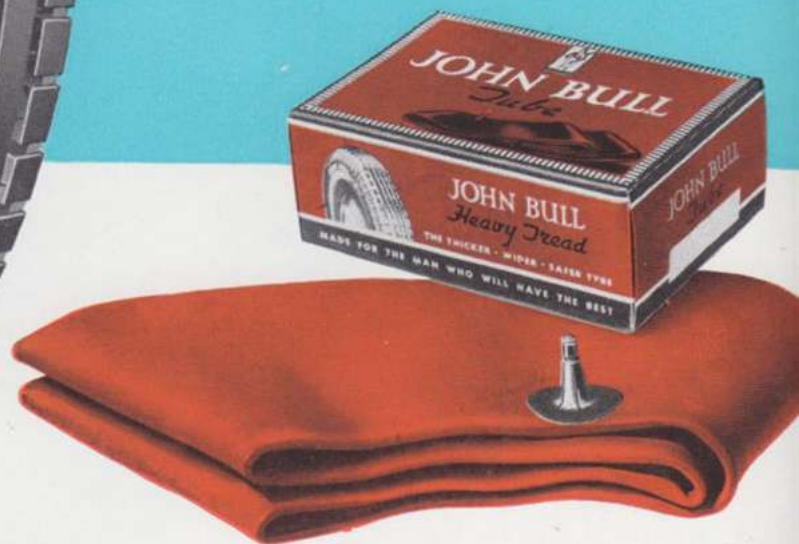


John Bull car tyres are craftsmen-built of the finest materials to give exceptional service. They are thoroughly reliable; and the soft, yet tough rubber from which they are made—coupled with a 'functional' and proved tread pattern—give remarkable road-gripping qualities which ensure both maximum safety and mileage.

Tough and elastic—their road-holding and puncture resisting qualities are superb.

JOHN BULL TUBES

There is, of course, a John Bull tube specially made for use with every size of John Bull Giant and Car Cover.



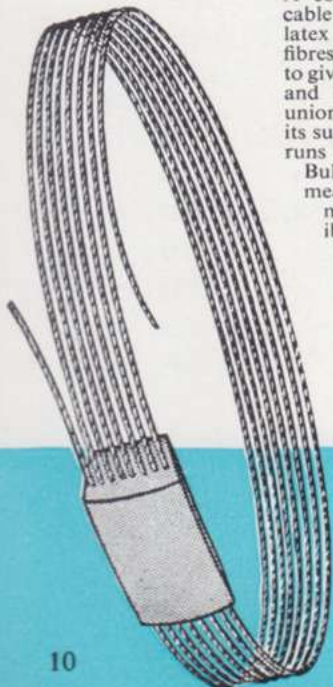
CAR SIZES					
3.50—19	4.50/4.75—16 4.75/5.00—17 4.75/5.00—18	5.20—13	5.50—15 5.50—16 5.50—17	5.90—13 5.90—15	6.25—16
4.00—17 4.00—18 4.00—19	4.75—19	5.25—15 5.25—16 5.25—17	5.50—18 5.50—19	6.00—15 6.00—16 6.00—17	6.40—13 6.40—15
4.50—17 4.50—18 4.50—19	5.00—14 5.00—16	5.25—18 5.25—19	5.60—15	6.00—18 6.00/6.50—19 6.00—20	6.50—16 6.50—17
	5.00—19 5.00—20		5.75—16		6.70—16 7.00—16

NOTE: For telegraphic code words see trade price lists.

Made for the man who will have the best

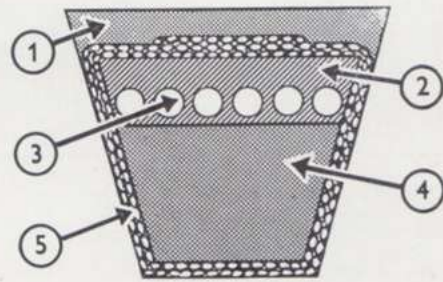
Make and Model	Years	Belt No.	Make and Model	Years	Belt No.	Make and Model	Years	Belt No.
A.40 Devon, Dorset, Somerset (Pt. No. 2H4908)	1948/53	45	'S' Type (Pt. No. 7075140)	1950/53	85	All Truck Models	1937/38	8
A.70 Hampshire (Pt. No. 2H4238)	1948/50	51	All 'O' Types	1947/52	8	Master Six, FA, FD, Standard Six FC, 26-3 h.p.	1936/37	26
Fourteen, Taxi (Pt. No. 2H4220)	1947	7	P.C.V. 8/10 cwt.	1949/51	78	Standard Six, EC, 26-3 h.p.	1935/36	26
Sixteen (Pt. No. 2H4238)	1946/50	51	W.D. Types, Owl, Ox, 07, 5 ton 0, OS, OL, 2/3 ton M, 3/4 ton K, 28 h.p.	1947	8	Master Six, CA, DA, EA, ED, 26-3 h.p.	1933/36	26
Ten, 10 h.p. (Pt. No. 2H4284)	1945/48	66	10/12 cwt., 12 h.p.	1947	13	CHRYSLER. 33, Crown Imperial	1941/7	61
Eight, 8 h.p. (Pt. No. 2H4092)	1939/47	6	5/6 cwt., 10 h.p.	1938/47	11	6/C, 38, Royal Windsor	1946	61
Taxi, 14 h.p. Twelve, 12 h.p. (Pt. No. 2H4092)	1946	6	OWB, OWL and Utility Bus	1943/46	8	6/C34, 8/C36, 8/C37	1942	61
Ten/Four, 9-9 h.p. (Pt. No. 2H4284)	1932/46	66	Utility Bus	1942/46	8	8C, 30K, Saratoga, 30N, New Yorker	1941	61
Twenty Eight, 28-3 h.p.	1939/40	41	OY and MW, 15 cwt., MWD, 27-3 h.p.	1940/42	6	Windsor C25, C28, C30, C33	1940/41	61
Twelve, 11-9 h.p. Series HRB (Pt. No. 2H4092)	Aug. 1939/40	6	FWD, 30 cwt., OL, OX, Utility and 3 ton	1936/46	13	Royal C18, C22, C15, 8 Cyl., C16, 6 Cyl.	1938/39	61
Eighteen, 17-9 h.p., Fourteen, 15-9 h.p. (Pt. No. 2H4284)	1938/40	66	8 cwt. 12 h.p. 10/12 cwt. 14 h.p.	1941	6	KEW 6, Wimbledon 6	1934/39	61
Big Seven, 7-99 h.p. (Pt. No. 2H4092)	Late 1937/39	6	OW2, OWLD	1940	23	Imperial C16, Richmond S3	1937	61
Twelve, 11-9 h.p. Series HR and HRA	1937/ Aug. 1939	75	10 cwt. J.C. 10 h.p., 10/12 cwt. JCV, 12 h.p.	1939/40	23	Kingston C8	1936	61
Twenty, 23-5 h.p. Seven (Flat Belt)	1938	41	6 cwt. 4 CYL., 10 h.p.	1939/40	23	CITROEN. 6 cylinder (Pump)	1948/53	87
Eighteen, 17-9 h.p.	1934/37	66	30 cwt., 2 and 3 ton, 27-3 h.p., 5 ton	1939/40	6	6 cylinder (Dynamo)	1948/53	86
Light 12/4, 11-9 h.p., 12/6, 13/9 and 15-9 h.p. Light Car, Utility, 10 h.p., W.D. Model	1932/36	66	W Type Tractor, 28 h.p. MSC, 30 cwt. 27-3 h.p. SWB, OWST, 3 ton Tipper	1939	6	Light Fifteen	1947/50	88
AUSTIN COMMERCIAL			30 cwt. WS.	1935/39	11	Twelve, Light Fifteen, Big Fifteen	1939/40	88
2/3 Ton (Pt. No. 2H4220)	1952	7	2 ton WHG, WLG, 12 cwt., 20 h.p.	1934/39	11	Super Modern Fifteen, 15-08 h.p.	1936/38	88
Diesel Truck (Perkins P6)	—	77	8 cwt., 12-08 h.p.	1934/38	23	Super Modern Twelve, 12-8 h.p.	1935/38	88
2 Ton (Pt. No. 2H3391)	1950/51	5	BENTLEY. Mark VI	1946/50	52	10 h.p.	1933/36	32
4 litre 5 ton Loadstar (Pt. No. 2H4220)	1949/52	7	4 1/2 Litre	1938/40	32	Big Twelve 4 Cyl. 13-9 h.p.	1932/35	67
2 Ton (Pt. No. 2H4220)	1947/50	7	3 1/2 Litre	1938/39	79	CLARK. Truclift Tractor	1934/39	61
10 cwt. Van	1947	66	All Models	1934/37	79	CLETRAC. 55, B30 (Twin Belts)	1935/38	30
25 cwt. Three Way Van K.4, 4/5 ton.	1946/51	51	BRISTOL. 400 Saloon	1947/50	6	COMMER. 3/4 ton Pick-up (Pt. No. P.87106)	1950/52	51
5 ton SWB and LWB, 2 ton LWB	1946/47	18	BRISTOL TRACTORS. AF28, AFP28, AF35, AFP35	—	32	Q25, 65 cwt. (Pt. No. P.87106)	1952	51
2 ton	1946	5	DAVID BROWN. Tractor (Pt. No. A.33401)	1951/52	73	Phase 2, 2, 3, 4, 5, 6 ton (Pt. No. P.56531)	1950	59
8 h.p. Van and 6 cwt. 8 h.p. Van	1940/45	6	VAK/1, VAK/1A, VAG/1, VAG/1A (with Dynamo) (Pt. No. A.31938)	—	68	Commando, 23/32 Str. 26-8 h.p.	1948/50	59
CS, 3 ton 6 wheeler and Ambulance 4 wheeler 30 cwt. 4 wheeler, 26-8 h.p.	1939/42	39	VAK/1, VAK/1A, VAG/1, VAG/1A (without Dynamo) (Pt. No. 111636)	—	69	7 ton FC, 6 Cyl. (OHV Eng.)	1948/50	62
30 cwt. 2 and 3 ton	1939/40	18	BUICK. 40 and 50 Series	1946/49	61	8 cwt. Van (Fan)	1949	55
AUSTIN HEALEY. Hundred '100'	1953	51	40 and 50 Series, Super Series '8'	1941/42	61	8 cwt. Van (Dynamo)	1949	65
BEARDMORE. Taxi, Mk. VI, 13-9 h.p.	1938/40	39	60 Century and 80, 90 Series (Pt. No. 1304766)	1939	52	Q.25, 4 Cyl.	1948	7
Taxi, Mk. IV and V	1934/39	16	60, 80, 90 Series '8' (Pt. No. 1304766)	1938	52	5 ton FC and 6 1/2 ton 4/5 ton (Perkins P6)	1948	62
BEDFORD. S.L.C. 7 ton (Pt. No. 7075140)	1952/53	85	Series CO, 60, 80, 90 8 Cyl. 37-8 h.p.	1937	52	8 ton Tractor Trailer (Perkins P6)	1948	77
			CADILLAC. 60S, 61, 62, 63, 67, 75-V8, Gen. (Pt. No. 1435852)	1941/48	52	Q25, Van (N Type)	1946/47	7
			60S, 75-V8, 72-V8, Gen. (Pt. No. 1435852)	1940	52	Q Type Van	1946	77
			60, 70, 75 Dynamo and Pump	1938/39	61	Q6, 4, 5 and 6 ton, 27 h.p.	1939/42	59
			60, 65, 70, 75, V8	1937/38	51	Q2, Q3, Q4, Q5, 6 ton Superpoise and Q3 Tractor	1939/42	59
			60, 70, 75 Dynamo and Pump	1936	39	Q15	1939/42	7
			CARDEN-LLOYD. Tractor, all models	—	11	8 cwt., 9-8 h.p.	1940/41	28
			CHEVROLET. All Car Models (Pt. No. 3680776)	1946/49	8	1 1/2, 2 and 3 ton Superpoise, 20-92 h.p.	1940	59
			Pick-up, 1 ton and 1 1/2 ton (Fan and Gen.)	1941/45	8	6/8 cwt. Van, 10 h.p.	1939	79
			Master and De Luxe, 29-4 h.p.	1938/43	8	PLN5 24/46 Pass., 26-85 h.p., PN3, 20 Pass., 20-9 h.p.	1938/39	51
			Carryall, 8 pass, Master Sedan	1942	8	LN4, 3/4 ton, 20-9 h.p., LN5, 4/5 ton, 26-85 h.p.	1938/39	51
			30 cwt., G, XS, AK, AL	1940/42	8	N2, 40 cwt., 20-9 h.p. (Forward Control)	1938/39	51
			All car models	1940/41	8	N2, 30 cwt. 20-9 h.p. (Normal Control)	1938/39	51
			Fan and Standard Generator	1937/40	8	N1, 25 cwt. 13-95 h.p.	1938/39	51
						N5, 5 1/2 ton	1938/39	51
						15 cwt. 13-95 h.p.	1938/39	29
						N3, 2/3 ton, 20-9 h.p.	1937/39	51
						6/8 cwt., 10 h.p.	1933/38	66
						N4, 3/4 ton, 20-9 h.p., N5, 4/5 ton and tractor, 26-8 h.p.	1937	51
						N1, 20/25 cwt. and 15 cwt. 13-9 h.p. (6 volt)	1936/37	33

A continuous spiral of cable cord—treated with latex which binds the fibres of the cord together to give increased strength and to ensure a firm union of the cord with its surrounding rubber—runs through each John Bull Fan Belt. By this means the belt can be made extremely flexible and yet at the same time virtually unstretchable.



Make and Model	Years	Belt No.	Make and Model	Years	Belt No.	Make and Model	Years	Belt No.
N5, 4/5 ton, 26.9 h.p. ..	1936/37	20	Thames, 2, 3, 4, 5 ton and tipper (Perkins P6)	1949/52	77	FRAZER NASH		
N1, 20/25 and 15 cwt. 13.9 h.p. (12 volt) ..	1936/37	20	Sussex, 6 Wheeler (Perkins P6) ..	1949/51	77	B.M.W.		
Tractor, 26.9 h.p. ..	1936	20	7V (Forward Control) 30 h.p. ..	1948	27	2 litre, 6 Cyl. and Bristol, 16.2 h.p. ..	1948/50	6
Q4, WD. type (Twin belts) ..	—	75	10 h.p., 10 cwt. van ..	1946/48	18	1½ litre, 12.5 h.p. ..	1936/39	67
CROSSLEY. 3 litre, 20.9 h.p. ..	1935/38	39	79B Pass., Rear Engine Generator ..	1947	25	GARDNER. L.K. Engine LW Engine, 4, 5, 6 and 8 Cyl. ..	—	6
Eagle 32 Pass, 31.5 h.p. ..	1934/37	59	Prefect, 10 h.p. ..	1946/47	18		—	40
31.5 h.p. ..	1934/37	59	V8, Spec. De Luxe and Super De Luxe Gen. & W.P. ..	1942/47	53	GARNER. 2/3, 3 and 4 ton 046, SG Type ..	1939/40	54
DAIMLER. 2½ litre DB18 and Special Sports ..	1949	7	69B, Pass., Gen. & W.P. late ..	1946	25	046 (Petrol Engine) CF, CFL, CFS, CFFL, CFFS ..	1939/40	45
2½ litre ..	1947/48	39	Prefect, 10 h.p. ..	1939/46	5	All Models (Perkins P6) ..	1939	77
Fifteen and 18.02 h.p. ..	1939	7	Anglia, 8 h.p. (3" Pulleys) ..	1938/46	13	AB6, 6AX, AB6F, TW6, TW60, 066 Models ..	—	45
Fifteen 15 h.p. ..	1937/38	47	All 8 h.p. (4" Pulleys) ..	1933/46	24	ABM, ABMF, 4AX, TW4, TW40, 20 h.p. ..	—	39
DAIMLER COMMERCIAL COG 5, 36.5 h.p. ..	1937/40	46	817/8/9, WOT3, D. & E, WOT179, 4 and 6 wheelers ..	1939/45	25	G.M.C. 100, 200, 300 Series, AC, AF, CC, CD, E Models and Regular Models ..	1942/46	66
DELAGE. D6, 76 ..	1938	41	11A, 11A73, V8 (85 h.p.) 7V, Thames Truck, V8, 30 h.p. Forward Control Surrey and Sussex 6 wheelers, 30 h.p. ..	1941	53	AC100, 150, 250, 300, 350 Series, 228 Motor ..	1939/41	66
DENNIS. Stork, 3 ton (Perkins P4) ..	1953	77	V8 Forward Control and 6 wheeler, 30 h.p. ..	1938/41	25	T15, T16H ..	1938	16
PAX ..	1946	70	IGA '6' (Pump) ..	1938/41	25	T14, T16, F14, F16 ..	1937/38	16
Light 5 ton ..	1942/44	70	V8, 01A, 85 h.p. Gen. (3½" Gen. Pulley) ..	1935/41	25	GUY. Wolf, Vixen and Otter ..	1946/49	63
30.40 cwt. 3 ton, 4 Wh. Tipper and 6 ton, 4 Wh. All 24.8 h.p. Petrol Engined Models ..	—	70	V8, 01A, 85 h.p. Gen. (3½" Gen. Pulley) ..	1941	86	Quad, Ant, Bofor, WT and NT Vixen ..	1941	54
DE SOTO. S6-10, S11 ..	1942	61	V8, 022A, 60 h.p. (3½" Gen. Pulley) ..	1940	27	Wolf and Vixen ..	1933/39	14
S6, S7, S8 ..	1937/41	61	V8, 022A, 60 h.p. (3½" Gen. Pulley) ..	1940	53	HILLMAN. Minx Mk. VI Minx Mk. V ..	1953	43
S3, S5 ..	1937/38	61	V8, 022A, 60 h.p. (3½" Gen. Pulley) ..	1940	40	Minx Mk. IV (from Engine No. A1,1,000,001 Minx Mk. III (Crankshaft to Fan) ..	1952	43
DODGE. D24 ..	1946	61	V8, 022A, 60 h.p. (3½" Gen. Pulley) ..	1940	51	Minx Mk. III (Dynamo) ..	1949/51	43
D22 ..	1942	61	V8, 30 h.p. ..	1939/40	27	Minx Mk. I and II (Fan) ..	1949	55
DP, DR, DU, D2, D5, D8, D11, D19 ..	1932/41	61	2 and 3 ton 91C, LWB, V8, 74, 82A, 92A, 60 h.p. ..	1939/40	27	Minx Mk. III (Dynamo) ..	1949	65
D14, D17, D14X ..	1940	61	2 and 3 ton 92C, V8 (Normal Control) 30 h.p. E83C, 4 Cyl., 24 h.p., 15 cwt. Van ..	1939/40	41	Utility, with Water Pump ..	1940/48	28
DODGE COMMERCIAL 103, 105, 123, 125 ..	1950/53	38	Surrey and Sussex 6 Wheelers, 24 h.p., 4 Cyl. 2 and 3 ton, 91A, 78, 8620 B/C ..	1938/40	79	Utility, without Water Pump ..	1941	66
101-D (Perkins P6) ..	—	77	V8, 91A, De Luxe (85 h.p.) ..	1939	27	Fourteen, 13.95 h.p. ..	1940	7
Model 64, 2/3 ton ..	1951	38	V8, 78, 81A, 30 h.p. ..	1939	53	Minx, 10 h.p. ..	1939	79
86, 103, 105, 124A (Perkins P6) ..	1950/51	77	V8, 74, 82A, 92A, 60 h.p. ..	1937/39	27	Fourteen, 13.95 h.p. ..	1938/39	29
D5L, D55, 5 ton (Perkins P6) ..	—	77	FORDSON. 81T, 2 and 3 ton, 30 h.p., 817T, 2 and 3 ton LWB ..	1937/39	51	Minx, 10 h.p. ..	1932/38	66
61C, 100C, 101B, 120C, 122C ..	1949	38	V8, 81C, 15 cwt. Van, E81U, Tipper, 30 h.p. ..	1937/39	25	Light Saloon and Utility Van ..	—	66
T222, 5 ton ..	1946/47	38	FORDSON TRACTORS Major (Pt. No. EIADKN 8620B) ..	1938/39	25	Convertible Van, Minx Saloon, 9.8 h.p. ..	—	66
T110 6 Cyl. 82 models ..	—	38	Major (Perkins P6) ..	1938/39	25	HOTCHKISS. 3½ litre, 27.5 h.p. ..	1939	46
Army Truck T212 ..	1940/41	61	Major, 3 Pulley (with Dynamo) ..	1938/39	25	All Models ..	1934/38	46
WH45, 80B, VK62B, 120, 100, 101 ..	1940/42	59	Major, 2 Pulley Type (without Dynamo) ..	1945/51	58	HUMBER. Super Snipe Mk. IV (Pt. No. P.89090) ..	1953	83
SS, SL, SAF, SSF, SLF, 90 cwt., STAF, 36½ cwt., ST, STF, 39 cwt. ..	1938/39	38	Tractor and Industrial Tractor ..	1945/51	62	Hawk Mk. V ..	1953	51
All RC and RD Models ..	1938	61	Tractor ..	1938/40	62	Super Snipe Mk. III ..	1951/52	59
DSF, DLF, ESF, ELF, FLF, 27.3 h.p. ..	1937/38	38	Industrial (with Dynamo) ..	1931/38	58	Hawk Mk. IV ..	1950/52	51
All MC and MD Models ..	1937	61	Agricultural (without Dynamo) ..	1928/38	62	Hawk ..	1947/49	39
LC, LCX ..	1936	61	FORDSON TRACTORS Major (Pt. No. EIADKN 8620B) ..	1928/38	62	Snipe and Pullman ..	1946/47	59
T38, T40, MCX, LEX, 25 cwt. ..	—	16	Major (Perkins P6) ..	1950/51	77	Super Snipe, 26.88 h.p., Snipe, 20.9 h.p. ..	1940/46	59
FERGUSON-FORD TRACTORS. T.V.O. Engine ..	After Oct. 1940	51	Major, 3 Pulley (with Dynamo) ..	1945/51	58	Hawk ..	1946	7
SN, Ferguson System ..	1941/45	51	Major, 2 Pulley Type (without Dynamo) ..	1945/51	62	Imperial and Pullman, 26.88 h.p. ..	1939	51
FERGUSON STANDARD T.V.O. and T.E.D. ..	1951/52	39	Tractor and Industrial Tractor ..	1938/40	62	Super Snipe, 26.88 h.p. ..	1939	20
Standard Engine TEA20, 14 h.p. (from No. 132206) ..	—	54	Industrial (with Dynamo) ..	1931/38	58	HOTCHKISS. 3½ litre, 27.5 h.p. ..	1939	46
Continental Engine TE20 ..	1946/47	39	Agricultural (without Dynamo) ..	1928/38	62	All Models ..	1934/38	46
FLAT. 508C, 1100CC. ..	1938/40	63	FORDSON TRACTORS Major (Pt. No. EIADKN 8620B) ..	1950/51	77	HUMBER. Super Snipe Mk. IV (Pt. No. P.89090) ..	1953	83
500 C ..	—	88	Major (Perkins P6) ..	1950/51	77	Hawk Mk. V ..	1953	51
FORD AND FORD COMMERCIAL Consul & Zephyr Six ..	1950/52	82	Major, 3 Pulley (with Dynamo) ..	1945/51	58	Super Snipe Mk. III ..	1951/52	59
Prefect, 10 h.p. ..	1948/52	24	Major, 2 Pulley Type (without Dynamo) ..	1945/51	62	Hawk Mk. IV ..	1950/52	51
Anglia, 8 h.p. ..	1948/52	13	Tractor and Industrial Tractor ..	1938/40	62	Hawk ..	1947/49	39
Pilot, 3.6 litre ..	1948/52	27	Tractor ..	1938/40	62	Snipe and Pullman ..	1946/47	59
5 cwt. Van (3" Pulleys) ..	1939/52	13	Industrial (with Dynamo) ..	1931/38	58	Super Snipe, 26.88 h.p., Snipe, 20.9 h.p. ..	1940/46	59

1. Pure rubber protector top which increases the effective gripping area of the belt, and, on fixing, adapts itself to the contours of the pulley.
2. Cushion rubber, completely insulating the strands of cord from each other.
3. Continuous spiral of cable cord impregnated with latex to bind the cotton fibres together for maximum strength.
4. Heavy core of compressed rubber which gives the belt its essential robustness and driving power.
5. Double jacket of woven canvas; its non-slip grip of the pulleys minimises surface friction and thus increases the belt's life.



Make and Model	Years	Belt No.	Make and Model	Years	Belt No.	Make and Model	Years	Belt No.
Sixteen, 16-95 h.p., Snipe, 20-9 h.p.	1938/39	20	MEADOWS 4EL, 20 h.p. Standard Engine	—	39	8/10 cwt., Series II and III Chassis, 10 cwt. Van 8 h.p. Van	1935/39	45
Eighteen, Snipe, Imperial and Pullman	1936/38	51	4EB and 4 EC Engine	—	39	T2, 1 ton, 13-9 h.p.	1934/39	11
Snipe Utility, 8 cwt. 4 Wheeler G/S and 8 cwt. 4 Wheeler, FWD (All W.D. Models)	—	59	MG. Midget, Series TD 1½ litre, Series Y	1950/53	26	L2, L2/8, 15 cwt. 13-9 h.p.	1933/38	45
Pullman	—	20	Midget, Series TC	1946/50	26	Ambulance, 14 h.p.	1932/38	45
LR. Mk. III	—	29	1½ litre, Series V	1938/40	7	Utility, W.D. Truck	—	60
INTERNATIONAL			Midget, Series TA	1937/40	41	Taxi, Junior	—	59
Harvester (unloader drive) 20HT Combine, 22, 62, Y69	1953	4	2 litre, 17-71 h.p.	1936/39	7	MUIRHILL. Dumper (Tractor Type)	—	62
C5, D5	1931/46	61	MINNEAPOLIS MOLINE TRACTORS			NUFFIELD. All Models with T.V.O. Engine	—	52
JAGUAR. XK120 Sports (Pt. No. C5056)	—	67	U, UTU, (3 Pulley Drive)	1939	61	Universal M4 (Perkins P4) (Eng. Dynamo)	1949	77
Mk. VII (Pt. No. C5056) from Engine No. A2001 Mk. VII (Pt. No. C2240) from Engine No. A1001-A2000	1951/53	67	UTU (2 Pulley Drive)	1939	30	Tractor (Saurer Diesel Eng.)	—	53
XK120 Sports two seater (Pt. No. C2240)	1951	39	JTD, JTU, JTS	1934/39	18	Tractor (Perkins P4 Eng.)	—	77
2½ and 3½ litre, Mk. V (Pt. No. C.531)	1949/50	32	'M.M.' Tractor	—	41	OPEL. 30 cwt., 24 h.p. Cadet, 11-3 h.p.	1937/39	47
1½ litre (Pt. No. C.1752)	1948	33	MORGAN. Plus Four F Model, 10 h.p. 3 wheeler	1950/53	60	1936/38	45	
2½ and 3½ litre (Pt. No. C.531)	1945/48	32	4 Cyl., 3 wheeler	1946/50	13	PACKARD. 2100, 30 Clipper 6 (FG)	1947	61
1½ litre	1938/47	29	4/4, 10 h.p.	1938/39	13	2100, 01, 02, 04, 05, 07, 08, 09, 10 (FG)	1946	61
2½ and 3½ litre	1936/40	7	MORRIS. Minor (Austin A30 Eng. Pt. No. 3H2134)	1936/39	18	1800, 6 Cyl., 1801, 8 Cyl. 1700, 1701, 1702, 1600, 6 Cyl., 1601, 8 Cyl. 115, '6', 120, '8'	1940	61
1½ litre	1936/37	67	Minor, 8 h.p. (with Heater Pt. No. X31666)	1953	82	120, '8'	1939	61
JENSEN. Interceptor and Cabriolet	1950/53	57	Minor (without Heater, Pt. No. X31370)	1952	14	PAGEFIELD. Paragon (Perkins P6 Eng.)	1948	77
JENSEN COMMERCIAL JNSN, Lightweight 5 ton (Perkins P6)	1950/51	77	Oxford, 15 h.p. (Pt. No. 162295)	1952	48	Prodigy	1933/38	39
JOWETT. Jupiter Bradford Van CC	1950/52	43	Minor, 8 h.p.	1949/52	44	PERKINS. P3, P4, P6 (Engines)	—	77
Javelin	1950/52	63	Six, to Eng. No. 5412 (Pt. No. 20533)	1949/51	48	Leopard 4	—	77
Bradford Van, CB	1948/52	64	Series M, 10 h.p. 5/10 cwt. Van	1948/49	47	PLYMOUTH. All Models 6 de Luxe, Special de Luxe	1946	61
KARRIER. CK3 (Perkins P6)	1946/50	77	Ten/Four Series M, 10 h.p.	1945/47	26	All Models	1933/41	61
Bantam	1945/48	29	Eight, 8 h.p. Series E	1939/47	26	RELIANT. 3 wheeler Van, 6 cwt. and Prince Regent (6 volt)	—	23
Coit, 50 cwt. and COB Junior, 80 cwt. (Dynamo) 13-9 h.p.	1938/39	29	Utilicon, 11-9 h.p. W.D. Model	1939/47	47	RENAULT. Eight Twelve, 12-1 h.p.	1946/50	5
Coit, 50 cwt. and COB Junior 80 cwt. (Fan) 13-9 h.p.	1938/39	4	Series III, Twelve/Four 11.9 h.p.	1941	6	Eighteen, 17-9 h.p., Eight, 8-3 h.p.	1936/47	66
Bantam, Bantam Tractor and Sweeper, 13-9 h.p.	1938/39	29	Series III, Ten/Four, 10 h.p.	1938/41	6	RILEY. 2½ litre (Pt. No. 166146)	1938/39	47
CK3, 3 ton, CK5, 5½ ton, COB Senior, 6 ton (Fan) CK6, 5 ton 26-8 h.p.	1938/39	51	Ten/Four, 9-9 h.p. Series II	1938	28	1½ litre (Pt. No. R1026) 2½ litre (Pt. No. S464)	1953	32
CK6, 5 ton, 6 Wheeler, 26-8 h.p.	1938/39	59	Twelve/Four, 11-9 h.p. Series II	1935/37	47	1½ litre (Pt. No. R1026) 1½ litre	1946/52	46
LANCHESTER. All 14 h.p. Models	1951/53	61	Eight, 8 h.p. Car and Van, Series I and II	1935/37	47	ROLLS ROYCE. Cresta I, S. Wraith, I, S. Dawn I, S. Phantom I	1946/52	53
All 10 h.p. Models, LD10 Road Rider De Luxe, 14 h.p.	1946/50	46	Fourteen/Six, 14 h.p. Series II	1935/37	47	25/30 Wraith	1938/39	32
Eighteen, 19-3 h.p.	1939	5	21 and 25 h.p. Series II 16 and 18 h.p., Series II	1936/37	6	ROVER. '75' (Pt. No. 218576)	1950/53	67
LATIL. Park No. 8AM, 414 (Fan)	—	49	MORRIS COMMERCIAL FV, 5 ton	1936/37	11	All Models, Pt. No. 218576, Land Rover	1948/53	67
TL, KTL, Traulier	1939	7	FVO (Oil Engine)	Up to 1952	32	14 h.p. and 16 h.p.	1946/47	29
LEA-FRANCIS. 2½ litre 12 h.p. and 14 h.p. (Part No. E.246)	1950/51	20	J. Type Van	Up to 1952	27	Fourteen, Sixteen, Twenty	1939/40	29
LEYLAND. Lynx, WDZ10	1936/51	51	10 cwt. 10 h.p. Van	1950/52	44	Ten and Twelve	1939/47	7
LISTER. Auto truck, 600 c.c. Single Cyl. Jap.	—	45	All Models (Saurer Diesel Engine)	1949	45	Fourteen, 13-9 h.p.	1937/38	20
MASSEY HARRIS TRACTOR Tractor (Perkins P6 Eng.)	1951	77	All Models (Perkins P6 Engine)	1946/52	53	Sixteen and Twenty	1937/38	32
14	1940	52	LC3 (Pt. No. 23469)	1946/52	20	Ten and Twelve	1934/38	51
15, 17	1940	39	Cowley Van	1946/52	44	SCAMMEL. With Meadows 6 DC/630 Oil Eng. (Fan)	1948	77
101, Junior	1939	43	CVF, 13/5, 5 ton	1938/48	29	Recovery Vehicle (W.D. Model)	1946/47	32
201 and 202, Fan	—	9	C11/40, C13/40, CV9/40, CV11/40, CV11/40F, 2 ton, CV11/30, CV9/30, C11/30, C11/30F, 30 cwt.	1942	45	SEDDON. All models (Perkins P4 and P6 Eng.)	—	77
201 and 202, Dynamo	—	65	PV, 15/20 cwt., LC, 25/30 cwt., 15-94 h.p.	1939/42	29	SINGER. Roadster 4 AD (Pt. No. C9927)	late 1952/53	80
102, Junior	—	39	10 cwt. Van	1939/42	29	SM. 1500, from Eng. No. D122U (Excluding Eng. Nos. D1414U to D1513U) Pt. No. C9927	—	80

Make and Model	Years	Belt No.	Make and Model	Years	Belt No.	Make and Model	Years	Belt No.
SM. 1500 up to Eng. No. D.121U and D.1414U to D1513U (Pt. No. C9677)	—	81	SUNBEAM TALBOT.			VULCAN. 6PF, 9PFA (Oil Eng.)	1948 on	77
SM. 1500 (Pt. No. C7696A)	—	43	'90' (Pt. No. P39368)	1948/53	20	6 ton, 6VF (Dynamo)	1940/41	29
Roadster 4AB (Pt. No. C3645)	1950/52	23	Ten, 10 h.p.	1946/47	51	25-8 h.p.	1937	45
Roadster 4A (Pt. No. C3645)	1946/50	23	Ten, 10 h.p.	1939	41	4 ton, 22-4 h.p. (Dynamo)	1937	39
12 h.p. Saloon	1946/49	50	3 and 4 litre	1939	20	2½ ton VF, 50 cwt. 20 h.p. (Fan)	1937	6
10 h.p. Saloon	1946/49	26	3 litre 20-9 h.p. (Previous to Chassis 8125)	1938	6	4 ton, 22-4 h.p., 5 ton, 24-8 h.p. (Fan)	1934/36	39
Roadster, 8-93 h.p.	1946/47	26	Chassis 8125)	1938	20	WILLYS. Jeep, A9490	1942	43
Twelve, 11-47 h.p.	1937/47	50	THORNYCROFT. ER4, TC4	—	33	4 Cyl. Model 77, 15-6 h.p.	1936/39	29
Bantam, 8-93 h.p.	1938/40	26	Models with FB/4 Eng. AC4, AC6, RC6, SB6, WB6, DC6	1938/39	20	WOLSELEY. Six/Eighty (from Eng. No. 5250) Pt. No. 164414	—	6
10 h.p. Super 10	1939	26	Lightning 26 Pass., GC/SC6, 29-4 h.p.	1935/39	39	Six/Eighty (From Eng. No. 5001) Pt. No. 20533	—	47
12 h.p. Super Twelve, 11-47 h.p.	1938/47	50	TILLING STEVENS. L6, PA7, 6 Cyl. (Oil Eng.)	1934/36	59	Six/Eighty (from Eng. No. 3554) Pt. No. 164414	—	6
5-8 cwt. Light Van	1937/39	21	TRIUMPH. Renown (Pt. No. 200288X)	1948 on	77	Six/Eighty (up to Eng. No. 3553) Pt. No. 20533)	—	47
Ten, 9-18 h.p.	1938	26	Mayflower (Pt. No. 200203)	1950/52	60	Four/Fifty (from Eng. No. 5178) Pt. No. 164414)	—	6
Bantam, 8-93 h.p.	1937	21	2000 and Roadster (with Vanguard Eng.)	1950/52	74	Four/Fifty (from Eng. No. 5001) Pt. No. 17262	—	47
5 cwt., 9 h.p. Van, Chassis No. 56201 onwards	—	47	1800 Saloon & Roadster All Models	1948/50	60	Four/Fifty (from Eng. No. 4448) Pt. No. 164414	—	6
STANDARD. Vanguard (Pt. No. 58924)	1948/52	60	Vitesse and Dolomite 13-95 and 15-72 h.p.	1947/49	29	Four/Fifty (up to Eng. No. 4447) Pt. No. 17262	—	47
Flying Eight, 8 h.p.	1939/48	54	Continental, 15-72 h.p.	1937/38	32	Oxford Taxi, 18/85 and 14/60	1946/49	79
Series 8A and 4/8A	1939/48	54	VAUXHALL. Velox and Wyvern	1937	32	Ten, 10 h.p., Eight, 8-06 h.p.	1947/48	26
LAC, 14 h.p., 12 h.p. Van, 12 cwt. Light Van	1940/47	67	Twelve/Four 12 h.p.	1948/52	78	Ten, 10 h.p.	1939/40	47
Flying Ten	1937/40	29	Ten/Four, 10 h.p.	1939/49	23	16/65 and 18/85	1939/40	6
Flying Nine 8-93 h.p.	1937/39	29	Fourteen/Six, 14-07 h.p.	1938/49	23	25 h.p.	1938/40	16
Flying V8, 20 h.p.	1937/39	16	Six, 24-97 h.p.	1939/47	13	14/60 and 12/48	1938/40	6
Flying Sixteen, Twenty, Fourteen and 14/12	1936/39	67	Light Six, 12-08 h.p. and 14-07 h.p.	1937/40	6	21 h.p.	1936/40	16
Flying Twelve and Twelve/Ten	1936/39	67	VELOCETTE. M.A.C. (Dynamo)	1933/38	11	Wasp 9-37 h.p.	1936	6
Nine, 8-93 h.p.	1937	33		—	FI.	Hornet, 12-08 h.p.	1935/36	6
Ten, Twelve and Light Twelve, 12 h.p.	1934/36	67				Nine, 8-95 h.p.	1934/35	6
Saloon, 10 h.p., Van 10 h.p.	—	33						
STUDEBAKER								
Champion	1939/40	55						
President, 8 Cyl.	1936/37	61						

ADDITIONS TO FAN BELT AND RADIATOR HOSE LISTS

Because additions are constantly being made to the range of John Bull Fan Belts and Radiator Hoses, it is impossible to produce lists that are always completely up-to-date.

Nevertheless, it is almost certain that in these lists there is a John Bull Fan Belt or Radiator Hose to fit every type of vehicle. If you cannot find what you require in these lists, we shall always be pleased to let you have details of new patterns upon request.

Usually, however, our Representative, who regularly calls upon you, will be in a position to provide up-to-the-minute information concerning additional Fan Belts and Hoses, as and when they are introduced.

JOHN BULL CURVED

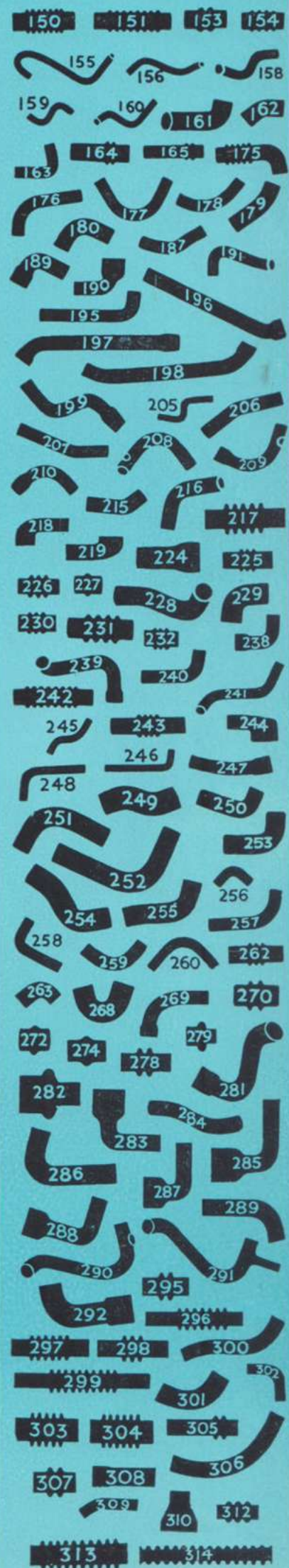
<i>Make and Model</i>	<i>Years</i>	<i>Top</i>	<i>Bottom</i>	<i>By-Pass</i>	<i>Various</i>
ALLARD					
All Models	1948/53	S171	S172		S173 cyl.
Palm Beach	1953	238	239		
Monte Carlo	1953	S171	S172		
ARMSTRONG SIDDELEY					
Lancaster, Hurricane, Typhoon ..	1945/49	S170	S182		
Whitley, Hurricane, Lancaster ..	1950/53	S170	S182		
Sapphire	1953	303	S1½ x 3		301 Inlet to Pump. 302 W.P.C.
AUSTIN					
Big Seven	1937/39	14			
Eight	1939/47	14			
Ten/Four	1933/38	1	S201		
Ten	1939/46	120	121		
Light 12/4	1933/38	3			
Twelve	1939/40	93	96		
Twelve	1946/47	122	31		
Fourteen	1938/47	48	96		
Fourteen	1934/40	48			
Sixteen	1933/37				4 Cyl. to Rad.
Sixteen	1935/38	47			
Sixteen	1940/48	135	136	S202	
Eighteen	1935/38	47			
Eighteen	1938/39		118		
A40	1947/53	178	177		208 B where heater is fitted
A70	1948/53	135	136	S202	260 Bottom 1951/52
A40 Sports	1951/53			to 1950 Rad. to Water outlet elbow	210
A40 Sports	1951/53			Rad. to pump (where heater is fitted, hole punched in hose)	209
Ex WD. 10 h.p.		310			
A125 Sheerline, A135 Princess ..	1947/53	175	176		
25 cwt. 3-way van	1940/53	135	306	S202	
2½ ton Truck	1946/50	147	136	S200	
2½ ton Loadstar	1951/53	147	269		
A90	1949/53	259	260		
A30	1953				Outlet elbow to radiator 289 Radiator to pump (Pt.2A143) 290 Radiator to pump (Pt.2A245) 291
BEDFORD					
6/10 cwt. Van (Up to No. 9364) ..	1938/50	95	110		
6/10 cwt. Van (9365 onwards) ..	1938/50	106	110		
10 cwt. Van (J.C.)	1939/50	95	111		
30 cwt. and 2 ton	1939/47	112	113		
3 ton	1939/47	112	113		
5 ton	1939 and 1945/51	c.d.s.	c.d.s.		
BRISTOL					
400 Saloon	1947/50	215	216		
401 Saloon	1950	215	216		
401 Saloon	1951/53	217	216		
CITROEN					
Front Wheel Drive	1935/47	52	53		
Light Fifteen	1948/53	52	53		
'Six'	1950/53	189		S188 (2 req'd)	
Big Fifteen	1953	52	53		
10 h.p.	1933/35	32			
COMMER					
8 cwt.	1935/38	40	41		
20/25 cwt. and N.1	1936/39	40	70		
Q1, Q2, Q3	1940/48	S1½ x 6½	130		
Q2, Q3, Q4, fitted with Perkins Diesel Engine			307		
DAIMLER					
Regency	1952/53	227	S220		
2½ litre Consort and Straight Eight	1951/53	227	S220		
2½ litre D.B. 18	1946/53	227	S220		
27 h.p. D.E. 27	1949/53	227	S220		
36 h.p. D.E. 36	1946/49	227	S220		
2½ litre Special Sports	1951/53	226	S220		
3 litre Convertible	1953	227	S220		
DENNIS					
Pax, 5 ton lorry	1942/53	255	253		
DODGE					
T74, 30 cwt., 2, 3, 4, 5 ton	1940				W.P.C. 123
T78, 6 ton	1940				W.P.C. 123
5 ton, 105/P6 Chassis		268			
DODGE-PERKINS					
Diesel Engine, all models		124			
FERGUSON					
T.E. Models, Continental and American engines		S275	138		
T.E.A. Models, Standard Engines		S214	139	191	
Diesel Engine Models	1951/53	S276	257	258	

THERE IS A JOHN BULL HEAT RESISTING
CURVED HOSE TO FIT EVERY KIND OF
VEHICLE.

RADIATOR HOSES

Make and Model	Years	Top	Bottom	By-Pass	Various
FIAT					
6.07 h.p.	1938/39	20			
11.4 h.p.	1938		62		
FODEN					
F.E. 6/7, 7 ton lorry; F.E. 6/12, 12 ton lorry and F.E. 6/15, 15 ton lorry	1949/53	153			
L.W. (Diesel)	1938/40		127		
FORD and FORD COMMERCIAL					
V.8 22 h.p.	1937/39	129			
8 h.p. Anglia; 10 h.p. Prefect	1939/53	(2 req'd.)	131		
8 and 10 h.p. for new engine in	1932/38	97	195		
5 cwt. van	1948/53	97	131		
10 cwt. van	1938/40	98	99		
10 cwt. van	1941/53	98	132		
Ford Thames (7V) Truck	1938/42	196	S171		
Ford Thames (7V) Truck	1943/48	197	S171		
4 ton E.T.6 Truck	1949/53	198			
15 cwt. van, 8 cyl. 30 hp.	1939/39	115			
Ford Thames (Perkins P6 Mk. 3N Engine)	1949/53	292			
V.8 Pilot	1948/53	142	S1 1/2 x 5 1/2		
E88T, E887T and E88U Surrey and Sussex 6-wheeler		125			
4 cyl. 4 ton forward drive control.	1938	125			
24 h.p., 4 cylinder	1939/40	125			
Zephyr Six	1951/53	238	239		
Consul	1951/53	238	281		
GUY Arab Bus, Mk. IV		151			
HILLMAN					
Minx	1936/38	40	41		
16/80 and Hawk	1936/38	54	Front 55	59	Bottom Rear 56
Minx	1946/49	S169	146		
Minx	1938/40	S169	S264		
Minx	1950/52	S277	146		
Minx	1953	S277	305		
Wizard	1933/34	29			
HUMBER					
12 h.p.	1934/35	40	70		
12 h.p.	1936/37	68	70		
16 h.p.	1938/40	89	90		
18 h.p.	1936/37	57	90	59	
Snipe	1936/37	57	90	59	
Snipe	1938/40	89	90	59	
Pullman	1936/37	57	90	59	
Pullman and Super Snipe	1948/53	S181	S167		
Hawk	1948/52	S168	S168		
Imperial	1939/40		90	59	
Super Snipe, Mk. 4	1953	304	S1 1/2 x 4 1/2		
Hawk, Mk. 5	1953	S1 1/2 x 6 1/2	S1 1/2 x 8 1/2		
Snipe, Pullman and 18 h.p.	1936/37		58		
JAGUAR and S.S.					
16/20 h.p.	1934/35	24			
2 1/2 litre	1936	84	60		
2 1/2 litre	1937	83	c.d.s.		
2 1/2 litre	1938/46	100	72		
1 1/2 litre	1936/37	84	c.d.s.		
3 1/2 litre	1938/46	100	72		
1 1/2 litre	1938/48	100	72		
2 1/2 litre	1946/48	100	240		
3 1/2 litre	1946/48	100	240		
1 1/2 litre	1946/48	244	72		
Mk. V, 2 1/2 litre	1949/51	100	240	158	160 W.U.
Mk. V, 3 1/2 litre	1949/51	100	240	158	159 W.U.
Mk. V, 2 1/2 and 3 1/2 litre					
XX120	1949/51	242	249		
		(after 1,000 cars)	(after 1,000 cars)		
Mk. VII	1949/51	243	250	248	

Heaters:
 (BD233) Hose 245
 (C3637) " 241
 (C3996) " 246
 (C3997) " S157

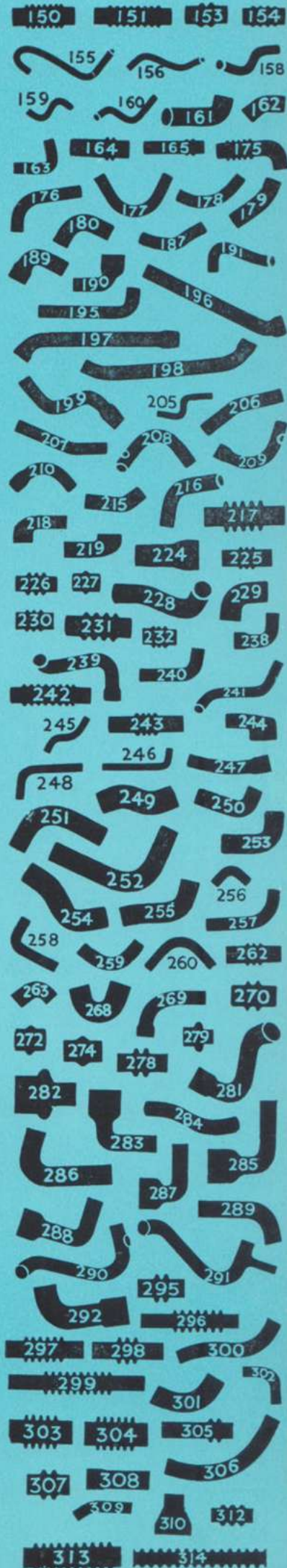


FOR DETAILS OF THE JOHN BULL CURVED RADIATOR HOSE BOX AND OF THE JOHN BULL RADIATOR HOSE CHART, SEE PAGE 60.



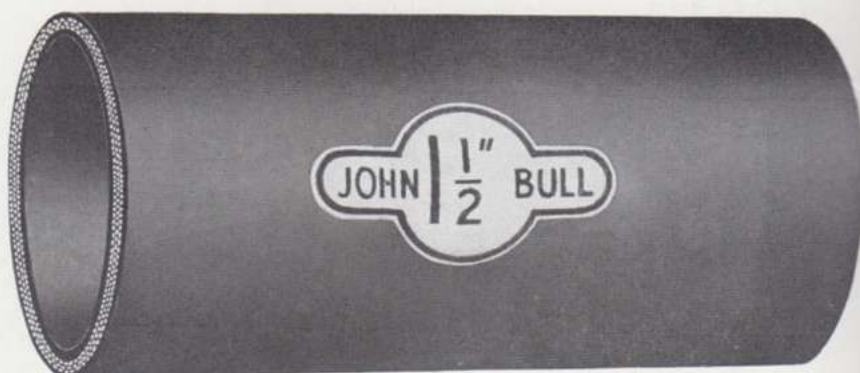
<i>Make and Model</i>	<i>Years</i>	<i>Top</i>	<i>Bottom</i>	<i>By-Pass</i>	<i>Various</i>
JENSEN					
J.N.S.N. Lightweight Commercial ..	1950/53	175	176		
Jentug, 30 cwt. Articulated Trailer	1950/53	175	176		
Interceptor	1950/53	175	176		
Cabriolet	1950/53	175	176		
JOWETT					
8 h.p.	1939/40	117			
10 h.p.	1937/40	116	S1½ × 7½ (NSB)	S1½ × 9½ (OSB)	
Javelin	1947/52	133	134		
Javelin	1953	S2½ × 2	134		S1 × 6½
Jupiter	1950/53	(Short S294) S221	S223	LHB	(Long S293) S222 RHB 224 WPC 207 OSB 207 OSB 203 OSB
Bradford Van C.A. Model ..	1946/47		206	NSB	
Bradford Van C.B. Model ..	1947/49	141	206	NSB	
Bradford Van C.C. Model ..	1950/53	141	207	NSB	
KARRIER					
Bantam	1936/37	128			
LAGONDA					
L.G. 6 High and Low Radiator ..		56			
V12 High and Low Radiator ..		20			
		(2 req'd)			
LANCHESTER					
10 h.p. L.D.10	1946/50	145	S220		
14 h.p.	1951/53	c.d.s.	227	S220	
14 h.p. D.H. Coupe	1952/53	227	S220		
LEA FRANCIS					
14 h.p.	1948/52	S184	S183	S185 Side S193 Side	S194 Thermo and Heater S194 Thermo and Heater
18 h.p.	1948/52	S192	S183		
2½ litre sports	1948/53	232	S233		
MARAUDER					
All models	1949/52	254	252	256	Bottom by-pass
M.G.					
Magnette and Midget	1932/36	62			
10 h.p. 1½ litre	1938/40	c.d.s.	107		
1½ litre	1936/40			81	
2 litre	1936/40			80	
T.C. Midget	1946/50	272	S273		
1½ litre Saloon, Series Y and YH ..	1946/53	270	S271		
T.D. Midget	1951/53	274	S273		
MORRIS AND MORRIS COMMERCIAL					
Ten/Four Series M	1939/48	107			
Oxford	1949/53	143	S186		
Eight	1935/38	21	S267		
Eight Series E	1939/48	101	104 or S174		
10 and 12 h.p. Series II	1936/37	S2" Bore	77		
14 and 25 h.p. Series III	1939/40	S2½ × 8	80		
14, 16, 18, 21 and 25 h.p. Series II	1936/37		80		
12 h.p. Series III	1939/48	94		81	
Minor (Without Water Pump) ..	1949/52	145	144		
Six	1949/53	S212	S211	205	Heater 155 1 pc Heater 156 1 pc Heater S157 2 pc
Morris Oxford Taxi	1947/53	274			
Minor (with Pump)	1952	278	279		S280 W.P.C.
10 cwt. Van, Series II	1936/38		77		
10 cwt. J. Type L.H.D.	1949/53	148	S2" × 8"		
10 cwt. J. Type R.H.D.	1949/53	149	S2" × 8"		
F.V.09/5R 5 Ton forward control	1947/53	150			
P.V. Van	1946/53	231	S237		
Morris Minor, from Eng. No. 77,001	1953	298	299		S280 W.P.C.
Morris Minor O.H.V.	1930/31		7		
Morris Minor S.V.	1931/32		8		
PERKINS					
P6 Mk. III N. Engine fitted to Bedford 'OB' and 'OLBC' ..		154			
P6 Mk. III N. Engine, fitted to Ford 7V Truck		199			
P6 Mk. III N. Engine, fitted to Austin Loadstar (2/5 ton truck) ..		175			
RILEY					
1½ litre	1946/53	219	S204		
2½ litre	1946/51	218	S204		
2½ litre	1951/53	297	S204		
		c.d.s.			
ROVER					
12, 14, 16 and 20 h.p.	1937/38	87			
12 h.p.	1939/47	61	308		
14, 16 and 20 h.p.	1939/47	61	45		
'60' and '75'	1948/49	S166	140		
'75'	1950/53	254	252	256	
Land Rover	1950/53	251	252	S193	

Make and Model	Years	Top	Bottom	By-Pass	Various
SINGER					
Bantam	1936/37	66			
Bantam	1938/40		92		
10 and 12 h.p.	1938		20		
10 h.p.	1939/47		92		
9 h.p. Roadster	1938/48	179	92		
SM. 1500	1948/53	164	165		
Light Van	1936/37	66			
Roadster Series 4 A.B.	1948/53	S234	S235		
SM. 1500 Roadster (Series 4 A.D.)	1951/53	164	S236		
		282 (from Eng. No. D.S.540V)			
STANDARD					
8 h.p.	1939/47	102	103		
9 h.p.	1934/35	22			
9 h.p.	1936/40	49	50		
10 h.p.	1935/36	25		42	
10 h.p.	1937/38		50	42	
10 h.p.	1937/40	49		42	
10 h.p.	1939/40		51	42	
Light 12	1936/37	25	45	42	
Flying 12	1936	19		42	
Flying 12	1937	28	72	42	
Flying 12	1938/48	19	72	42	
Fourteen	1937/48	19		42	
Fourteen	1937/39	19	45	42	
Fourteen	1946/48	19	72	42	
20 h.p.	1936/40	28			
Vanguard	1947/50	161	162		
Vanguard	1951/53	225	162		
Vanguard	1947/51	161	162	163	E. o. W.P. 162
		From Commission No. V.85001 onwards			
Little 9		22	18		
SUNBEAM TALBOT					
Ten	1939/47	88	119		
3 litre and 4 litre	1939/47	89		59	
'80'	1948/50	262	S265		
'90'	1947/53	262	S266		
TALBOT					
10 h.p.	1938	88	41		
TRIUMPH					
Gloria, 10, 12, and 16/6	1935/36		72		
Dolomite	1938/39	114			
		c.d.s.			
1800 Saloon	1946/48	229	162	300	263 E.o.W.P.
1800 Roadster	1946/48	229	162	300	162 E.o.W.P.
2000 Saloon	1948/50	229	162	163	263 E.o.W.P.
2000 Roadster	1948/50	229	162	163	162 E.o.W.P.
Renown	1950/53	229 (up to 2,000 cars)	162	163	263 E.o.W.P.
		230 (over 2,000 cars)	162	163	263 E.o.W.P.
Mayflower	1951/53	225	228	309	
Renown Limousine	1952/53	230	162	163	263 E.o.W.P.
Vauxhall					
12 h.p.	1935/37		60		
12 h.p.	1938/48	106	111		
		c.d.s.			
12 h.p.	1939	106	111		
12 h.p. up to 44,000	1940/48	95	110		
12 h.p. 44,001 onwards	1940/48	106	110		
10 h.p. up to 10,543	1938/48	43	110		
10 h.p. (10544 to 51788)	1938/48	95	110		
10 h.p. (51,789 onwards)	1938/48	106	110		
12 h.p.	1937/40	44	46		
Victor	1948/51	190	180		
Wyvern	1948/51	106	187		
14 h.p.	1935/38		60		
14 h.p.	1939/48	109	46		
Wyvern (standard engine)	1949/53	283	284		
Victor (standard engine)	1949/53	285	286		
Wyvern (square engine)	1952/53	287			
Victor (square engine)	1952/53	288			
WOLSELEY					
14 h.p.	1936	21	21		
14 h.p.	1936/39	S2½ x 6½	80		
10/40	1936/37		81		
10/40	1938/48	107	137		
16/65	1936/37	274	80		
16/65	1938/40	107	91		
16/65	1941/48		91		
16/80	1938/48	S2½ x 6½	80		
12/48	1936/37		81		
12/48	1939/40	107	105		
12/48	1938		91		
12/48	1939/40	107	105		
4/50 and 6-80	1948/53	S212	S211	205	Heater 155 1 p.c. Heater 156 1 p.c. Heater S157 2 p.c.
4/44	1953	295	296		
Warner			17		



JOHN BULL STRAIGHT HOSE

John Bull Straight Hose is made of high quality rubber, reinforced with three plies of open mesh canvas, to give a combination of strength with unusual flexibility. Its resistance to deterioration is exceptionally good.



Bore:

$\frac{1}{2}$ " , $\frac{5}{8}$ " , $\frac{3}{4}$ " , $\frac{7}{8}$ " , 1" , $1\frac{1}{8}$ " , $1\frac{1}{4}$ " , $1\frac{3}{8}$ " , $1\frac{1}{2}$ " , $1\frac{5}{8}$ " , $1\frac{3}{4}$ " , $1\frac{7}{8}$ " , 2" , $2\frac{1}{8}$ " , $2\frac{1}{4}$ " , $2\frac{3}{8}$ " , $2\frac{1}{2}$ " .

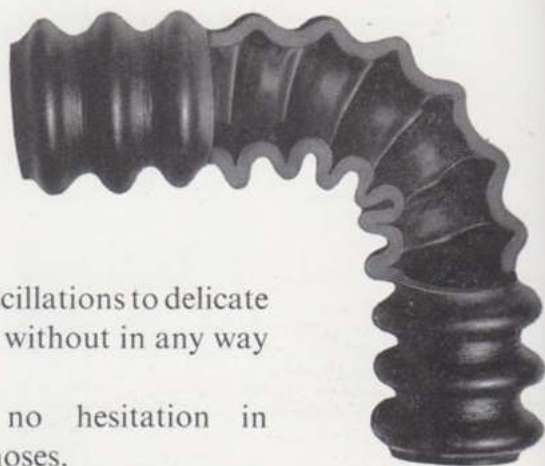
Supplied in 4 ft. lengths.

See page 60 for details of
John Bull Straight Hose Rack.

CONVOLUTED HOSE

British Patent No. 647804

By virtue of its special construction, John Bull Convolutated Hose can be cut and bent to fit any vehicle where two different diameters are not required. Its vibration-absorbing qualities reduce transmission of engine oscillations to delicate radiator installations. It can be bent through more than 90° without in any way restricting the flow.



Garages need have no hesitation in purchasing John Bull hoses.

Our Straight, Convolutated and Curved types are bought and fitted as original equipment by at least 90% of the vehicle manufacturers in Great Britain.

Special approval has been given and contracts placed with us for the supplying of hoses in use on military vehicles and Tanks per Ministry of Supply Fighting Vehicles Design Establishment.

Bore .

$\frac{1}{2}$ " , $\frac{7}{8}$ " , 1" , $1\frac{1}{8}$ " , $1\frac{1}{4}$ " , $1\frac{3}{8}$ " , $1\frac{1}{2}$ " , $1\frac{5}{8}$ " , $1\frac{3}{4}$ " , $1\frac{7}{8}$ " , 2" , $2\frac{1}{8}$ " , $2\frac{1}{4}$ " .

Supplied in 4 ft. lengths.



See page 60 for the John
Bull Convolutated Hose Rack.

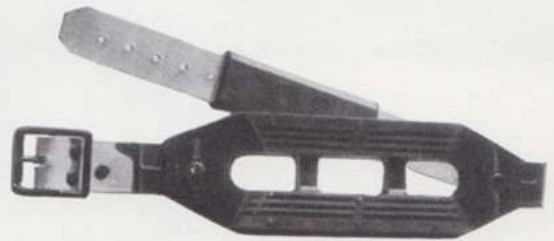


SNOW AND MUD GRIPS

For the motorist who uses his car all the year round, there is no more practical answer to the problem of wheel-slip than John Bull Rubber Snow and Mud Grips. They prevent skidding on snow and mud-bound surfaces, and make safe braking possible. John Bull Rubber Snow and Mud Grips have been tested and proved over all surfaces—wet greasy roads, deep drifting snow, melting ice, snow-slush, mud and every other type of surface hazard. Their deep bite provides powerful traction on slippery gradients, and enables a good average speed to be maintained, whatever the state of the road. John Bull Rubber Snow and Mud Grips are more easily fitted than most non-skid devices, *do not damage your tyres*, and are silent in use. Equally good on mud, sand, fields and grass—every farmer should have a set in his tool-kit to avoid getting 'bogged down' in country lanes or cart tracks. Sets of 8 for 2 wheels.

Rim Fitting Diameters

Size	13"—16"				17"—21"		
	1	4.00/4.25	4.50	4.75	4.00	4.50	4.75
2	5.00	5.20	5.25	5.50	5.00	5.25	
		5.60	5.90				
3	5.75	6.00	6.25	6.40	5.50	6.00	6.50
		6.50	6.70	7.00	7.10		



TRADE PLATE HOLDERS

Patent No. 365195

A quick and very easy method of attaching Trade Plates. Avoid any possibility of rattle and damage to paintwork. Complete with rubber fixing straps. Essential to businesses operated by discerning traders.



WINDSCREEN WIPER TUBING

Good quality 'unkinkable' rubber tubing supplied in 7 ft. lengths (boxed) and 60 ft. coils.



CARPET MATS

John Bull carpet mats ensure firm heel grip essential to good driving, and protect the carpets from dirt and wear. Easily fitted by means of four clips. Boxed singly.

No. 2	18" x 12"	No. 3	24" x 14"
No. 4	24" x 16"	No. 5	18" x 16"



KEY GUARDS

For ignition and other keys. Carded in three dozens. Or supplied loose in one gross minimum. Can also be supplied in quantities of 500 or more bearing customer's own name, address, message, etc.

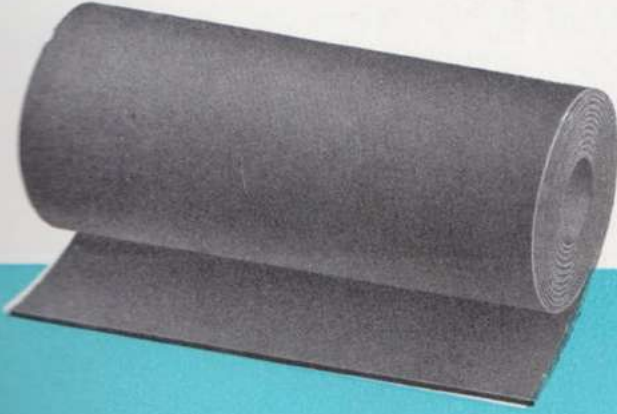


RUBBER MATTING

Made from good-wearing quality black rubber in fluted pattern, 36 in. wide by $\frac{1}{8}$ in. thick. It may be put to a wide range of uses in workshop, shop, garage and home.

MUD FLAP MATERIAL

Made of very durable black rubber, it is primarily designed for extending motor vehicle mud-guards but has many other uses. 18 in. wide by $\frac{1}{8}$ in. thick.



WIRE BRUSHES

Useful for cleaning plugs, roughening inner tubes prior to repair, removing rust, etc. Carded in dozens.

No. 1 — Small

No. 2 — Large

(Packing unit
1 dozen)



CAR INFLATOR CONNECTIONS

Of stout rubber tubing reinforced by external braiding and supplied with instantaneous or swivel valve attachments. Designed to fit every type of pump. Boxed singly, 32 in. long and 26 in. long.



SPARKING PLUG PROTECTORS

Gives positive protection from oil and moisture, thus ensuring good contact between plug and lead.

Made for 18 and 14 m.m. plugs.

(Packing unit, either size, 1 dozen)

PUMP ATTACHMENTS

Instantaneous, lever type.

(Packing unit 1 dozen)



JOHN BULL REPAIR

REPAIR KIT No. 2

Repair Kit No. 2 contains Vulca-grip patches, rubber solution, wire brush, French chalk, valve parts, etc. The generous contents are securely packed in a convenient, non-rattle tin. Boxed in display carton.

(Packing unit $\frac{1}{2}$ dozen)



REPAIR KIT No. 1

Attractively packed in display carton. Each tin contains everything necessary to carry out quick and permanent repairs.

(Packing unit 1 dozen)



RUBBER SOLUTION

John Bull—the original non-inflammable rubber solution—is still the quickest drying and most highly adhesive. It is packed in a variety of handy containers for all uses. Small, medium and large tubes in two dozen cartons. Tins in three sizes Nos. 1, 3 and 4.



VULCA GRIP REPAIR KIT

No. 2 Kit. Supplied one dozen in a carton. Contains one 12 in. by 4 in. Vulca Grip and a large tube John Bull Rubber Solution, in a compact, handy container.

(Packing unit 1 dozen.)



OUTFITS & MATERIALS



HOOD DRESSING

A fine quality black preparation for waterproofing and preserving car hoods, exterior leather work, pram hoods, sidecar aprons, etc. Can also be used for renovating doors and running boards. Once the dressing is applied, subsequent mud splashes, etc. can be wiped away with a damp cloth. Supplied in half pint and pint tins and gallon cans.



FRENCH CHALK

Finest quality French chalk supplied in strong metal containers. Small sprinkler tins (refill for outfits)—12 in a carton. $\frac{1}{4}$ lb. tins and 7 lb. containers.



VULCA GRIP SHEETING

Of heavy gauge rubber with a self-vulcanising sticky surface protected by linen sheeting. 12 in. \times 4 in. Packed in half dozens and dozens. 84 in. \times 6 in. boxed singly.



VULCA GRIP PATCHES

Made in six carefully graded sizes. They are self-adhesive, solution being applied only to the inner tube. The linen protector has a lip which facilitates removal. Supplied in tins and boxed in dozens.

No. 1 $1\frac{1}{2}'' \times 1''$	No. 4 $2\frac{3}{4}'' \times 2''$
No. 2 $1\frac{7}{8}'' \times 1\frac{1}{4}''$	No. 5 $3\frac{3}{8}'' \times 2\frac{3}{4}''$
No. 3 $2\frac{1}{4}'' \times 1\frac{7}{8}''$	No. 6 $4\frac{1}{2}'' \times 3\frac{1}{8}''$



CORD STICKY PATCHES

For sound repairs to tyre foundations. Coated on one side with a layer of self-vulcanising rubber for easy and permanent adhesion. Packed in dozens.

No. 6 Oval $4\frac{1}{2}'' \times 3\frac{1}{4}''$	4 ply
No. 7 " $5\frac{1}{2}'' \times 3\frac{3}{4}''$	4 "
No. 8 " $7\frac{1}{2}'' \times 5\frac{1}{4}''$	4 "
No. 9 " $8\frac{1}{2}'' \times 6\frac{1}{4}''$	4 "
No. 10 " $11\frac{1}{2}'' \times 8\frac{1}{2}''$	6 "



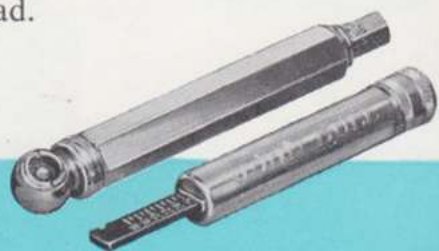
PRISMATIC REFLECTORS

A prismatic $1\frac{1}{2}$ in. lens fitted in a black rubber holder, designed to fit all bumpers (top left). Holds National Physical Laboratory Certificate of Efficiency. Boxed in dozens. Below (bottom left) is shown the new 35° "Versafit" car reflector with semi-spherical rubber body adaptable to practically all post-war cars. On the right of the group is portrayed the new 3 in. reflector for commercial vehicles.



PRESSURE GAUGES

For car, motorcycle and commercial vehicle tyres. Reliable, accurate and easy to read.



PETROL & OIL RESISTING TUBING



Highly flexible and will also resist a considerable degree of heat. Supplied in lengths up to 9 ft.

VALVES AND PARTS

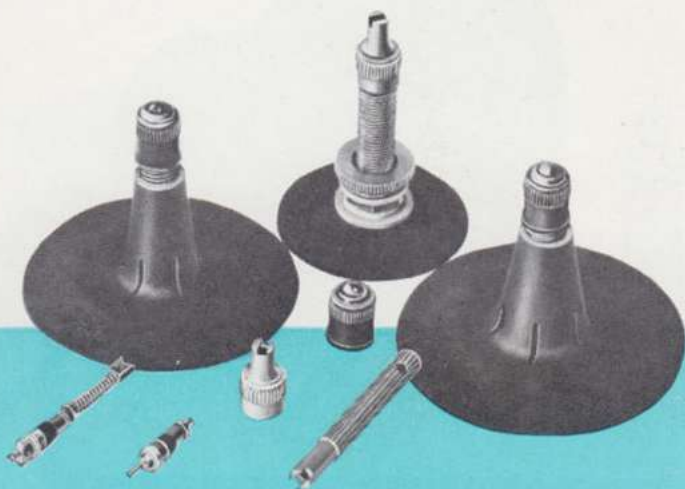
For repairs to and replacements of every kind of valve. Supplied in boxes.

- Schrader Cores, No. 4000, 5 in Box
- Schrader Caps, No. 6300, 5 in Box
- Schrader Caps, No. 7572, 5 in Box
- Rubber covered Replacement Valve 14R
- Rubber covered Replacement Valve 15R
- Motor Cycle Replacement Valve No. 7882R
- Core Extractor Tools, No. 8215

$\frac{3}{16}$ "	bore	minimum burst pressure	2000 p.s.i.
$\frac{1}{4}$ "	"	"	2000 p.s.i.
$\frac{5}{16}$ "	"	"	1500 p.s.i.
$\frac{3}{8}$ "	"	"	1350 p.s.i.
$\frac{7}{16}$ "	"	"	1250 p.s.i.

INSULATING TAPE

Its great strength and high adhesiveness remain unimpaired after long periods of storage. $\frac{5}{8}$ in. wide, it is offered in rolls $2\frac{1}{2}$, 5, 10 and 25 yards long. Supplied in dozens.



MOTOR CYCLE SECTION



TRADE MARK

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MOTOR CYCLE TYRES AND TUBES



FRONT GRIP

A new front wheel tyre especially designed for fast cornering. The ideal companion to the 'Deep-Grip'.

3.25—19

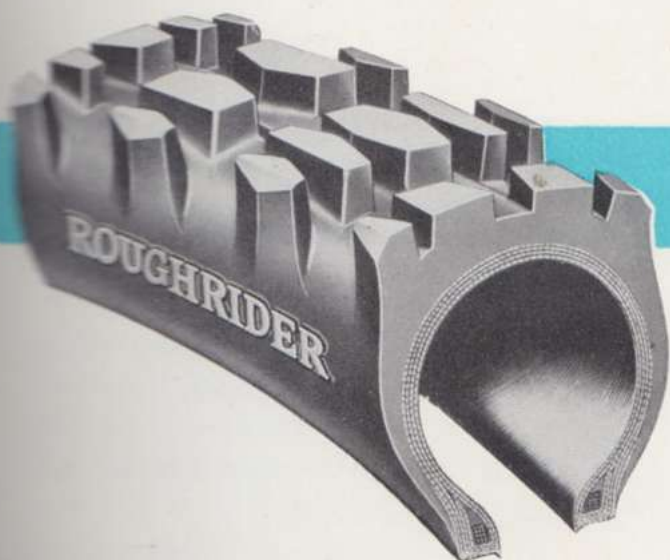


DEEP GRIP

Proved over and over again to be one of the most effective tyres ever built for all-round motor-cycling.

2.75—19
3.00—19
3.00—20
3.00—21

3.25—19
3.50—19
4.00—19



ROUGH RIDER

A 'Trials' tyre, with all-round properties of positive traction, lateral stability and liveliness.

4.00—19

For every kind of motor cyclist

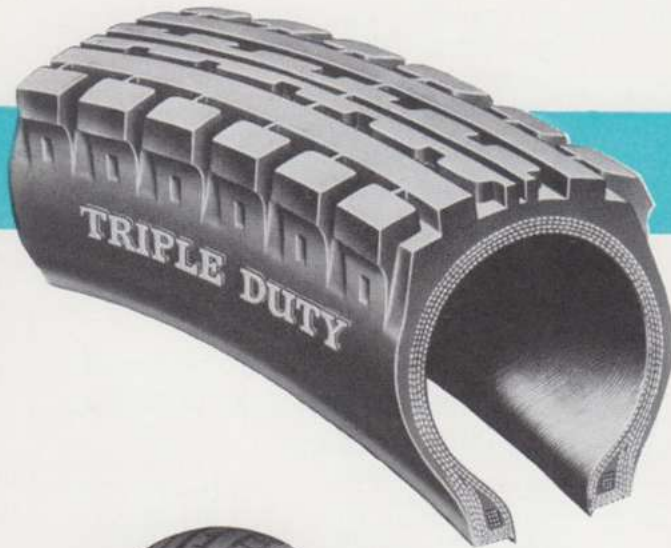


ELEVEN RIB

An established favourite in the John Bull range. Has held its popularity among discerning users for many years.

3.00—19

3.00—20



TRIPLE DUTY

Built to car tyre specifications for heavy duty on motor cycle combinations. Can be used on rear, front or side-car wheel.

3.50—19



MOTOR SCOOTER

Having the John Bull deep, 'Heavy Tread', tread pattern and unusually generous construction, this is virtually a car tyre in miniature. It gives unparalleled service.

4.00—8

Made for the man who

RES AND TUBES

DEEP GRIP AUTOCYCLE

The immense popularity of the 'Deep-Grip' prompted the same design for the new John Bull Autocycle tyre. The finest tyre of its kind.

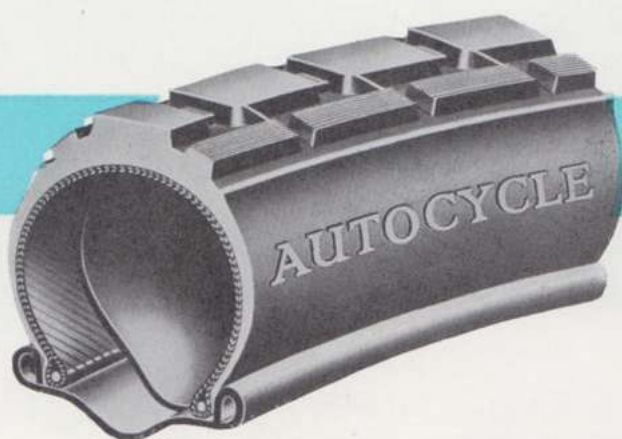
2.25—21



AUTOCYCLE

An old and firm favourite whose popularity has been established as a result of many years proven reliability and service.

26×2×1½



MOTOR CYCLE TUBES

Made from tough, elastic, 'shock-proof' rubber to withstand the stresses involved in all kinds of motorcycling.

Sizes to fit all covers.



will have the best

KNEE GRIPS

Nos. 3, 19 and 25 are easily fitted by means of special plates and screws provided with each pair. Made of long wearing soft black rubber they are specially designed to give the comfortable, secure knee-hold so essential to complete control of the machine at speed. Boxed and supplied in pairs. Rubbers supplied separately.

No. 3

Oval wedge-shape
 $4\frac{1}{4}'' \times 3\frac{3}{8}'' \times \frac{5}{8}''$
 to $1\frac{3}{16}''$ section,
 tapered.



No. 19

Wedge-shape
 $8\frac{1}{2}'' \times 4\frac{3}{4}'' \times 1''$



No. 25

Wedge-shape
 $8\frac{1}{2}'' \times 4\frac{1}{4}'' \times 1\frac{1}{4}''$



Stick-on type. For light weight machines. They give a neat finish at the same time providing adequate knee hold. Moulded in the black rubber, they are secured to the tank by means of John Bull's general purpose solution.



SPARKING PLUG PROTECTORS

Give positive protection from oil and moisture, thus ensuring good contact between plug and lead.

Made for 18 and 14 m.m. plugs.

(Packing unit, either size, 1 dozen)



CLUTCH OPERATING LEVER COVERS

An indispensable protection from dust, grit, oil and water. Made in two sizes.



FAN BELTS

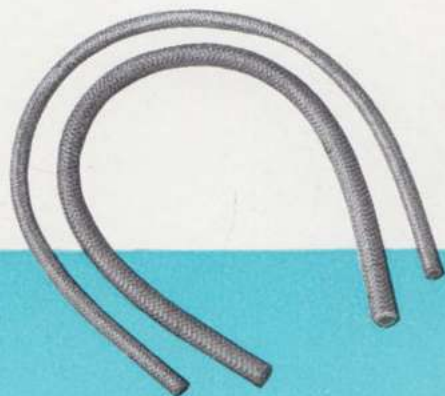
No. F.1 flat belt strongly reinforced with stout cord. The rubber is highly resistant to heat and oil. For motor cycle dynamo drives.



PETROL & OIL RESISTING TUBING

Highly flexible and will also resist a considerable degree of heat. Supplied in lengths up to 9 ft.

$\frac{3}{16}$ "	bore	minimum	burst	pressure	2000 p.s.i.
$\frac{1}{4}$ "	"	"	"	"	2000 p.s.i.
$\frac{5}{16}$ "	"	"	"	"	1500 p.s.i.
$\frac{3}{8}$ "	"	"	"	"	1350 p.s.i.
$\frac{7}{16}$ "	"	"	"	"	1250 p.s.i.



PRISMATIC REFLECTORS

A prismatic $1\frac{1}{2}$ in. lens fitted in a black rubber holder, designed to fit all bumpers (top left). Holds National Physical Laboratory Certificate of Efficiency. Boxed in dozens. Below (bottom left) is shown the new 35° "Versafit" car reflector with semi-spherical rubber body adaptable to practically all post-war cars. On the right of the group is seen the new 3 in. reflector for commercial vehicles.



INFLATOR CONNECTIONS

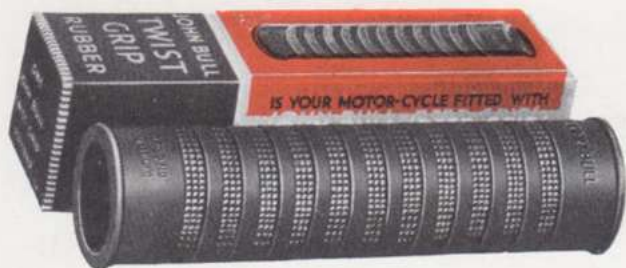
Made from best quality braided tubing with swivel and spring collar. 13 in. long, and 9 in. long for auto cycles. Valve adaptors supplied separately.

CABLE CLIPS

Registered Design 747240.

John Bull—the original cable clips—are tight fitting and neat. They cannot damage the enamel and are moulded individually with a safety lock which cannot accidentally come loose. Made in a variety of patterns and colours. Packing unit 6 dozen.





HANDLEGRIPS

Made in soft black rubber to absorb vibration and shock. Open or closed ends.

For $\frac{7}{8}$ in. or 1 in. bars.

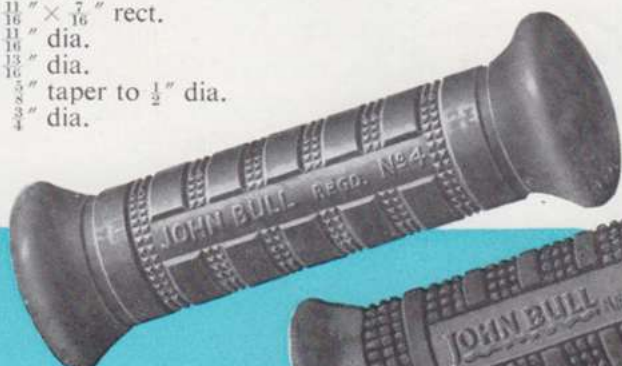
Touring grip $4\frac{3}{4}$ in. long. Boxed in pairs.



FOOT REST RUBBERS

Of hard-wearing black rubber. Supplied in pairs in the following sizes:

	length	bore
No. 1	$4\frac{3}{4}$ "	$\frac{7}{16}$ " dia.
No. 2	$4\frac{3}{4}$ "	$\frac{9}{16}$ " dia.
No. 3	$4\frac{3}{4}$ "	$\frac{15}{16}$ " dia.
No. 4	$4\frac{3}{4}$ "	$\frac{15}{16}$ " x $\frac{11}{16}$ " oval
No. 5	$4\frac{3}{4}$ "	$\frac{1}{2}$ " dia.
No. 6	$4\frac{3}{4}$ "	$\frac{11}{16}$ " x $\frac{7}{16}$ " rect.
No. 7	$4\frac{3}{4}$ "	$\frac{11}{16}$ " dia.
No. 8	$4\frac{3}{4}$ "	$\frac{13}{16}$ " dia.
No. 9	$4\frac{3}{4}$ "	$\frac{5}{8}$ " taper to $\frac{1}{2}$ " dia.
No. 10	$5\frac{1}{2}$ "	$\frac{3}{4}$ " dia.



TWIST AND DUMMY GRIPS

Of soft yet hard-wearing black rubber packed singly in attractive cartons supplied in the following sizes:

Twist No.	Length	Size of Bars	Outside Diameter	Inside Diameter
1	$4\frac{3}{4}$ "	$1\frac{3}{16}$ "	$1\frac{1}{4}$ "	$1\frac{5}{32}$ "
2	$5\frac{3}{4}$ "	$1\frac{3}{16}$ "	$1\frac{5}{16}$ "	$1\frac{3}{16}$ "
3	$4\frac{3}{4}$ "	$1\frac{1}{16}$ "	$1\frac{1}{16}$ "	$1\frac{1}{32}$ "
4	$5\frac{3}{4}$ "	$1\frac{1}{16}$ "	$1\frac{3}{16}$ "	$1\frac{3}{32}$ "
5	$4\frac{3}{4}$ "	1"	$1\frac{1}{8}$ "	$1\frac{1}{16}$ "
6	$6\frac{1}{4}$ "	1"	$1\frac{1}{8}$ "	$1\frac{1}{16}$ "
7	$4\frac{3}{4}$ "	$1\frac{1}{8}$ "	$1\frac{9}{32}$ "	1"
9	6"	1"	$1\frac{1}{8}$ "	$1\frac{13}{16}$ "
Dummy				
11	$4\frac{3}{4}$ "	$\frac{7}{8}$ "	$1\frac{1}{4}$ "	$1\frac{13}{16}$ "
12	$5\frac{3}{4}$ "	$\frac{7}{8}$ "	$1\frac{3}{8}$ "	$1\frac{13}{16}$ "
13	$4\frac{3}{4}$ "	1"	$1\frac{1}{4}$ "	$1\frac{15}{16}$ "
14	$5\frac{3}{4}$ "	1"	$1\frac{3}{8}$ "	$1\frac{15}{16}$ "
15	$4\frac{3}{4}$ "	1"	$1\frac{1}{4}$ "	$1\frac{15}{16}$ "
16	$6\frac{1}{4}$ "	$\frac{7}{8}$ "	$1\frac{1}{8}$ "	$1\frac{27}{32}$ "
17	$4\frac{3}{4}$ "	$\frac{7}{8}$ "	$1\frac{1}{8}$ "	$1\frac{27}{32}$ "
18	$4\frac{3}{4}$ "	1"	$1\frac{1}{16}$ "	$1\frac{15}{16}$ "
19	6"	$\frac{7}{8}$ "	$1\frac{1}{8}$ "	$1\frac{13}{16}$ "



PILLION FOOT REST RUBBERS

Hardwearing, firm and safe; fits most types of machines. $4\frac{5}{8}$ in. long, $\frac{7}{8}$ in. x $\frac{5}{16}$ in. rectangular bore.

KICK START RUBBERS

Made of specially toughened rubber to give long life, they ensure a good foot grip and give protection from backfires. Packed in half dozens in the following sizes:

	length	bore
No. 1	$3\frac{1}{2}$ "	$\frac{9}{16}$ " dia.
No. 2	$3\frac{1}{4}$ "	$\frac{9}{16}$ " dia.
No. 3	$3\frac{5}{8}$ "	$\frac{9}{16}$ " dia.
No. 4	$3\frac{3}{8}$ "	$\frac{9}{16}$ " dia.
No. 5	$3\frac{1}{4}$ "	$\frac{1}{2}$ " dia.
No. 6	$2\frac{7}{8}$ "	$\frac{3}{8}$ " dia.

FOOT LEVER RUBBERS

Of strong black rubber. Packed in units of six.



ALL RUBBER PEDALS

The John Bull all rubber pedal gives complete protection to the spindle. It does not collect mud and gives excellent foot-hold, is light on shoe leather and will not damage if the cycle falls. Has no sharp edges to hurt the rider. Boxed in pairs. Supplied in the following sizes:—

3" Juvenile
3½" Ladies

4" Gents
4¼" Gents, large

Spare rubbers and spindles and tools for removing rubbers are supplied separately.



FOOT CHANGE GEAR LEVER RUBBERS

Prevents foot slip and reduces wear on shoes. Supplied in six sizes and carded in dozens.



No. 1



No. 2



No. 6

No. 1	2 3/8"	7/16" dia.
No. 2	2"	7/16" dia.
No. 3	2"	5/16" dia.
No. 4	2"	1/2" dia.
No. 5	2 3/8"	1 1/8" x 3/8" rect.
No. 6	2"	1 1/8" x 1/2" rect.



REPAIR KIT No. 2

Contains Vulca-grip patches, rubber solution, wire brush, French chalk, valve parts, etc. The generous contents are securely packed in a convenient, non-rattle tin. Boxed in half dozens.



REPAIR KIT No. 1

Attractively packed in dozens, each tin contains everything necessary to carry out quick and permanent repairs.



INSULATING TAPE

Its great strength and high adhesiveness both remain unimpaired after long periods of storage. $\frac{5}{8}$ in. wide, it is supplied in rolls $2\frac{1}{2}$, 5, 10 and 25 yards long. Supplied in dozens.

RUBBER SOLUTION

John Bull—the original non-inflammable rubber solution—is still the quickest drying and most highly adhesive. It is packed in a variety of handy containers for all uses. Small, medium and large tubes in two dozen cartons. Tins Nos. 1, 3 and 4.



FRENCH CHALK

Finest quality French chalk supplied in strong metal containers. Small sprinkler tins (refill for outfits) 12 in a carton, $\frac{1}{4}$ lb. tin and 7 lb. container.



VULCA GRIP PATCHES

Made in six carefully graded sizes. They are self-adhesive, solution being applied directly to the inner tube. The linen protector has a lip which facilitates removal. Supplied in tins and boxed in dozens.

No. 1	1½" × 1"	No. 4	2¾" × 2"
No. 2	1½" × 1½"	No. 5	3⅝" × 2¾"
No. 3	2¼" × 1½"	No. 6	4½" × 3⅝"



VULCA GRIP REPAIR KIT

No. 2 kit. Supplied one dozen in a carton. Contains one 12 in. × 4 in. Vulca Grip and a large tube John Bull Rubber Solution, in a compact, handy container.



CORD STICKY PATCHES

For sound repairs to tyre foundations. Laminated on one side with a layer of self-vulcanising rubber for easy and permanent adhesion. Packed in dozens.



12 in. × 4 in.	4 ½" × 3 ½"	4 ply
12 in. × 4 in.	5 ½" × 3 ½"	4 "
12 in. × 4 in.	7 ½" × 5 ½"	4 "
12 in. × 4 in.	8 ½" × 6 ½"	4 "
12 in. × 4 in.	11 ½" × 8 ½"	6 "

VULCA GRIP SHEETING

Of heavy gauge rubber with a self-vulcanising sticky surface protected by linen sheeting. 12 in. × 4 in. Packed in half dozens and dozens. 84 in. × 6 in. boxed singly.

WIRE BRUSHES

Useful for cleaning plugs, roughening inner tubes prior to repair, removing rust, etc. Carded in dozens.

- No. 1 — Small
- No. 2 — Large



STICKY CANVAS STRIP

Two ply canvas with sticky surface on one side only and fitted with linen protector strip. Supplied in dozens, wrapped in singles. 40 in. \times 3 $\frac{1}{4}$ in. Ideal for workshop use.



STICKY CORD FABRIC

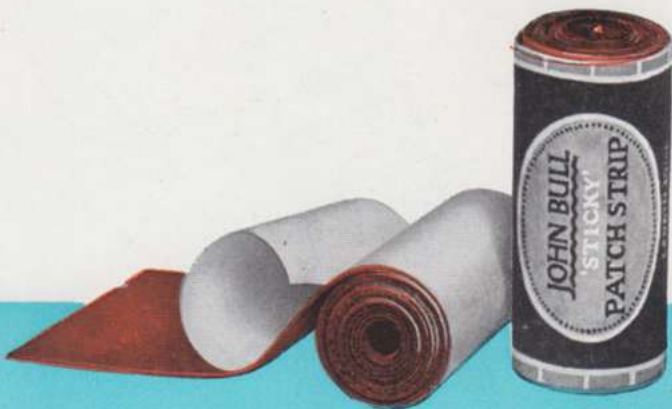
A two ply fabric with prepared sticky surface and linen protector. Gives immediate and permanent adhesion. Ideal for cover casing repairs. Supplied in 36 in. \times 3 in. rolls. Wrapped in singles.



STICKY PATCH STRIP

The same quality materials as John Bull Sticky Patches, but in rolls to allow the cutting of larger patches. Prepared on one side and fitted with linen protection.

7 $\frac{1}{2}$ in. \times 2 $\frac{3}{4}$ in. rolls, packing unit 1 dozen.
30 in. \times 2 $\frac{3}{4}$ in. rolls for workshop use.



CYCLE SECTION



TRADE MARK

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JOHN BULL CYCLE TYRES



NEW SERVICE

The famous 'Lapland' tyre which took Wally Summers and his team on their epic 4,000 mile puncture-free journey. Made of toughened pure rubber, it combines speed and lightness with rugged strength.

Sizes: $26 \times 1\frac{1}{4}$ $26 \times 1\frac{1}{2}$
 $26 \times 1\frac{3}{8}$ $28 \times 1\frac{1}{2}$
 $28 \times 1\frac{3}{4}$



RED SPOT

A fine, all-purpose tyre that has kept its popularity for many years. The thick, tough tread is built upon a heavy reinforced casing of best quality cord. It has proved itself over every kind of road in the dominions and colonies.

Sizes: $26 \times 1\frac{3}{8}$ $26 \times 1\frac{1}{2}$
 $26 \times 1\frac{1}{4}$ $28 \times 1\frac{1}{2}$



ROADSTER

Generously and carefully built from highest quality materials, it is light, flexible and hard wearing: a good, sound tyre for everyday use.

Sizes: $26 \times 1\frac{1}{4}$ $26 \times 1\frac{1}{2}$
 $26 \times 1\frac{3}{8}$ $28 \times 1\frac{1}{2}$



LANDS END

A sturdily built general purpose tyre of new design, to give maximum value at lowest cost.

Sizes: $26 \times 1\frac{1}{4}$ $26 \times 1\frac{1}{2}$
 $26 \times 1\frac{3}{8}$ $28 \times 1\frac{1}{2}$



GRISTLY

Made of pure gristly rubber, it is lavishly built on a foundation of finest Egyptian cord, and is extremely flexible. Despite its modest price, it is in every way a luxury tyre, good for years of trouble-free service.

Sizes: $26 \times 1\frac{1}{4}$ $26 \times 1\frac{3}{8}$ $26 \times 1\frac{1}{2}$ $28 \times 1\frac{1}{2}$



JUVENILE

A size for every juvenile bicycle. Long wearing, despite their modest cost.

Sizes: $12 \times 1\frac{1}{2}$ $18 \times 1\frac{1}{2}$ $22 \times 1\frac{1}{2}$
 $16 \times 1\frac{1}{2}$ $20 \times 1\frac{1}{2}$ $24 \times 1\frac{1}{2}$

Roadster types

JOHN BULL CYCLE



SAFETY SPEED

Incorporating the famous John Bull Patent Ratchet Tread, which gives extra driving effort, at the same time ensuring straight-line braking with complete absence of skidding.

Sizes: 26 × 1¼ 26 × 1½ 27 × 1¼



LIGHT SPEED

Built to the usual John Bull 'quality' standards, this fast yet light tyre gives extremely good service. It is an ideal 'training' tyre for the racing cyclist.

Sizes: 26 × 1¼ 27 × 1¼



CLUB

A modestly priced but extremely serviceable 'all-rounder'.

Sizes: 26 × 1¼ 26 × 1½



TANDEM

Strengthened at every point to withstand the stresses of double load and increased propulsive effort. An extremely flexible and comfortable tyre with low road rolling resistance ensuring high speeds with minimum effort.

Sizes: 26 × 1¼ 26 × 1½ (1½" section)



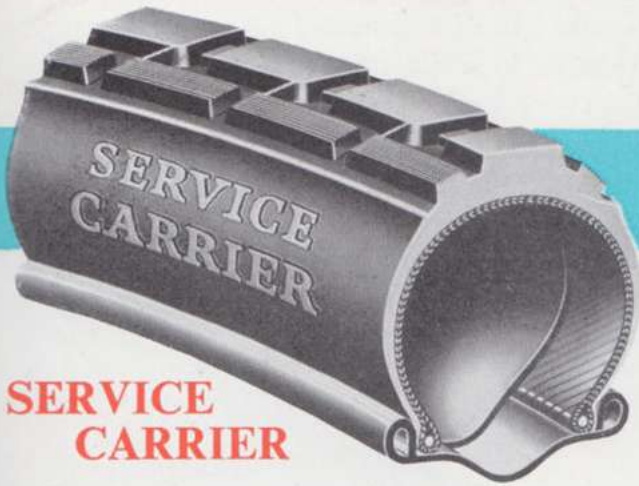
ROAD SPRINT

A real 'pedigree' racing tyre recently evolved after generations of experience. Extremely light, fast and safe, combining really hard wearing qualities.

Sizes: 26 × 1¼ 27 × 1¼

Sports types

TYRES AND TUBES



SERVICE CARRIER

Having an extra strong foundation and a thick, wide tread, this tyre is especially made to carry heavy loads. Unsurpassable for long, hard wear.

Sizes: $14 \times 2 \times 1\frac{3}{4}$ $26 \times 2 \times 1\frac{3}{4}$
 $20 \times 2 \times 1\frac{3}{4}$ $26 \times 1\frac{3}{4}$



POWER DRIVE

Especially designed to withstand the extra flexing and abrasions incurred in power driven cycling.

Size: $26 \times 1\frac{3}{8}$ ($1\frac{1}{2}$ " section)



AUTOCYCLE

Of extra generous construction for confidence in more miles of safe, trouble-free riding.

Size: $26 \times 2 \times 1\frac{3}{4}$



CYCLE TUBES

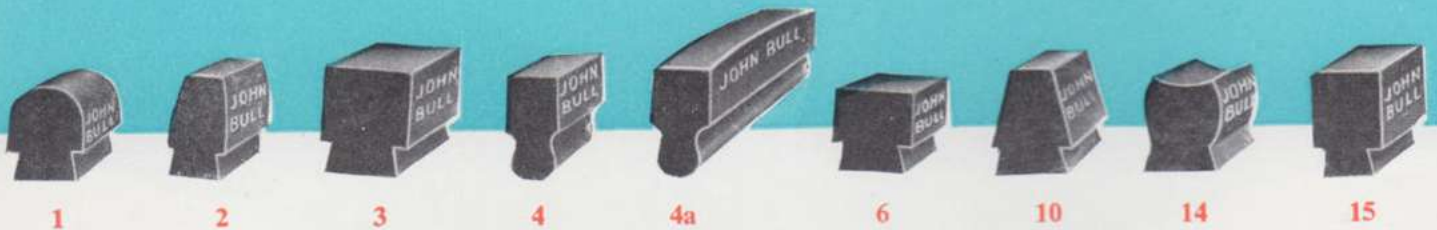
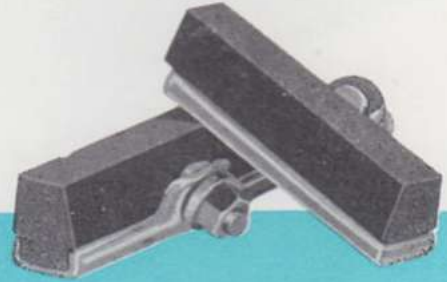
ensuring a permanently air-tight tube. The valve is an integral and inseparable part of the tube itself, and therefore simply cannot leak or pull away. It is easy to fit, since it nestles snugly to both cover and rim.

Made of tough, elastic rubber, John Bull tubes are completely leak proof. Stronger, they stay up longer.

*Carrier and mechanically propelled types
and tubes*

JOHN BULL BRAKE BLOCKS

Supplied in one dozen pairs or loose (minimum 1 gross pairs), attractively carded or in boxes, there is a John Bull brake block for every kind of bicycle. Made of long-wearing rubber mixture, they do not 'chip' or crack, and give smooth, efficient braking with complete absence of 'judder'.



WITHOUT SHOES

- No. 1 Round Top, Standard.
- No. 2 Flat, Narrow Shoe.
- No. 3 Extra Large, Standard.
- No. 4 For Raleigh.
- No. 4a For Raleigh Carrier.
- No. 6 Standard Square.
- No. 10 Taper Top, for Standard Shoe.
- No. 14 Caliper, $1\frac{3}{8}$ " long, for wood rims.
- No. 15 For Hercules.
- No. 16a Medium Endrick, $1\frac{3}{8}$ " long.
- *No. 19 For Raleigh Caliper, Hercules Caliper and Royal Enfield Racing Models.
- No. 20 For Hercules (Narrow Taper Top).
- *No. 21 For Webb Caliper, $1\frac{3}{4}$ " long.
- No. 23 Caliper, $1\frac{3}{4}$ " long.
- *No. 24 For Rudge, $1\frac{11}{16}$ " long.
- *No. 25 Caliper for Hercules, Phillips and Brooks, $1\frac{3}{4}$ " long.
- *No. 26 For Webb Caliper.
- No. 27 Juvenile.

IN SHOES

- No. 1 Round Top, Standard.
- No. 2 Flat, Narrow Shoe.
- No. 4 For Raleigh.
- No. 4a For Raleigh Carrier.
- No. 6 Standard Square.
- No. 10 Taper Top for Standard Shoe.
- *No. 19 For Raleigh Caliper, Hercules Caliper and Royal Enfield Racing Models.
- No. 20 For Hercules (Narrow Taper Top).
- *No. 21 For Webb Caliper, $1\frac{3}{4}$ " long.
- No. 23 Caliper, $1\frac{3}{4}$ " long.
- No. 24 For Rudge, $1\frac{11}{16}$ " long.
- *No. 25 Caliper for Hercules, Phillips and Brooks, $1\frac{3}{4}$ " long.
- *No. 26 For Webb Caliper.
- No. 27 Juvenile.

* Also for Soft Alloy Rims.



RIM TAPES

Of good quality for hard wear in use, they are made to fit every type of cycle rim. $\frac{5}{8}$ in. wide. Packing unit: 1 dozen, or loose bundles of 50.



WIRE BRUSHES

For roughening rubber and metal surfaces, removing rust, etc. Carded in dozens. No. 1 — Small. No. 2 — Large.



PEDAL RUBBER REMOVING TOOL

Whilst the rubbers of John Bull all-rubber pedals (shown below) can be levered off with a screw-driver, the special workshop tool illustrated greatly facilitates the operation.

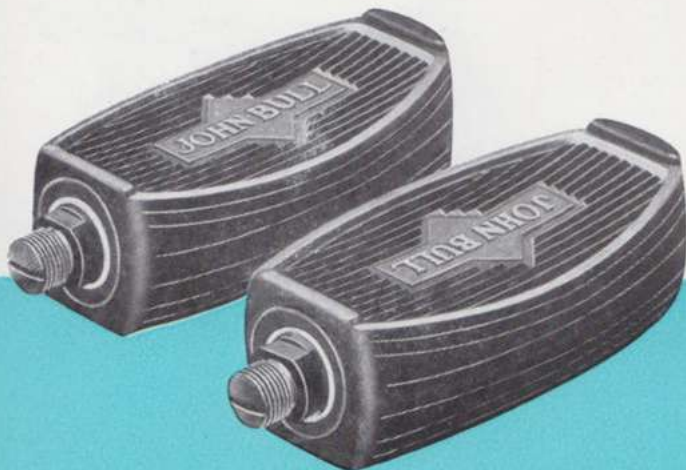


ALL RUBBER PEDALS

Patent No. 338567

The John Bull all rubber pedal gives complete protection to the spindle. It does not collect mud, gives excellent foothold, is light on shoe-leather and will not damage if the cycle falls. Has no sharp edges to hurt the rider. Boxed in pairs. Supplied in the following sizes:—

- | | |
|-------------|------------------|
| 3" Juvenile | 4" Gents |
| 3½" Ladies | 4½" Gents, large |



PEDAL RUBBERS

Made of particularly durable rubber and attractively patterned. A good standard line supplied in four sizes.

- | | |
|----------|----------|
| 3" × ¾" | Juvenile |
| 3½" × 1" | Ladies |
| 4" × 1" | Gents |
| 4½" × 1" | Gents |

Supplied in dozen sets of four.



MUD FLAPS

LARGE AND MEDIUM

Moulded from a special weather-proof polished black rubber, with metal parts enamelled. Attached by clipping on to the mudguard stays. Packing unit: $\frac{1}{2}$ dozen. Two sizes, large and medium.



SMALL

Specially shaped and fitted with metal clips. Suitable for all mudguards, easily fitted and very neat. A flat rubber platform can be cut to fit closely round the tyre; traps all mud and splashes.

Boxed in dozens.



PRISMATIC REFLECTORS

A prismatic lens fitted in and protected by a rubber holder. Designed to fit all mudguards. Holds National Physical Laboratory Certificate of Efficiency and meets current legal requirements. Boxed in dozens.

INSULATING TAPE

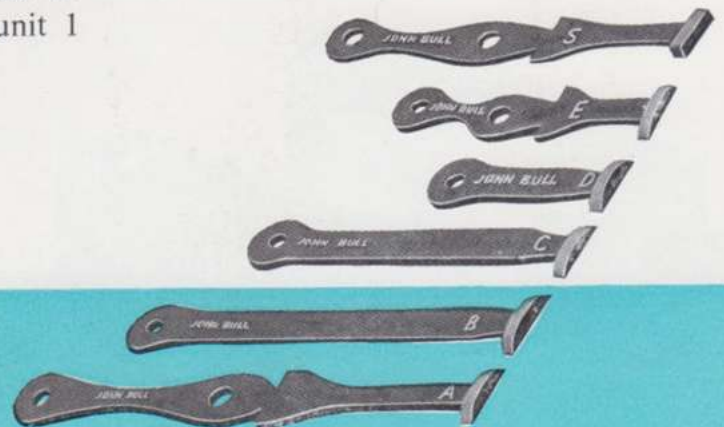
Black, $\frac{5}{8}$ in. wide, John Bull insulating tape is clean, strong and most highly adhesive. Supplied in rolls of $2\frac{1}{2}$, 5, 10 and 25 yards. Packing unit 1 dozen.



CABLE CLIPS

Registered Design 747240

John Bull—the original cable clips—are tight fitting, neat, noiseless, cannot chafe or damage the enamel, and are moulded individually with a safety lock which cannot accidentally become loose. The standard pattern is supplied in black, green, blue, red and white; patterns A, B, C, D and E in black only. Packing unit: 6 dozen.



VALVE TUBING

Carefully gauged, and made from perish-resisting rubber, John Bull valve tubing is completely reliable in service. It is supplied in packets carded in 3 dozens, and in tins containing 12 yards.



INFLATOR CONNECTIONS

Made of stout rubber tubing, reinforced with best quality braid. The screwed ends are swaged into the rubber and cannot pull out. All metal parts are brightly electro-plated and a perfect seal is provided by means of a soft rubber washer.

5 in. long, M and F, packed in 3 dozens.

8½ in. long, M and F, packed in dozens.

5 in. long for Presta or Schlaverand valves.



FINGER PATTERN HANDLE GRIPS

An extra high quality product. The thick, soft rubber, coupled with the finger pattern on the underside, ensure firm, non-slip hand-hold even when only lightly gripped.

Made in four colours: red, tan, grey and black. Cartoned in half dozen pairs.



CUSHION GRIPS

Made in soft rubber for comfort and firm grip in all weathers. Extremely long-wearing.

4 in. long, boxed in pairs, made in red, tan, grey or black.



POPULAR GRIPS

A low-priced grip of very good value, in black or tan. Boxed in pairs.



No. 29 GRIPS

3 3/4 in. long, packing unit 6 pairs. In tan, grey or black.



No. 30 GRIPS

3 3/4 in. long, packing unit 6 pairs. In tan, grey or black.



CUSHION GRIPS (WITH REFLECTOR ENDS)

Patent Nos. 402560 and 480814.

4 in. long, boxed in pairs, made in black or tan only.



GENTS SPORTS GRIPS

Designed to give easy comfortable control for both fast and leisurely touring. 4 1/4 in. long, six pairs in carton, in red, tan, grey or black. 6 pairs in carton.



LADIES SPORTS GRIPS

Designed to give easy comfortable control for both fast and leisurely touring.

4¼ in. long, six pairs in carton, in red, tan, grey, gristly or black.



TOY AND JUVENILE GRIPS

6 pairs on a display card.

Toy: 2⅝ in. long for ⅝ in. bars. Gristly.

Juvenile: 3¼ in. long for ⅝ in. bars. Black.

Juvenile: 3¼ in. long for ¾ in. bars. Black.



ROADSTER GRIPS

An attractive type of roadster grip which is soft and comfortable to handle, yet guaranteed to give long wear.

4⅝ in. long, six pairs in carton. Tan, gristly or black.



4½" AND 6" DIAMOND GRIPS

A lightweight comfortable grip with distinctive diamond pattern, to give that secure hold so necessary to the fast cyclist.

Boxed in units of 12 pairs, available in black, red, green, blue, white and grey.



OBLONG REPAIR OUTFIT

Still the finest value offered in repair outfits. Exclusive features are the John Bull patent gang patches and the unspillable french chalk container. Other contents are: rubber solution, valve cleaning tool, glass paper, pump connection washers, valve tubing, prepared canvas roll and marking crayon. Supplied in display boxes of 2 dozens.



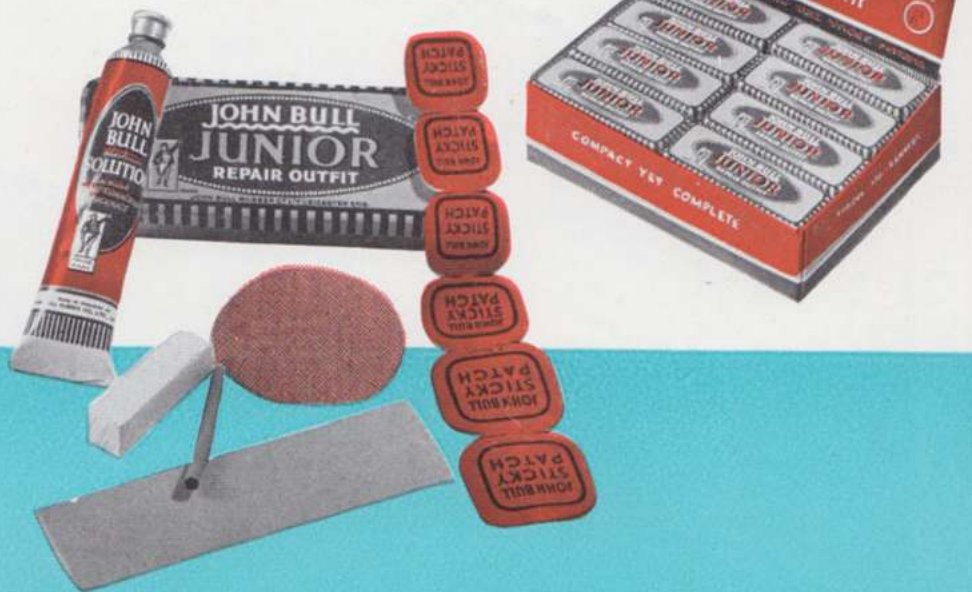
STICKY CYCLE PATCHES

The original prepared cycle patches, regularly bought by millions of cyclists throughout the world. Completely reliable for instant, permanent adhesion. Supplied in packets of 7 assorted sizes, 2 dozen on card, and in tins of 1 gross assorted sizes.



JUNIOR REPAIR OUTFIT

A very compact and complete little outfit of striking value. Contains John Bull patent gang patches, rubber solution, prepared canvas, glass paper, french chalk in block form and valve tubing. Attractively boxed in 2 dozens.



STICKY CANVAS PATCHES

For repairs to the inside casing of Cycle Covers. The canvas is rubber backed, and perfect adhesion is assured.

No. 1 Oval, $2\frac{5}{8}$ in. by 2 in., two ply — packing unit two dozen.

No. 2 Oval, $3\frac{1}{2}$ in. by $2\frac{5}{8}$ in., two ply — packing unit one dozen.

No. 3 Oval, $4\frac{3}{8}$ in. by $3\frac{1}{8}$ in., two ply — packing unit one dozen.

GANG PATCHES & STRIP

British Patent No. 528429

Patented by John Bull, the famous "gang" patch strip is an ideal way of handling an assortment of patches without sorting or loss. Packed in two sizes:

Small, 3 dozen in carton: large 6 dozen in carton.



FRENCH CHALK

Finest quality french chalk, supplied in strong metal containers.

7 lb. and $\frac{1}{4}$ lb. tins, and small sprinklers.



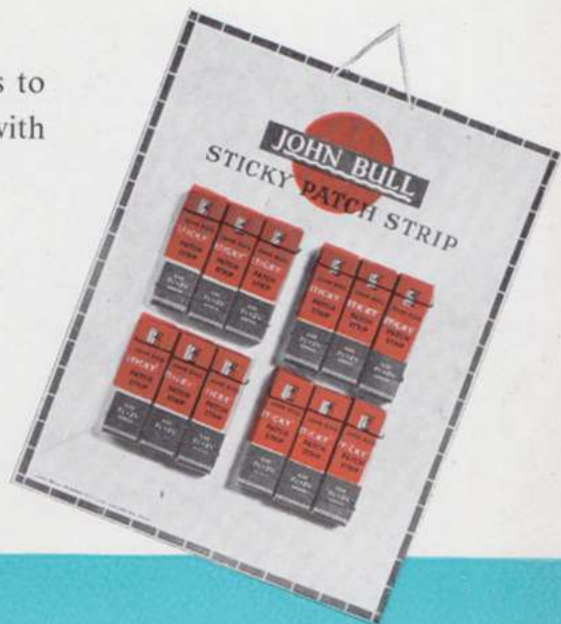
RUBBER SOLUTION

John Bull—the original non-inflammable solution—is the 'quickest drying and most highly adhesive ever produced. Holds patches firmly and permanently. In three sizes of tubes, small, medium and large, boxed in 2 dozens, and in tins, No. 1 small, No. 3 medium and No. 4 large.



STICKY PATCH STRIP

Same quality materials as John Bull Sticky patches, but in rolls to permit of larger patches being cut. Prepared on one side and with linen protector. $7\frac{1}{2}$ in. \times $2\frac{3}{4}$ in. rolls. Packing unit 1 dozen. 30 in. \times $2\frac{3}{4}$ in. rolls for workshop.



AIR-PROOF CLOTH

Highly adhesive woven Egyptian cambric. Not only is it of great service to cyclists, but it is also invaluable for repairing numerous domestic articles, such as hot water bottles, rubber boots, waterproof clothing, waders, football bladders, etc. In 12 in. \times 3 in. rolls. Supplied in dozens.

STICKY CANVAS STRIP

A two ply material in 40 in. \times $3\frac{1}{2}$ in. rolls, the sticky surface on one side only, with linen protector strip. Packed in singles.



CORD STICKY STRIP

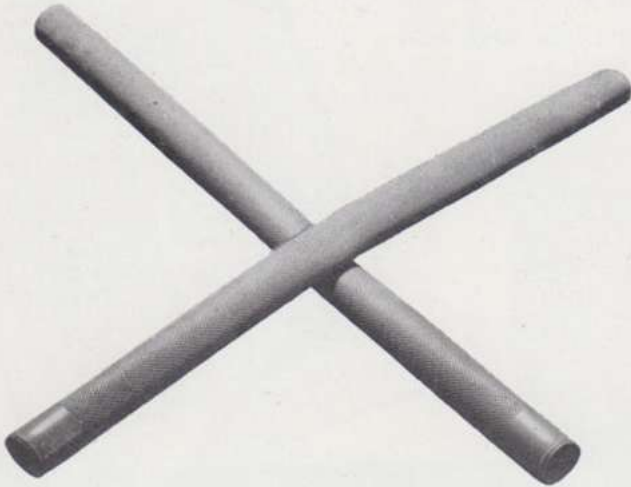
A two-ply fabric with prepared 'sticky' surface and linen protector. Gives immediate and permanent adhesion. Ideal for cover casing repairs. Supplied in 36 in. \times 3 in. rolls, wrapped in singles.

PREPARED CANVAS

Proofed on one side only, made of finest quality stout cord, for all repairs to tyre casings. Supplied in packing units of 1 dozen. 10 in. \times 3 in. rolls.



SLEEVE GRIPS

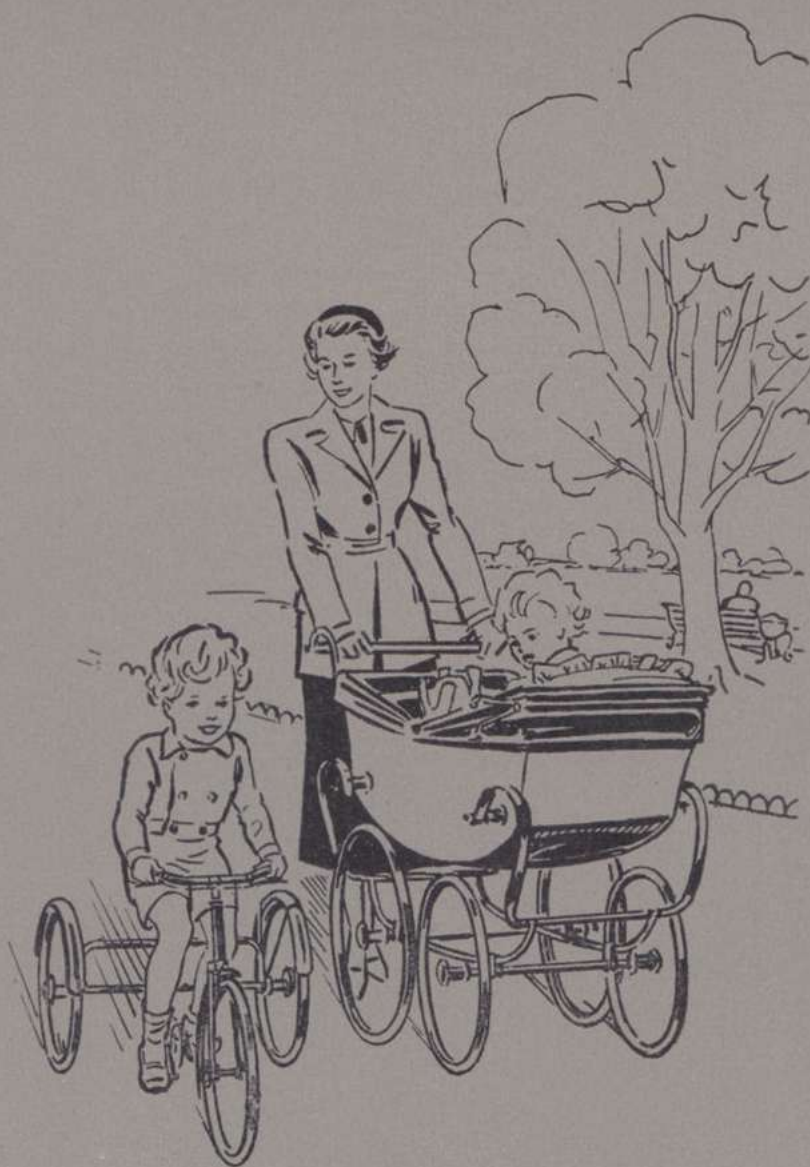


17 in. long, these grips are designed to cover the entire length of the handlebars, thus giving complete protection and ensuring firm grip at every point along the bars. The file pattern, by allowing air circulation, keeps the hands cool in hot weather.

Supplied in grey, white, tan, blue and red. Boxed in one dozen pairs.

First in the field with so many cycle accessories, John Bull is constantly developing new products to meet the requirements of the cycling public. Carefully made from the finest materials only and attractively boxed and wrapped, John Bull products are sure-sellers. With half-a-century's reputation for quality behind them, you can stock and recommend John Bull with the utmost confidence that you will be giving your customers real value and satisfaction for their money. And in so doing, you will create goodwill which will build up that most priceless of business assets—repeat business.

PRAM AND MISCELLANEOUS



TRADE MARK

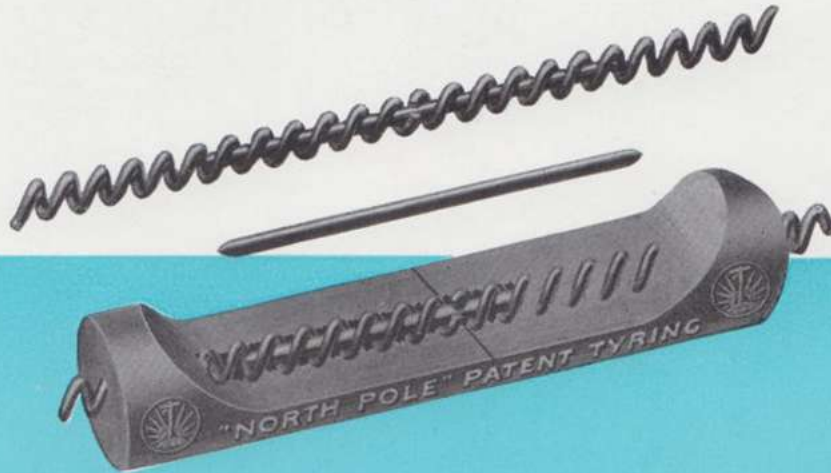
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JOHN BULL PRAM TYRING

(“NORTH POLE” PATENT)

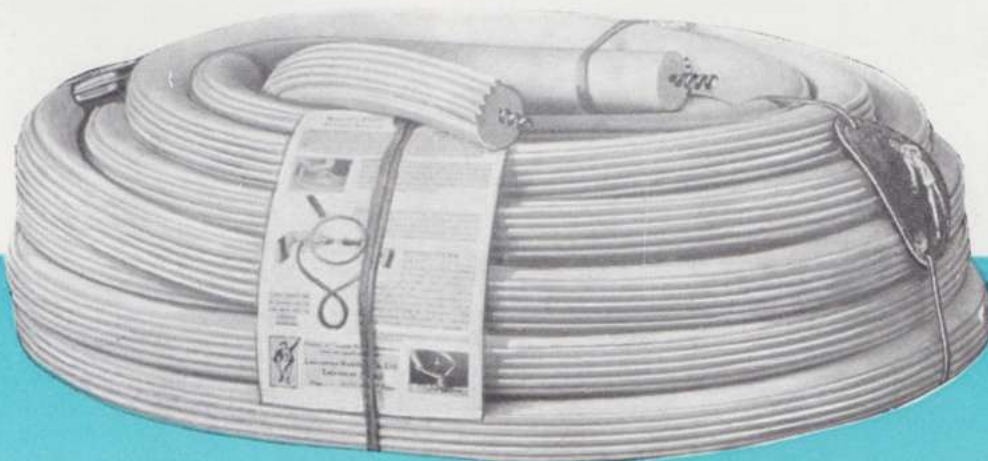
The principle of the patent is an embedded length of hard-tempered spiral steel wire in the centre of the rubber, and the binding or constricting action of that spiral wire on a steel joining pin inserted half-way into each end. The pin prevents the interlocked ends of the wire from straightening out under tension, and this enables a secure joint to be made by interlocking one or two coils only.



JOHN BULL PRAM TYRING

John Bull, the original patent pram tyring, is still the most popular. It is made from a very soft, resilient yet hard wearing rubber, which absorbs shocks and vibrations, making the pram easier to push. The patent joining principle ensures easy and snug fitting. It will not work loose on the rims. It is made in plain round, basket and ribbed patterns. Sold by weight, but quantities of less than 30 feet are charged extra per pound to compensate for waste and additional labour involved.

RIBBED PATTERN



JOHN BULL PRAM TYRING

ROUND PATTERN



GREY

WHITE

PLAIN ROUND	RIBBED	BASKET	PLAIN ROUND	RIBBED	BASKET
$\frac{3}{8}$ "	$\frac{3}{8}$ "	$\frac{7}{8}$ "	$\frac{1}{2}$ "	$\frac{1}{2}$ "	$\frac{7}{8}$ "
$\frac{1}{2}$ "	$\frac{1}{2}$ "	$1\frac{1}{8}$ "	$\frac{9}{16}$ "	$\frac{9}{16}$ "	$1\frac{1}{8}$ "
$\frac{9}{16}$ "	$\frac{9}{16}$ "		$\frac{5}{8}$ "	$\frac{5}{8}$ "	
$\frac{5}{8}$ "	$\frac{5}{8}$ "		$\frac{3}{4}$ "	$\frac{3}{4}$ "	
$\frac{3}{4}$ "	$\frac{3}{4}$ "		$\frac{7}{8}$ "	$\frac{7}{8}$ "	
$\frac{7}{8}$ "	$\frac{7}{8}$ "		1"	1"	
1"	1"		$1\frac{1}{8}$ "	$1\frac{1}{8}$ "	
$1\frac{1}{8}$ "	$1\frac{1}{8}$ "		$1\frac{1}{4}$ "	$1\frac{1}{4}$ "	
$1\frac{1}{4}$ "	$1\frac{1}{4}$ "				

BASKET PATTERN



Enables larger section tiring to be fitted to small wheels. Two sections only necessary.

BRAKE LEVER RUBBERS

Of tough, hard wearing rubber. Ensure positive braking at all times. Made in two sizes, large for brake lever, small for brake bar.



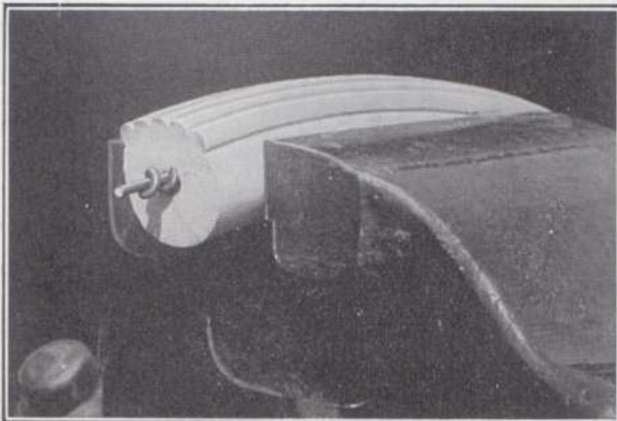
SPECIAL FITTING TOOLS

BENCH FITTING TOOL Greatly facilitates the fitting of all sections of solid and cushion tyres. The method used is illustrated on this page, and it is a sound investment for all who have to fit pram tyres.

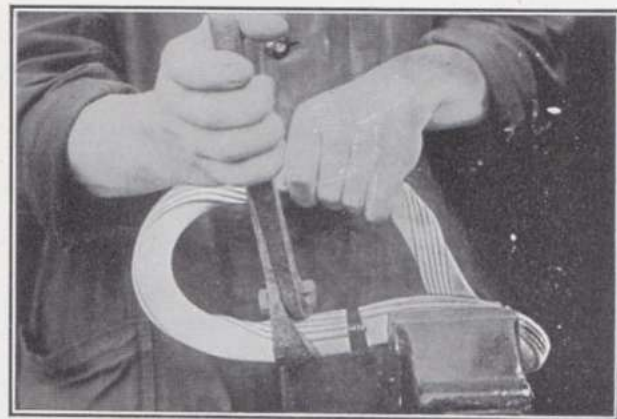
FITTING INSTRUCTIONS



No. 1. Measure tyre by placing round rim. Cut off short, on basis of 1 in. for every 25 in. of tyre, to allow for necessary stretch.



No. 2. Trim rubber at a slight angle at ends, leaving tread projecting slightly beyond the base. Trim wire till $1\frac{1}{2}$ coils only are projecting and force a pin into one end as illustrated.



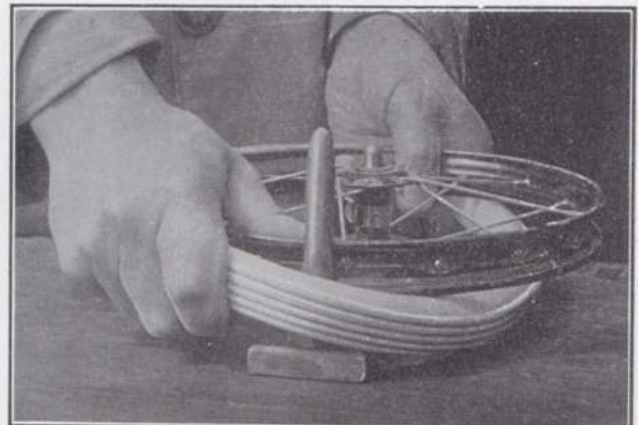
No. 4. Bring ends together, interlock the wire and straighten the tyre till a perfect joint is revealed. The tyre can now be fitted to the rim by using a spindle in a vice, but the John Bull Fitting Tool will make this task much easier.

TOGGLE ENDED CUTTING PLIERS

Of good quality steel, ideal for cutting through embedded spiral wire.



No. 3. Now twist tyre back three complete turns as though trying to unwind the spiral wire. Use gripping pliers if necessary.



No. 5. Stretch the tyre on the rim, joint first, as far as possible, and force the last part into place by a series of jerks, pulling with right hand and pushing with left. Make one complete revolution to distribute stretch.

INDUSTRIAL GRIP

A soft, yet hard wearing grip with a multitude of industrial applications. Made in black rubber. $4\frac{7}{8}$ in. long for $1\frac{1}{16}$ in. and $1\frac{1}{4}$ in. bars. Very effectively absorbs vibrations.



FLEXIBLE RUBBER TUBING

Available in 60 ft. coils, this is the same as windscreen-wiper tubing. Extremely flexible and hard wearing, as well as highly resistant to heat and sunlight, it has many applications.



TROLLEY AND BARROW TYRES

In the factory or on the land, John Bull trolley and barrow tyres eliminate noise and vibration, reduce wear and tear on vehicles, and do not cause ruts in soft surfaces such as lawns or fields. They roll over steps, kerbs and other obstacles with great ease, and without damage of goods in transit.



Absolutely noiseless.

Do not damage lawns, grass verges, garden paths or floors.

Ride over obstructions such as kerbs and steps with ease.

Transport fragile loads without damage.

Considerably reduce vibration and manual effort.

Available in two patterns, ribbed and heavy tread. Maximum load per wheel, 7 cwt. Pressure 90 lbs. Size (both types): 16×4 . Tubes to fit.

AIR-PROOF CLOTH

Highly adhesive woven Egyptian cambric. Not only is it of great service to cyclists, motorists and others, but it is also invaluable for repairing numerous domestic articles, such as hot water bottles, rubber boots, waterproof clothing, waders, football bladders, etc. In 12 in. by 3 in. rolls. Supplied in dozens.



ELASTIC CORD

Made in square and flat sections out of extremely high quality grey rubber, its superb strength and elasticity make it ideal for model aircraft. Sold in dozen yards. Square section $\frac{1}{8}$ in., $\frac{3}{16}$ in., $\frac{1}{4}$ in. Flat section, $\frac{1}{4}$ in. by $\frac{1}{30}$ in.

RUBBER MATTING

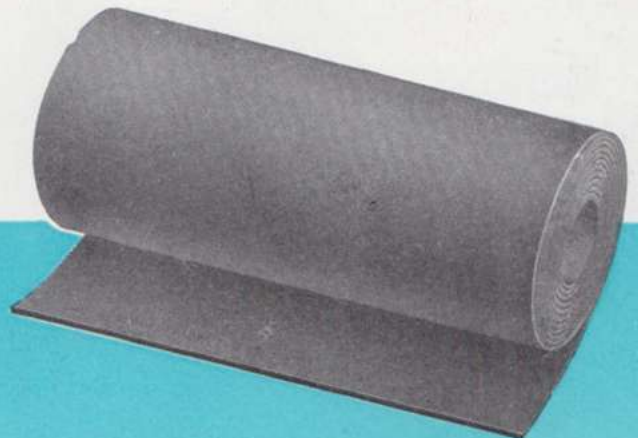
Made from good-wearing quality black rubber in fluted pattern, 36 in. wide by $\frac{1}{8}$ in. thick. It may be put to a wide range of uses in workshop, shop, garage and home, as well as forming an all-over or part floor covering for cars.

Supplied by the yard.

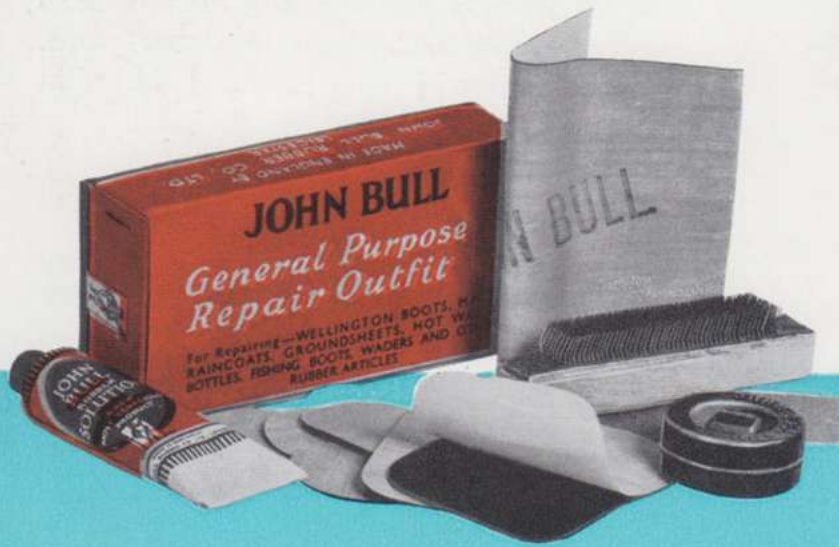


RUBBER SHEETING

18 in. wide. $\frac{1}{8}$ in. thick, plain, this also can be put to a large number of uses. It is highly flexible, extremely resistant to sunlight and, of course, an excellent electrical insulator. Easy to cut with ordinary household scissors.



GENERAL PURPOSE REPAIR OUTFIT



Contains everything necessary for quick, efficient repairs to wellington boots, mackintoshes, raincoats, groundsheets, hot water bottles, fishing boots, waders and all other articles of rubber clothing. Full instructions given with every outfit.

Mend-a-Tear

PATENT

Mends without stitches

A hot iron and Mend-a-Tear will repair quickly, invisibly and permanently, torn clothes and fabrics of all descriptions. Simply place a piece of Mend-a-Tear on the reverse side of the jag, press with a hot iron, and the job is done. Mend-a-Tear frequently eliminates the needle for

repair work—in fact, on mackintoshes, it is the only effective method. It is fully waterproof, and even if soaked in water for days on end, a Mend-a-Tear patch will still be as secure as when first applied. Supplied in fawn, black and light and dark grey. Each outfit contains two strips of coated cloth (thick and thin) and one strip of adhesive (for hemming, seaming, etc.). Boxed in dozens. Materials also supplied separately.



A FEW MORE JOHN BULL PRODUCTS



Mr. R. D. WEST
(Factory Representative)

In addition to the wide variety of products made by John Bull for the retail trade, are the numerous specialised items made as original equipment for manufacturers. These John Bull products are put to a large number of industrial uses, but primarily for the motor vehicle and aircraft industries. Many millions of these parts are produced yearly, and it is true to say that there is hardly a modern car, commercial vehicle or motor cycle on British roads which does not contain at least one rubber part manufactured by John Bull.

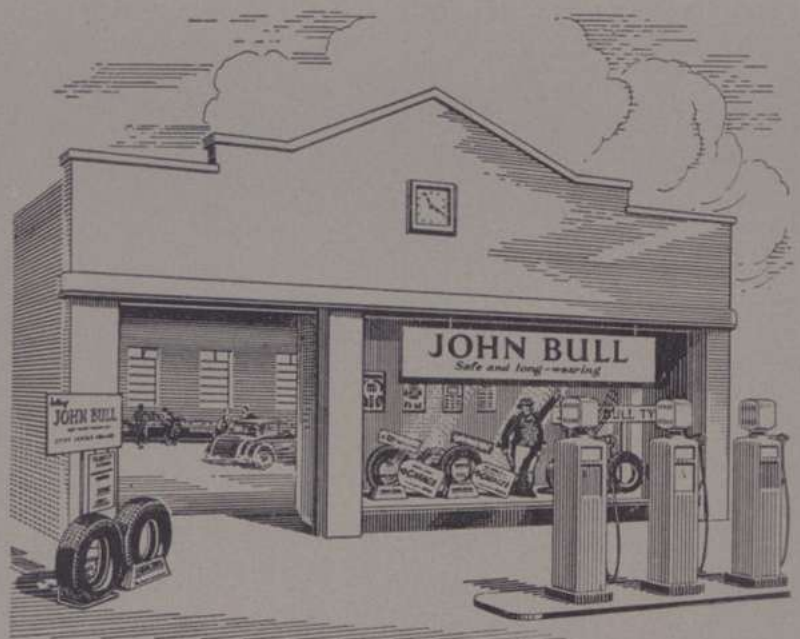
We are always pleased to receive manufacturers' enquiries for our special moulded parts; please address them to the Factory Representative, John Bull Rubber Co. Ltd., Evington Valley Mills, Leicester.



ADVERTISING



TRADE MARK



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to
Advertising Section

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Mr. D. R. BURROWS
(General Publicity Manager)

JOHN BULL ADVERTISING



Mr. P. M. CLARK

John Bull believe that lavish and costly advertising must inevitably have an adverse effect upon the cost of manufactured products, and our advertising is, therefore, confined to its essential and more practical aspects. Nevertheless, John Bull is a household word which implies everything that is honest and straightforward in both manufacturing and trading. On the following pages is shown a selection of John Bull advertising material: this represents only a fraction of the many attractive and effective sales aids that we offer to traders.

We have a display service which covers the whole of Great Britain, and are always pleased to arrange for a van to visit you at your request. In addition we can send by post or public transport various sales aids when requested. Please address all your enquiries for the attention of the Publicity Department.

DISPLAY REPRESENTATIVES



Mr. H. D. SANDBROOK



Mr. I. ROOG



Mr. G. C. R. FULLER



Mr. P. GAVIGAN

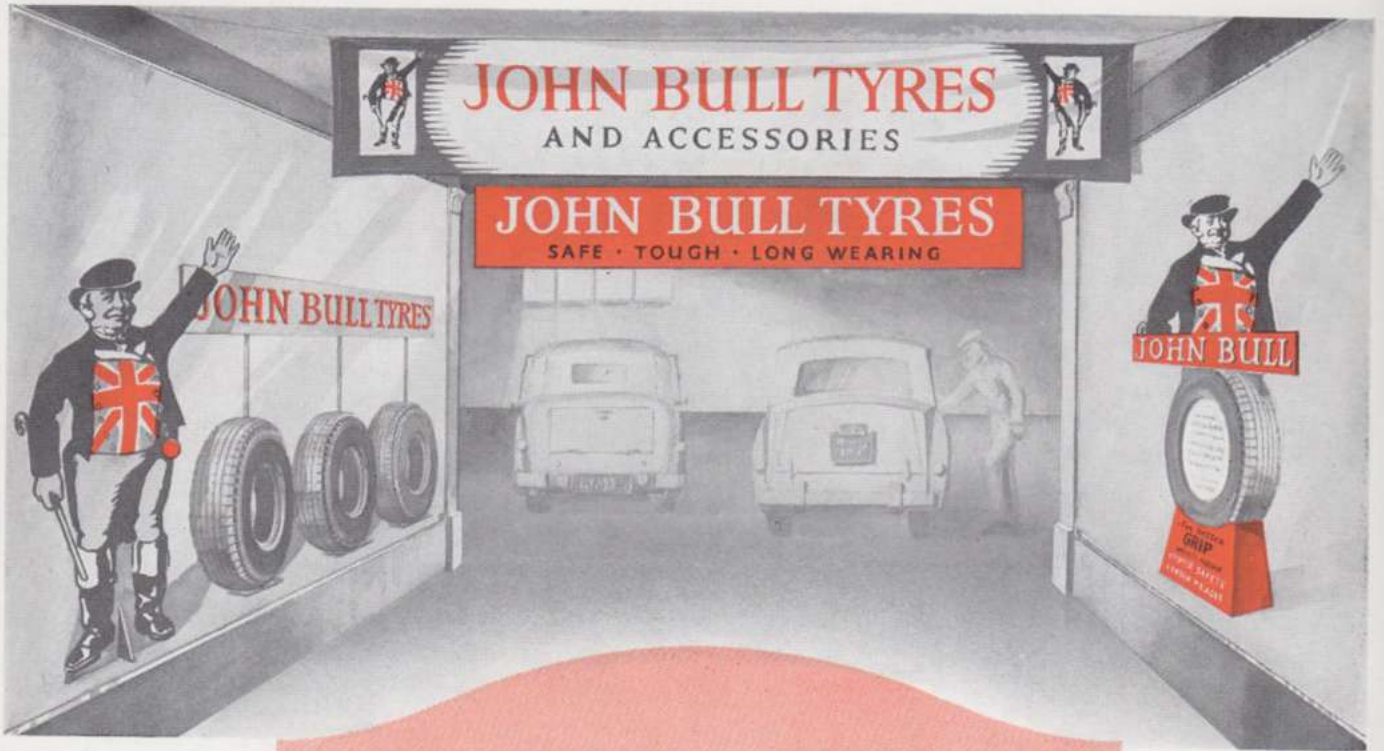


Mr. T. G. STEPHENSON



Mr. G. GROVES





JOHN BULL GARAGE DISPLAY AND SIGNS

JOHN BULL
— THE LONG SERVICE TYRE





JOHN BULL

Roadster Tyres

<p>ROADSTER</p> <p>32 x 3 1/2</p> <p>34 x 3 1/2</p> <p>36 x 3 1/2</p> <p>38 x 3 1/2</p> <p>40 x 3 1/2</p>	<p>ROADSTER</p> <p>32 x 4</p> <p>34 x 4</p> <p>36 x 4</p> <p>38 x 4</p> <p>40 x 4</p>	<p>ROADSTER</p> <p>32 x 4 1/2</p> <p>34 x 4 1/2</p> <p>36 x 4 1/2</p> <p>38 x 4 1/2</p> <p>40 x 4 1/2</p>	<p>ROADSTER</p> <p>32 x 5</p> <p>34 x 5</p> <p>36 x 5</p> <p>38 x 5</p> <p>40 x 5</p>
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Sports Tyres

<p>SPORTS</p> <p>32 x 3 1/2</p> <p>34 x 3 1/2</p> <p>36 x 3 1/2</p> <p>38 x 3 1/2</p> <p>40 x 3 1/2</p>	<p>SPORTS</p> <p>32 x 4</p> <p>34 x 4</p> <p>36 x 4</p> <p>38 x 4</p> <p>40 x 4</p>	<p>SPORTS</p> <p>32 x 4 1/2</p> <p>34 x 4 1/2</p> <p>36 x 4 1/2</p> <p>38 x 4 1/2</p> <p>40 x 4 1/2</p>	<p>SPORTS</p> <p>32 x 5</p> <p>34 x 5</p> <p>36 x 5</p> <p>38 x 5</p> <p>40 x 5</p>
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CYCLE TUBES
WITH THE SAFETY TO BE BUILT

<p>32 x 3 1/2</p> <p>32 x 4</p> <p>32 x 4 1/2</p> <p>32 x 5</p>	<p>34 x 3 1/2</p> <p>34 x 4</p> <p>34 x 4 1/2</p> <p>34 x 5</p>	<p>36 x 3 1/2</p> <p>36 x 4</p> <p>36 x 4 1/2</p> <p>36 x 5</p>	<p>38 x 3 1/2</p> <p>38 x 4</p> <p>38 x 4 1/2</p> <p>38 x 5</p>	<p>40 x 3 1/2</p> <p>40 x 4</p> <p>40 x 4 1/2</p> <p>40 x 5</p>
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MADE FOR THE MAN WHO WILL HAVE THE BEST

**JOHN BULL
CYCLE DISPLAYS
AND MATERIALS**



**JOHN BULL
MOTOR CYCLE TYRES**

<p>TRAFALGAR</p> <p>32 x 3 1/2</p> <p>34 x 3 1/2</p> <p>36 x 3 1/2</p> <p>38 x 3 1/2</p> <p>40 x 3 1/2</p>	<p>TRAFALGAR</p> <p>32 x 4</p> <p>34 x 4</p> <p>36 x 4</p> <p>38 x 4</p> <p>40 x 4</p>	<p>TRAFALGAR</p> <p>32 x 4 1/2</p> <p>34 x 4 1/2</p> <p>36 x 4 1/2</p> <p>38 x 4 1/2</p> <p>40 x 4 1/2</p>	<p>TRAFALGAR</p> <p>32 x 5</p> <p>34 x 5</p> <p>36 x 5</p> <p>38 x 5</p> <p>40 x 5</p>
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TRAFALGAR

32 x 3 1/2

34 x 3 1/2

36 x 3 1/2

38 x 3 1/2

40 x 3 1/2

TRAFALGAR

32 x 4

34 x 4

36 x 4

38 x 4

40 x 4

TRAFALGAR

32 x 4 1/2

34 x 4 1/2

36 x 4 1/2

38 x 4 1/2

40 x 4 1/2

TRAFALGAR

32 x 5

34 x 5

36 x 5

38 x 5

40 x 5

MADE FOR THE MAN WHO WILL HAVE THE BEST

POINT OF SALE ADVERTISING

REVOLVING STANDS

Attractive single-tier and two-tier stands containing a selection of actual sections of John Bull cycle tyres mounted on descriptive showcards. A most forceful sales aid and time saver. Supplied with qualifying orders only.



RADIATOR HOSE RACKS

For both convoluted and straight hose, these racks take up little space and show at a glance the sizes and stocks of the various lengths of hose. Supplied with qualifying orders only.

HOSE BOXES

Containing a selection of the more popular curved hoses, these boxes have been specially designed as an extremely useful piece of office equipment. Desk shaped, they contain recesses for pens and pencils, order books and John Bull hose and fan belt charts.

Supplied with qualifying orders only.

The curved hose and fan belt reference charts are supplied free on request.



FAN BELT CABINETS

Supplied with a qualifying order for 48 belts which the cabinet contains, it provides easy and convenient storage for belts as well as being a useful sales aid. Very strong—it will last for years.

OVERALL SIZE
31" HIGH, 14" SQUARE



PUBLIC PRESS ADVERTISING



John Bull press advertising is carefully calculated to strike home to the very best advantage. By avoiding superfluous expenditure and carefully directing the advertising to potential customers only, we are able to offer better quality products which we consider to be the best advertisement of all.

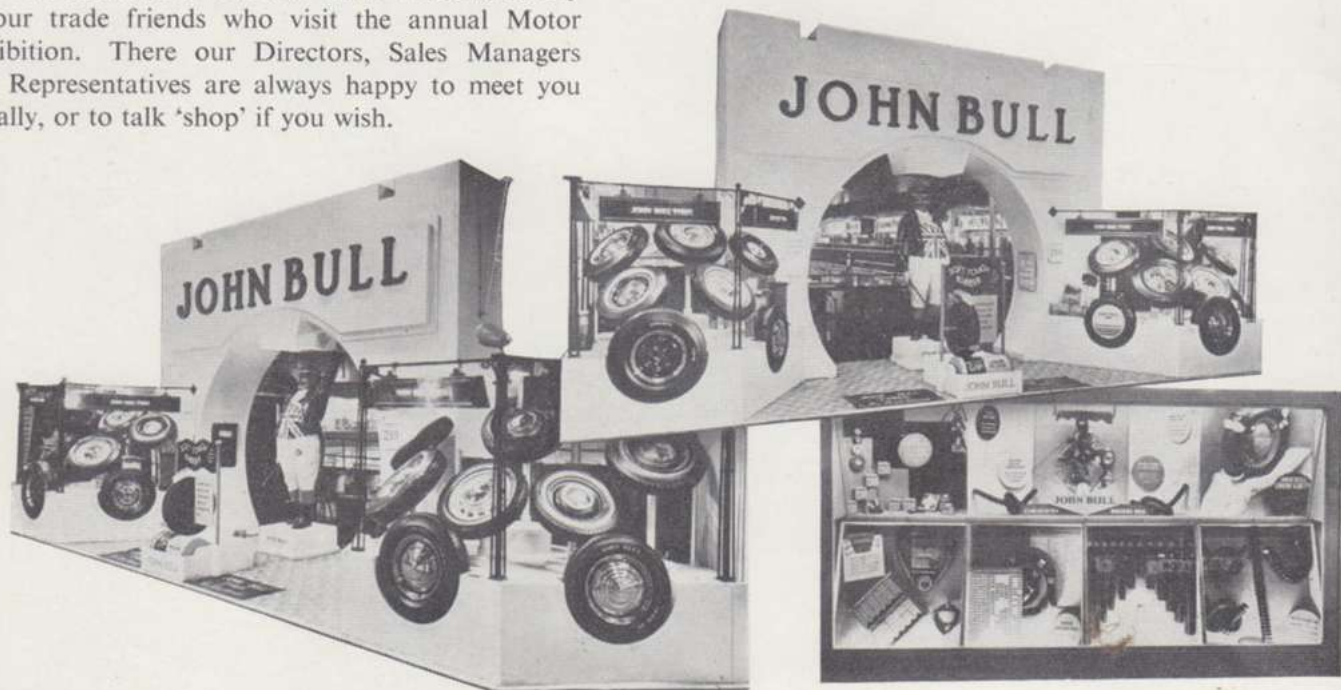
LEAFLETS, FOLDERS, Etc.

There is a wide selection of these colourful sales aids, covering practically the whole range of John Bull products. They are always available on request.



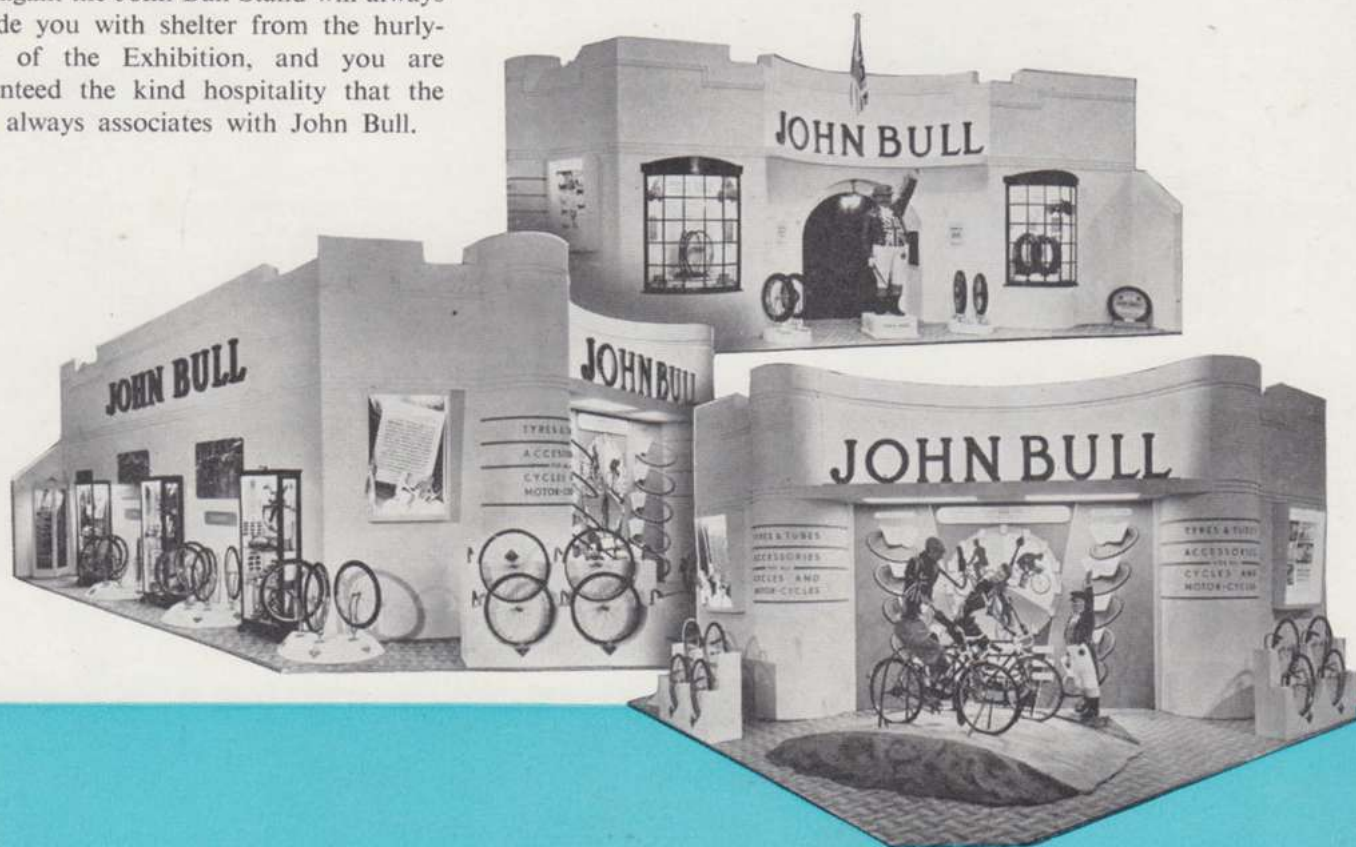
THE LONDON SHOWS MOTOR EXHIBITION—EARLS COURT, 1953

The familiar figure of John Bull will always—as it has done in the past—mean a warm welcome to any of our trade friends who visit the annual Motor Exhibition. There our Directors, Sales Managers and Representatives are always happy to meet you socially, or to talk 'shop' if you wish.



CYCLE AND MOTOR CYCLE SHOW—EARLS COURT, 1953

Here again the John Bull Stand will always provide you with shelter from the hurly-burly of the Exhibition, and you are guaranteed the kind hospitality that the trade always associates with John Bull.





JOHN BULL RUBBER CO. LTD

EVINGTON VALLEY MILLS, LEICESTER, ENGLAND

TELEPHONE 36531

TELEGRAMS "JONBULRUB, LEIC ESTER"

EXPORT DEPARTMENT, 16-26 OXFORD STREET, ENGLAND

TELEPHONE GRANBY 476

COMBS: Bantley's Complete Phrase, A.B.C. 5th and 6th Editions

ILLUSTRATED CATALOGUE No. 5410

JOHN BULL

CYCLE & MOTOR CYCLE TYRES

**TRADE
PRICE
LIST**

TRADE



24th February
1955



TRADE MARK

No. 5503A

TRADE PRICE LIST

The issue of this price list does not constitute an offer for sale and the prices shown below are subject to alteration without notice.
All previous prices are cancelled.

JOHN BULL CYCLE COVERS

ROADSTER TYPES

Description	Nominal Sizes (inches)	Trade	Retail
JOHN BULL GRISTLY	$26 \times 1\frac{3}{8}$: $26 \times 1\frac{1}{2}$ $28 \times 1\frac{1}{2}$	s. d. 12 5	s. d. 18 8
JOHN BULL NEW SERVICE.. ..	$26 \times 1\frac{1}{4}$: $26 \times 1\frac{1}{2}$ $26 \times 1\frac{3}{4}$: $28 \times 1\frac{1}{2}$ $28 \times 1\frac{3}{4}$	10 9	16 2
JOHN BULL ROADSTER	$26 \times 1\frac{1}{4}$: $26 \times 1\frac{3}{8}$ $26 \times 1\frac{1}{2}$: $28 \times 1\frac{1}{2}$	8 8	13 0
JOHN BULL RED SPOT	$26 \times 1\frac{3}{8}$: $26 \times 1\frac{1}{2}$ $26 \times 1\frac{1}{4}$: $28 \times 1\frac{1}{2}$ ★	8 8	13 0
JOHN BULL LAND'S END	$26 \times 1\frac{1}{4}$: $26 \times 1\frac{1}{4}$ $26 \times 1\frac{3}{8}$: $28 \times 1\frac{1}{2}$	7 3	10 11
JOHN BULL JUVENILE	$16 \times 1\frac{3}{8}$: $18 \times 1\frac{3}{8}$ } $20 \times 1\frac{3}{8}$ } $22 \times 1\frac{3}{8}$: $24 \times 1\frac{3}{8}$ }	5 9 7 10	8 8 11 9
JOHN BULL LAND'S END JUVENILE	$12 \times 1\frac{3}{8}$	5 9	8 8

SPORTS TYPES

JOHN BULL ROAD SPRINT	$26 \times 1\frac{1}{4}$: $27 \times 1\frac{1}{4}$	15 0	22 6
JOHN BULL LIGHT SPEED	$26 \times 1\frac{1}{4}$: $27 \times 1\frac{1}{4}$	10 9	16 2
JOHN BULL SAFETY SPEED	$26 \times 1\frac{1}{4}$: $26 \times 1\frac{3}{8}$ $27 \times 1\frac{1}{4}$	10 0	15 0
JOHN BULL CLUB	$26 \times 1\frac{1}{4}$: $26 \times 1\frac{3}{8}$	7 11	11 11
JOHN BULL TANDEM	$26 \times 1\frac{1}{4}$: $26 \times 1\frac{3}{8}$ ($1\frac{1}{2}$ " section)	11 3	16 11

CARRIER & MECHANICALLY PROPELLED TYPES

JOHN BULL SERVICE CARRIER	$14 \times 2 \times 1\frac{3}{4}$ $20 \times 2 \times 1\frac{3}{4}$ $26 \times 2 \times 1\frac{3}{4}$ $26 \times 1\frac{3}{4}$	11 11 12 7 15 11 12 5	17 11 18 10 23 11 18 8
JOHN BULL POWERDRIVE (Oversize)	$26 \times 1\frac{3}{8}$ ($1\frac{1}{2}$ " section)	12 0	18 0
JOHN BULL AUTOCYCLE See also under Motor Cycle Covers & Tubes	$26 \times 2 \times 1\frac{3}{4}$	15 11	23 11
★Beaded Edge extra	1 10	2 9

JOHN BULL CYCLE TUBES

Description	Nominal Sizes (inches)	Trade	Retail
JOHN BULL ROADSTER Black or Red	26×1 $\frac{1}{4}$: 28×1 $\frac{3}{8}$ 26×1 $\frac{3}{8}$: 28×1 $\frac{1}{2}$ 26×1 $\frac{1}{2}$: 28×1 $\frac{3}{4}$	s. d. 4 1	s. d. 6 2
JOHN BULL TANDEM	26×1 $\frac{1}{4}$: 26×1 $\frac{3}{8}$ (1 $\frac{1}{2}$ " section)	4 1	6 2
JOHN BULL HIGH SPEED	★26×1 $\frac{1}{4}$: ★27×1 $\frac{1}{4}$	4 3	6 5
JOHN BULL SPEED	26×1 $\frac{1}{4}$: 26×1 $\frac{3}{8}$ ★27×1 $\frac{1}{4}$	3 10	5 9
JOHN BULL CARRIER	14×2×1 $\frac{3}{4}$ 20×2×1 $\frac{3}{4}$ 26×2×1 $\frac{3}{4}$ 26×1 $\frac{3}{4}$	3 7 4 1 4 3 4 3	5 5 6 2 6 5 6 5
JOHN BULL LAND'S END	26×1 $\frac{1}{4}$: 26×1 $\frac{1}{2}$ 26×1 $\frac{3}{8}$: 28×1 $\frac{1}{2}$	3 7	5 5
JOHN BULL JUVENILE	12×1 $\frac{3}{8}$: 16×1 $\frac{3}{8}$ 18×1 $\frac{3}{8}$: 20×1 $\frac{3}{8}$ 22×1 $\frac{3}{8}$: 24×1 $\frac{3}{8}$	3 1 4 1	4 8 6 2
JOHN BULL LAND'S END JUVENILE ..	22×1 $\frac{3}{8}$: 24×1 $\frac{3}{8}$	3 7	5 5
Tubes fitted with Schrader or Presta valves extra each		5d.	7d.
★These tubes are fitted with Presta valves as standard without extra charge.			

JOHN BULL MOTOR CYCLE COVERS & TUBES

Description	Sizes	Trade		Retail	
		Cover	Tube	Cover	Tube
JOHN BULL DEEP GRIP ..	2.75 — 19	£ s. d. 2 4 7	s. d. 11 8	£ s. d. 2 17 6	s. d. 15 0
	3.00 — 19	2 10 9	11 8	3 5 6	15 0
	3.00 — 20	2 11 2	12 0	3 6 0	15 6
	3.00 — 21	2 11 2	12 0	3 6 0	15 6
	3.25 — 19	2 15 10	11 8	3 12 0	15 0
	3.50 — 19	3 4 9	12 9	4 3 6	16 6
	4.00 — 19	4 0 3	12 9	5 3 6	16 6
JOHN BULL ELEVEN RIB	3.00 — 19	2 10 9	11 8	3 5 6	15 0
	3.00 — 20	2 11 2	12 0	3 6 0	15 6
JOHN BULL FRONT GRIP	3.25 — 19	2 15 10	11 8	3 12 0	15 0
JOHN BULL TRIPLE DUTY	3.50 — 19	3 4 9	12 9	4 3 6	16 6
JOHN BULL ROUGHRIDER	4.00 — 19	4 16 1	12 9	6 4 0	16 6

MOTOR SCOOTER

JOHN BULL HEAVY TREAD	4.00 — 8	2 4 11	11 8	2 18 0	15 0
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AUTOCYCLE

See also under Cycle Covers and Tubes

JOHN BULL DEEP GRIP ..	2.25 — 21	1 12 2	9 4	2 1 6	12 0
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Telephone : Leicester 36531

Telegrams : "Jonbulrub", Leicester

TERMS OF BUSINESS

DISCOUNTS.—(a) $3\frac{1}{2}\%$ in respect of invoices dated 1st to 15th day of the month (both dates inclusive) and paid not later than the last day of the same month.
(b) $3\frac{1}{2}\%$ in respect of invoices dated 16th to the last day of the month (both dates inclusive) and paid not later than the 15th day of the next succeeding month.
(c) $2\frac{1}{2}\%$ in respect of invoices not paid as aforesaid, but paid not later than the last day of the month immediately succeeding the date of such invoices.

PURCHASE TAX IS STRICTLY NET being the amount payable to H.M. Customs and Excise.

REMITTANCES.—All accounts are payable at **Leicester**, and Cheques, P.O.s, etc., should be made payable to “**John Bull Rubber Co. Ltd.**,” and crossed “**Lloyds Bank Ltd., Leicester**”.

RECEIPTS.—Are only recognised when on our printed forms.

NEW ACCOUNTS.—Customers wishing to open a credit account are requested to forward two Trade References and allow sufficient time for the necessary enquiries.

CARRIAGE.—We pay full carriage by Goods Train or Road Transport, whichever is the cheaper, only in Great Britain on orders value £1 upwards. (This does not apply to Factors' Orders).

The Company will not consign or otherwise deliver goods to any customers or users other than those to whom the prices or charges are to be debited.

PACKING.—Packages are invoiced at cost, but are credited in full when returned to us Carriage Paid.

CLAIMS.—**ERRORS** must be notified within three days of delivery, or we cannot hold ourselves responsible. Great care is exercised in packing goods, and all claims for damage in transit, etc., must be made upon the Carriers.

NON-DELIVERY. The Carrier and the Company must be advised in writing (otherwise than upon any of the carrier's documents) within seven days after the receipt of invoice if the goods covered by the invoice have not been delivered or within two days of delivery if damage, pilferage or shortage is revealed upon receipt of the goods. If such advice is given the Company will use its best endeavours to assist the customer in respect of proof of delivery of the goods to the carrier in sound condition. Ownership of goods sold passes to the customer on delivery to the carrier, and the customer's liability to the Company for the price is not affected by subsequent loss or damage.

ADVERTISING MATTER remains the property of John Bull Rubber Co. Ltd., and must be given up or sent back to us on demand. Where any part cost has been charged, refund or credit for the amount charged will be allowed on receipt.

GENERAL.—All Orders are accepted on the understanding that goods will be invoiced at prices ruling at time of despatch. The publication of this List does not constitute an offer, and prices are subject to change without notice.



Regd. Trade Mark

John Bull Rubber Co. Ltd., Leicester