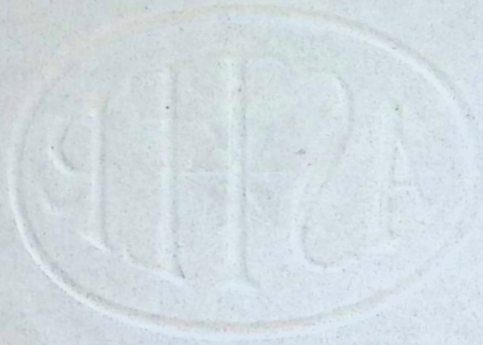
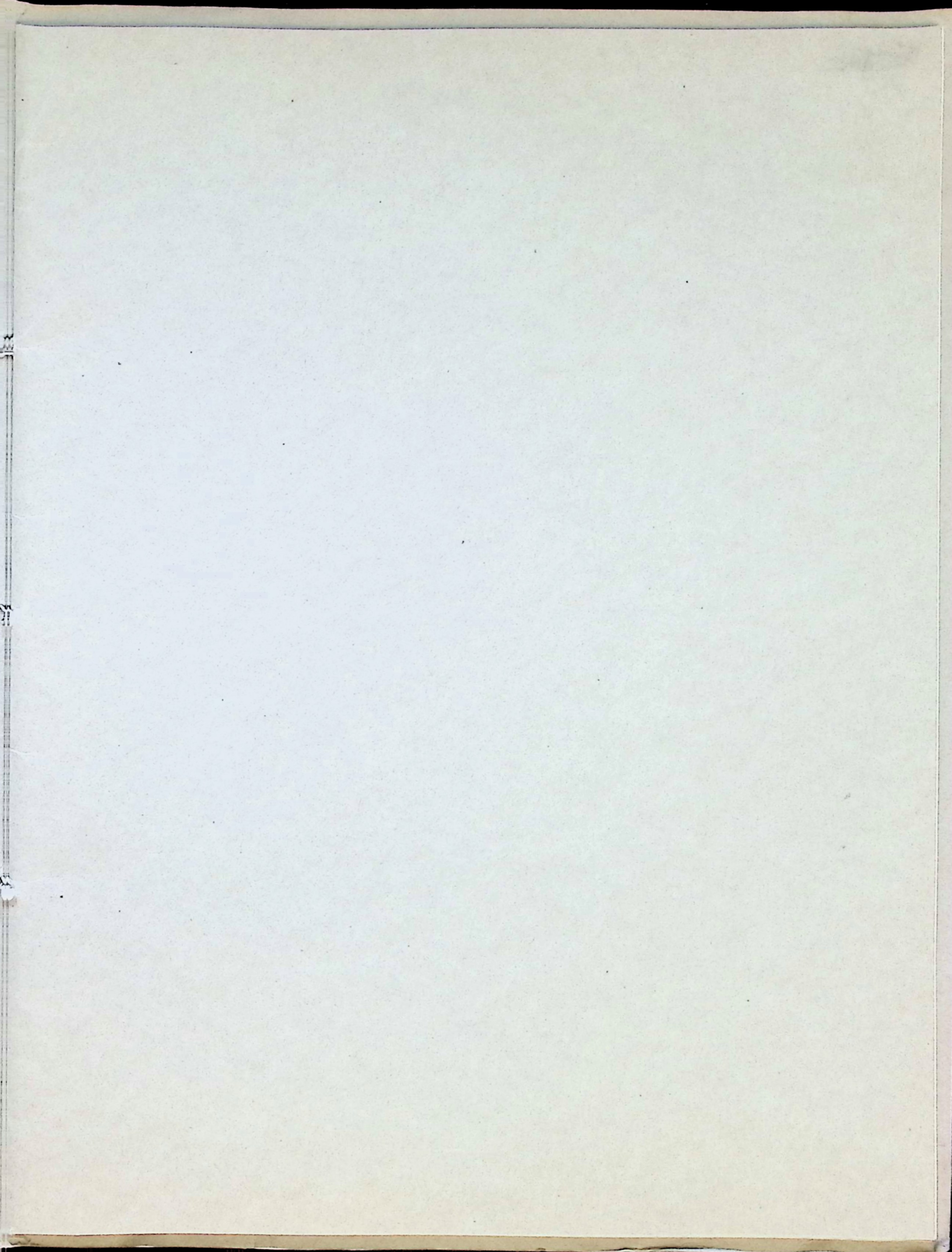


SHOW EDITION



The illustrations and specifications shown in this Catalogue are intended as a general guide only, and are not to be taken as binding in every detail.







MOTOR  
CARRIAGES





# MOTOR CARRIAGES

## 1928

ARROL-JOHNSTON & ASTER  
ENGINEERING CO LTD  
*Dumfries, Scotland*

*Telephone : Dumfries 280 (3 lines)*

*Telegrams : "Mocar, Dumfries"*

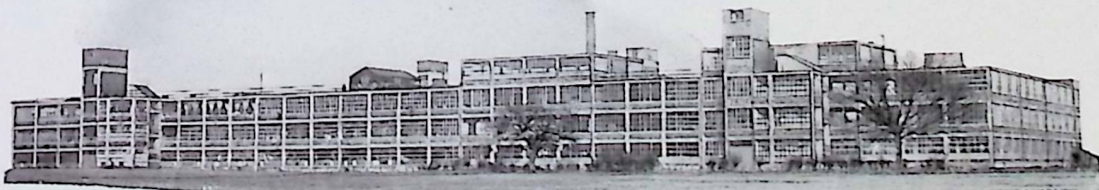
SOUTHERN SALES & SERVICE DEPOT  
WEMBLEY, MIDDLESEX

*Telephone : Wembley 0022*

*Telegrams : "Aster, Wembley"*

MIDLAND SALES & SERVICE DEPOT  
71 BROAD STREET, BIRMINGHAM

*Telephone : Midland 2238*



## INTRODUCTION

HERE are two Aster cars ; the 21/60 h.p. and the 24/70 h.p. six-cylinder single steel sleeve valve models. Both have a claim upon your attention, not primarily because of their beauty or luxury, though these are unmistakable—but because of their sound construction.

It is among men who throw habit overboard and buy quality where new Aster owners are being recruited.

The reason is not difficult to seek. Our ideal is to make every possible economy that machinery has to offer so long as the standard of quality and finish set by us does not suffer. It follows from this that the methods employed do not profess to be always the most rapid nor the least costly in human effort. The more rapid or least expensive method cannot be entertained if its result would be to lower the traditional Aster standard. In particular a policy is preserved for giving early effect to advances in design which are always incorporated in the car as production permits, thus keeping abreast with the progress of automobile engineering to the advantage of the user.

A super high-grade chassis such as the Aster, is an individual piece of work on which the maximum skilled attention must be bestowed. Its construction is far from being merely a matter of machining operations. Before the road testing stage is reached, many aids to perfection are called to service. Visitors to the Dumfries Works are always impressed by the thought and care given to perfecting the product. Some of the measures thus taken to ensuring the highest possible efficiency may be instanced.

The perfect running balance of each finished crankshaft is assured and a new type of machine is employed for this purpose. Other components of the engine, such as the connecting rods, clutch and flywheel, are also subjected to balancing tests of various kinds, there being a special department in which these operations are carried out. In view of the high speeds at which modern engines are required to run, the importance of making a careful study of the influence of exact balance will be appreciated. Every assembly of crankshaft, connecting rods and pistons, is carefully inspected before it becomes part of the complete engine. Owing to the multiplicity of pieces and dimensions in such an assembly, it is possible for the aggregate effect of minute errors to be considerable from the required standard.

In addition to the earlier tests undergone by bevels and gear wheels, the complete back axles and gear boxes are tested both for silence and manipulation before being built into the chassis. Lastly, there is the thorough exhaustive running test of the complete engine. Each engine is belt-driven for a considerable period before running under its own power. After this preliminary "running in" the engine is submitted to careful and exhaustive bench tests on a water brake, and, after this test, is taken to pieces and carefully examined. The chassis is finally tested on the road over a prolonged and severe course for about 100 miles.

The engine being the vital heart of the car, the Aster single sleeve valve design offers advantages over all others.

The outstanding features being :—

1. Absolute and lasting silence.
2. Remarkable acceleration and power.
3. Entire freedom from the necessity of "doping" night and morning.
4. Exceedingly low petrol and oil consumption.
5. Positively no vibration.

The chassis lubrication also calls for special comment. A system is employed where, by means of a foot pedal,

every bearing (except fan, dynamo and magneto) throughout the whole chassis is fed with oil under pressure: a pre-determined amount is fed to each bearing, and a loose bearing cannot receive more than its share or a tight one less than its share. This means that the owner-driver can keep his chassis in a perfectly lubricated condition, solely by the occasional use of a foot pedal, thus considerably reducing mechanical depreciation and ensuring almost lasting silence, freedom from rattle, etc.

All the foregoing is supplemented in the specifications given in the following pages and some approximation of the appearance of the different models is illustrated. The perfect realisation of these cars is attainable only by an actual trial run, and this upon request will be arranged willingly.



# *Specification of the*

## 21/60 h.p. ASTER Six-Cylinder Single Steel Sleeve Valve Chassis *with One-Shot Lubrication*

### Chassis

Wheelbase ... ..	11' 3"
Track ... ..	4' 8"
Overall length ... ..	15' 0"
Overall width ... ..	5' 8"
Minimum ground clearance ... ..	10"

Road wheels: DUNLOP Wire.

Tyres: 33" x 6" DUNLOP low pressure Cord.

Frame: Of exceptionally deep section, dropped at rear of engine to give lowest possible seating position and centre of gravity and upswept over rear axle.

### Engine

Six cylinder cast *en bloc*. Bore, 75 mm. x 115 mm. stroke, 3045 cc., 20.9 h.p., R.A.C. rating. Government tax £21.

This engine is fitted with single steel sleeve valves operated by an entirely new mechanism ensuring maintenance of silence and freedom from wear. All the valve operating gear is incorporated in the cylinder casting, enabling the cylinders, complete with sleeves, and all operating gear to be lifted as one unit, considerably facilitating overhauling work.

The cylinders, which are cast-iron, are mounted on an aluminium crankcase which is divided horizontally, in the usual manner.

The sump, which is of ample capacity, is well ribbed and furnished with large inspection plate, oil-filter, etc.

The crankshaft is counter-balanced, being supported in four bearings having both pins and journals of exceptional diameter. It is fitted with the Aster-Lanchester Torsional Vibration Damper on the first throw. Big ends and main bearings are gun-metal shells lined with best quality white metal. The pistons are of the Aster patent type, being made of aluminium alloy and are entirely free from slap. The cylinders are provided with the usual junk head in which the sparking plug is placed, and is so arranged that this latter is thoroughly water-cooled. Ample water-cooling passages are provided in the cylinders.

LUBRICATION is forced through the crankshaft and valve gear (wobble shaft) and feeds under pressure to all bearings on the engine, with the exception of gudgeon pins which are fully floating in the pistons and rods. A float level indicator, giving clear indication of the contents of the sump, is provided.

A CARBURETTOR of the automatic type is attached to a very thoroughly water-jacketed inlet manifold and is provided with hot air drawn from a casing cast integral with the exhaust manifold, the outlet of the latter being at the forward end, to avoid transmission of heat to floor boards, etc.

IGNITION: High-tension magneto and coil with variable spark control on steering quadrant.

COOLING: By centrifugal pump driven from front side of chain case by auxiliary drive spindle.

MOUNTING: The engine is mounted on three points and is entirely insulated from the frame by rubber bushings.

### Clutch

Of improved design. Floating, dry, two plates, extremely smooth in operation. The driven portion of this clutch is exceptionally light, greatly facilitating gear-changing.

### Gear-box

The four-speed gear-box, with right-hand change, is built up in a casing bolted to the rear end of the engine crankcase and which also contains the clutch. It is of the selective gate-change type operated by a single lever. All the main shafts are mounted on ball bearings, each shaft having three bearings instead of the usual two. The layshaft is immediately beneath the main shaft and is wholly immersed in oil. An oil-filler is fitted on the side of the box and also shows the correct level of the oil. The cover is easily removable to afford inspection of gears.

Ratios: 4.2 to 1; 6.6 to 1; 10.2 to 1 and 16.8 to 1.

SPECIFICATION of the 21/60 h.p. ASTER—*continued*

### Universal Joint

Is of the ring and stud type situated in a torque ball housing automatically lubricated.

### Drive

Is transmitted from the gear-box to the back axle by a drive shaft (enclosed in a mild steel torque tube bolted to the back-axle casing) through a spiral pinion and bevel.

### Back Axle

Full floating, with banjo type centre casing, fitted with a large inspection cover at rear, allowing for examination of the gears or their withdrawal without interfering with the back axle as a unit.

### Front Axle

This is formed from a single steel H-section stamping, the section towards the heads returning to almost circular to accommodate the strain imposed on it by front wheel braking.

### Springs, Front and Rear

The rear springs are long, wide, full cantilever fitted with anti-rebound clips. The front springs are long semi-elliptic.

### Steering

Is of the worm and complete wheel type accurately machined and designed to give extremely sensitive and durable steering.

### Brakes

Six brakes in all are fitted; Servo type (Perrot system); four operated on the four wheels by the foot, and two on the rear wheels by the hand. These are cable-operated, fully compensated, and incorporate the well-known Aster adjustment carried to the floor boards, enabling compensated brake adjustment to be made whilst the car is actually travelling. Brake drums are of ribbed aluminium with cast-iron liners, which are renewable. Brake shoes are of aluminium, faced with die-pressed anti-friction material.

### Clutch and Brake Pedals

These are situated on the footplate to the left and right of steering column, and so arranged to automatically accommodate the angle of the foot.

### Control

Is by hand and foot accelerator. The pedal for the foot control is placed centrally. A

hand control is provided mounted on top of steering column on the same quadrant as the variable ignition control.

### Road Wheels

DUNLOP Wire. Spare wheel complete with tyre included.

### Tyres

33" x 6" DUNLOP low pressure Cords are fitted as standard.

### Frame

Of exceptionally deep section, dropped at rear of engine to give lowest possible seating position and centre of gravity and upswept over rear axle.

### Radiator

Of the Aster type, constructed in such a way as to make fracture almost impossible, due to vibration, etc.

### Fuel Tank

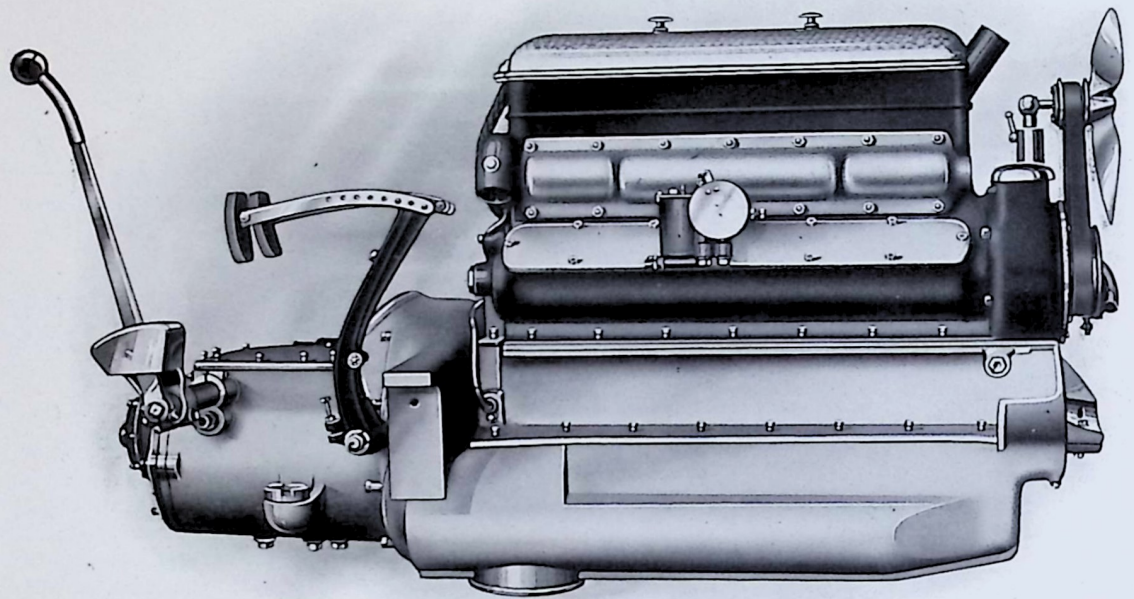
At rear of chassis—provided with level gauge and reserve cock, feeding the engine by means of an Autovac placed on the dash under the bonnet. Capacity 14 gallons.

### Chassis Lubrication

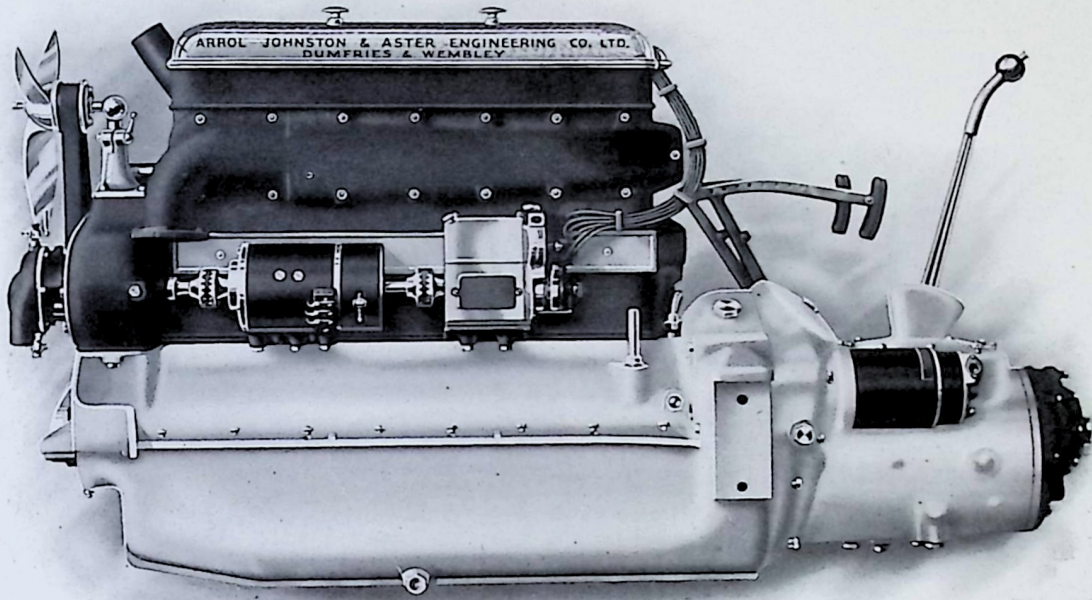
One-shot system. Provides the necessary lubrication to all parts of the chassis which are fed at will by the compression of a plunger placed on the toe-board. This system is one of the most refined in existence and ensures a predetermined amount of lubrication being fed to each part of the chassis, including bearings, shackles, etc. A tight bearing must receive its predetermined share of oil and a loose bearing cannot receive more than its share. A fractured pipe will not starve the system but will result in the bearing to which it leads only failing to receive its supply.

### Prices

3-5 seater	...	...	...	£810	0	0
5-seater Open Tourer	...	...	...	810	0	0
5-seater Fabric Saloon (of new design)	...	...	...	860	0	0
5-seater Coachbuilt Saloon (of new design)	...	...	...	950	0	0
3-5 seater Coupé	...	...	...	930	0	0
5-seater Pullman Saloon Landulette	...	...	...	1010	0	0



*21/60 h.p. ASTER Six-Cylinder  
Single Steel Sleeve V Valve Power Unit  
Carburettor Side*



*21/60 h.p. ASTER Six-Cylinder  
Single Steel Sleeve V Valve Power Unit  
Magneto Side*

# *Specification of the*

## 24/70 h.p. ASTER Six-Cylinder Single Steel Sleeve Valve Chassis

### *with One-Shot Lubrication*

#### Chassis

Wheelbase ... ..	12' 3"
Track ... ..	4' 8"
Overall length ... ..	16' 6"
Overall width ... ..	5' 8"
Ground clearance ... ..	10"

Road wheels: Rudge-Whitworth Detachable Wire.

Tyres: 33" x 6.75" DUNLOP low pressure Cord.  
 Frame: Of exceptionally deep section, dropped at rear of engine to give lowest possible seating position and centre of gravity and upswept over rear axle.

#### Engine

Six cylinder cast *en bloc*. Bore, 80 mm. x 115 mm., stroke 3468 cc., 23.9 h.p., R.A.C. rating. Government tax £24.

This engine is fitted with single steel sleeve valves operated by an entirely new mechanism ensuring maintenance of silence and freedom from wear. All the valve operating gear is incorporated in the cylinder casting, enabling the cylinders, complete with sleeves, and all operating gear to be lifted as one unit, considerably facilitating overhauling work. The cylinders, which are cast-iron, are mounted on an aluminium crankcase which is divided horizontally, in the usual manner.

The sump, which is of ample capacity, is well ribbed and furnished with large inspection plate, oil-filter, etc.

The crankshaft is counter-balanced, being supported in four bearings and having pins and journals of exceptional diameter. It is fitted with the Aster-Lanchester Torsional Vibration Damper on the first throw. Big ends and main bearings are gun-metal shells, lined with best quality white metal.

The pistons are of the Aster patent type, being made of aluminium alloy and are entirely free from slap.

The cylinders are provided with the usual junk head in which the sparking plug is placed, and

is so arranged that this latter is thoroughly water-cooled. Ample water-cooling passages are provided in the cylinders.

LUBRICATION is forced through the crankshaft and valve gear (wobble shaft), and feeds under pressure to all bearings on the engine, with the exception of gudgeon pins which are fully floating in the pistons and rods. A float level indicator, giving clear indication of the contents of the sump, is provided.

A CARBURETTOR of the automatic type is attached to a very thoroughly water-jacketed inlet manifold, and is provided with hot air drawn from a casing cast integral with the exhaust manifold, the outlet of the latter being at the forward end to avoid transmission of heat to floor boards, etc.

IGNITION: High-tension magneto and coil with variable spark control on steering quadrant.

COOLING: By centrifugal pump driven from front side of chain case by auxiliary drive spindle.

MOUNTING: The engine is mounted on three points and is entirely insulated from the frame by rubber bushings.

#### Clutch

Of improved design. Floating, dry, two plates, extremely smooth in operation. The driven portion of this clutch is exceptionally light, greatly facilitating gear-changing.

#### Gear-box

The four-speed gear-box with right-hand change, is built up in a casing bolted to the rear end of the engine crankcase and which also contains the clutch. It is of the selective gate-change type operated by a single lever. All the main shafts are mounted on ball bearings. Each shaft having three bearings instead of the usual two. The lay-shaft is immediately beneath the main shaft and is wholly immersed in oil. An oil-filler is fitted

## SPECIFICATION of the 24/70 h.p. ASTER—*continued*

on the side of the box and also shows the correct level of the oil. The cover is easily removable to afford inspection of gears. Ratios: 4.6 to 1; 7.0 to 1; 10.6 to 1; 17.2 to 1.

### Universal Joint

Is of the ring and stud type, situated in a torque head casing, automatically lubricated.

### Drive

Is transmitted from the gear-box to the back axle by a drive shaft (enclosed in a mild steel torque tube bolted to the back-axle casing), through a spiral pinion and bevel. All lubrication is automatic.

### Back Axle

Full floating, with banjo type centre casing, fitted with a large inspection cover at rear, allowing for examination of the gears or their withdrawal without interfering with the back-axle as a unit.

### Front Axle

This is formed from a single steel H-section stamping, the section towards the heads returning to almost circular to accommodate the strain imposed on it by front wheel braking.

### Springs

Front and rear. The rear springs are long, wide full cantilever fitted with anti-rebound clips. The front springs are long, semi-elliptic.

### Steering

Is of the worm and complete wheel type, accurately machined and designed to give extremely sensitive and durable steering.

### Brakes

Six brakes in all are fitted; Servo type (Perrot system), four operated on the four wheels by the foot, and two on the rear wheels by the hand. These are cable-operated, fully compensated, and incorporate the well-known Aster adjustment carried to the floor boards, enabling compensated brake adjustment to be made whilst the car is actually travelling. Brake drums are of ribbed aluminium with cast-iron liners, which are renewable. Brake shoes are aluminium-faced, with die-pressed anti-friction material.

### Clutch and Brake Pedals

These are situated on the footplate to the left and right of steering column, and so arranged to automatically accommodate the angle of the foot.

### Control

Is by hand and foot accelerator. The pedal for the foot control is placed centrally. A hand control is provided mounted on top of steering column on the same quadrant as the variable ignition control.

### Road Wheels

Rudge-Whitworth Detachable Wire. Spare wheel complete with tyre included.

### Tyres

33" x 6.75" DUNLOP low pressure Cords are fitted as standard.

### Frame

Of exceptionally deep section, dropped at rear of engine to give lowest possible seating position and centre of gravity and upswept over rear axle.

### Radiator

Of the Aster type, constructed in such a way as to make fracture almost impossible, due to vibration, etc.

### Fuel Tank

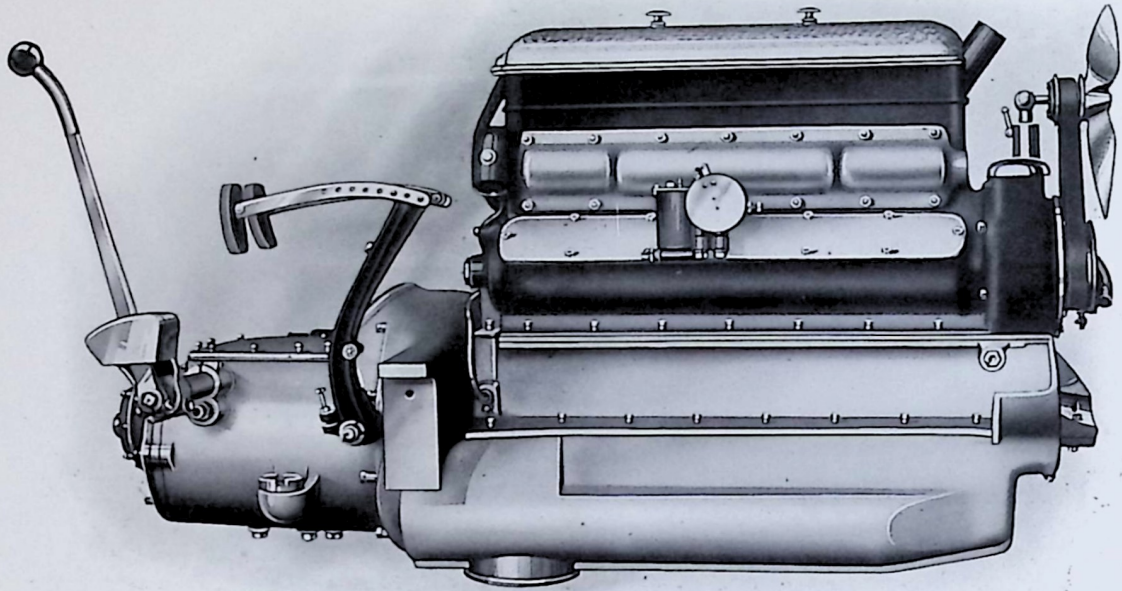
At rear of chassis—provided with level gauge and reserve cock, feeding the engine by means of an Autovac placed on the dash under the bonnet. Capacity 16 gallons.

### Chassis Lubrication

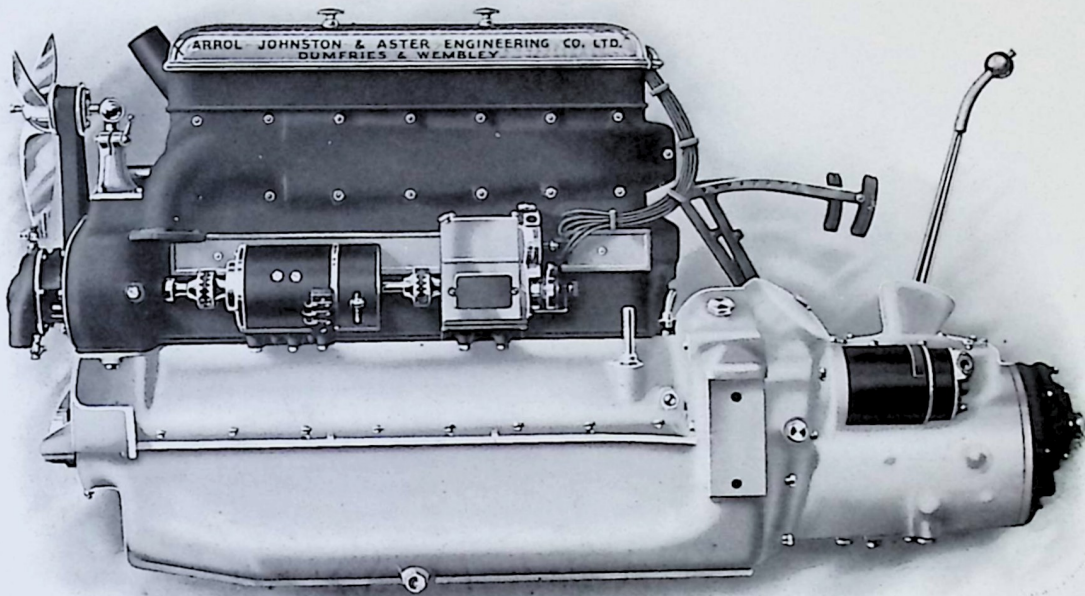
One-shot system. Provides the necessary lubrication to all parts of the chassis which are fed at will by the compression of a plunger placed on the toe-board. This system is one of the most refined in existence and ensures a predetermined amount of lubrication being fed to each part of the chassis. A tight bearing must receive its predetermined share of oil and a loose bearing cannot receive more than its share. A fractured pipe will not starve the system but will result in the bearing to which it leads only failing to receive its supply.

### Prices

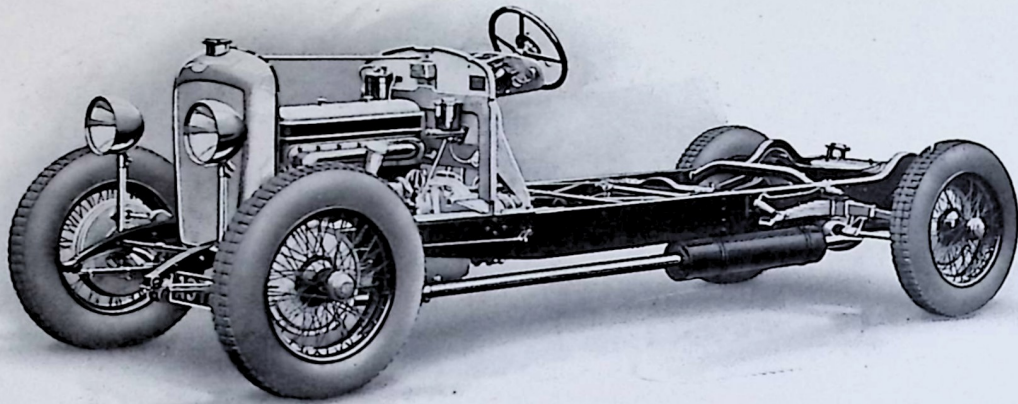
5-seater Open Tourer ...	... £950	0	0
3-5 seater Saloon Coupé ...	... 1,075	0	0
5-7 seater Coachbuilt Saloon ...	... 1,250	0	0
5-7 seater Coachbuilt Saloon with partition ...	... 1,285	0	0
5-7 seater Pullman Landaulette	1,300	0	0
5 seater Fabric Saloon ...	... 1,200	0	0



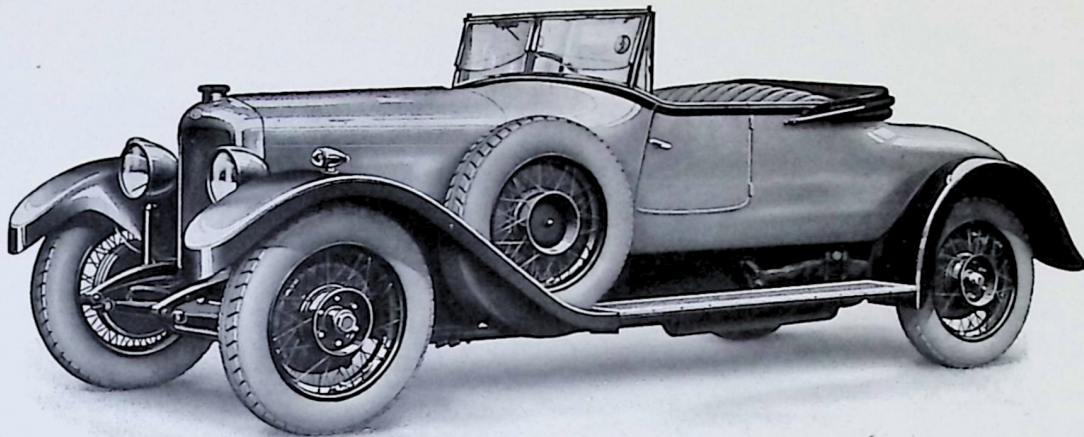
*24/70 h.p. ASTER Six-Cylinder  
Single Steel Sleeve V Valve Power Unit  
Carburettor Side*



*24/70 h.p. ASTER Six-Cylinder  
Single Steel Sleeve V Valve Power Unit  
Magneto Side*



24/70 h.p. *ASTER Six-Cylinder*  
*Single Steel Sleeve*  
CHASSIS

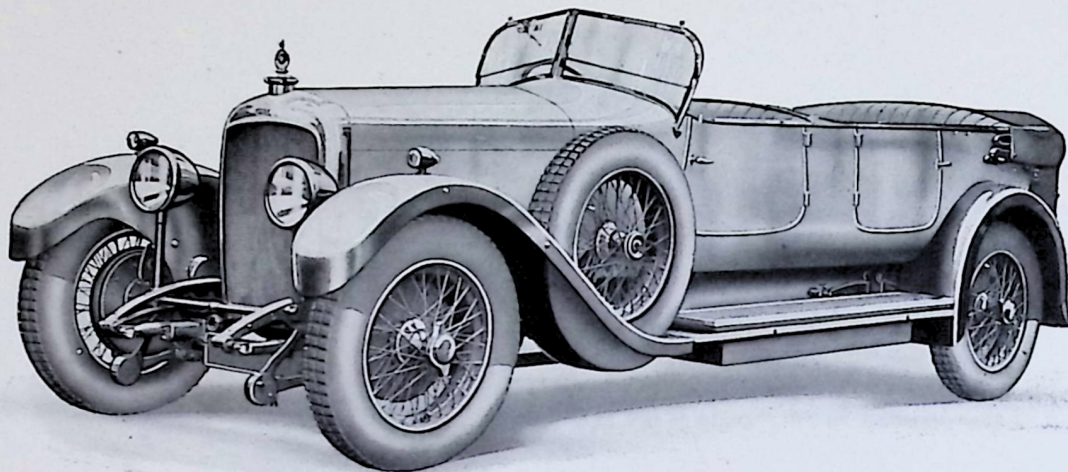


## 21/60 h.p. ASTER Three-Seater

**T**HE sweeping acceptance of all Aster Cars is due entirely to the flawless precision, design and workmanship equalled only in the world's finest cars. To those who look for enduring quality rather than mere price this Aster three seater appeals.

The body is handsome and roomy, seating three abreast. The dickey seat is fashioned so that entrance is gained without clambering over the wings. The "V" type windscreen has four panels; the top two open independently. Particular care has been taken with the hood. Rigid side curtains afford efficient and excellent weather protection. When not in use, these are conveniently and easily stowed in a special compartment at the rear of the squab. An accessible tool locker is carried under the running board. Automatic screen wiper, luggage grid and hood cover are supplied as standard. Choice of upholstery and paint colour is a matter for the buyer's reasonable choice.

*Price £810*



*21/60 h.p. ASTER Five-Seater*  
**TOURING CAR**

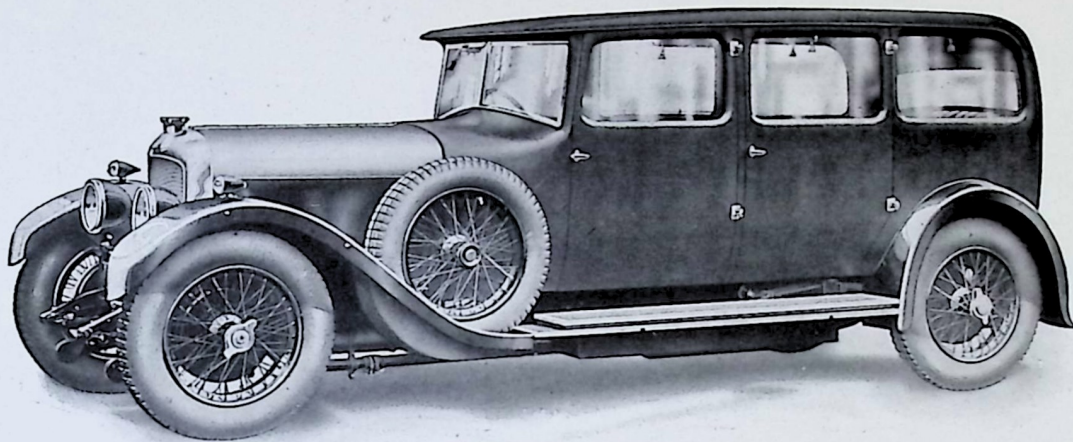
**I**MPRESSIVE advancement in both chassis and body make the new Aster five-seater Touring Car even greater value than its forerunner. Bearing in mind the absolute necessity of providing the maximum accommodation for all five passengers, the new model has extra liberal roominess. The Aster is an ideal, fast touring car of extremely graceful lines.

The hood is easily manipulated by one man and the rigid side curtains afford good visibility, together with complete weather protection when erected.

Their storage is a matter of simplicity in a compartment in the rear squab and their extraction or replacement does not disturb the passengers.

Automatic screen wiper, luggage grid and hood cover are supplied as standard. Reasonably wide choice of paint colour and upholstery is given.

*Price £810*



21/60 h.p. ASTER Five-Seater  
FABRIC SALOON

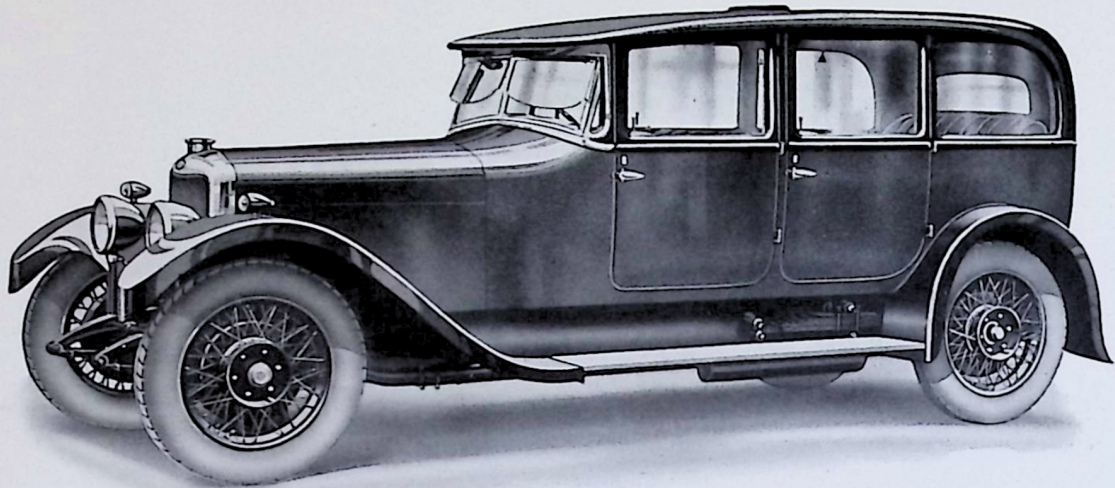
**T**HIS is a custom-built car of distinguished and dignified appearance and has been very much admired; altogether a fine example of careful and detailed coach building. Most comfortably and tastefully appointed inside, with its deep generous upholstery, nothing has been overlooked which will add to the conscious comfort of its occupants.

The front seats are of the armchair adjustable type, while folding seats can be fitted behind the front seat at an extra charge.

Automatic windscreen wiper, luggage grid, tool boxes, private locks to all four wide doors, roof ventilator and interior electric lights, are standard fittings. But quite apart from these points, the 21/60 h.p. Aster Fabric Saloon differs from other Saloon cars in all the finer points of coach building. Not a detail too small for consideration. Its finer points, like the jewels in a high-grade chronometer, are not *always* visible to the eye.

Quality in material, perfect fitting of all the components that contribute to the fashioning of this handsome saloon, become more and more apparent by familiarity and usage. The 21/60 h.p. Aster Fabric Saloon *is* a custom-built car.

Price £860



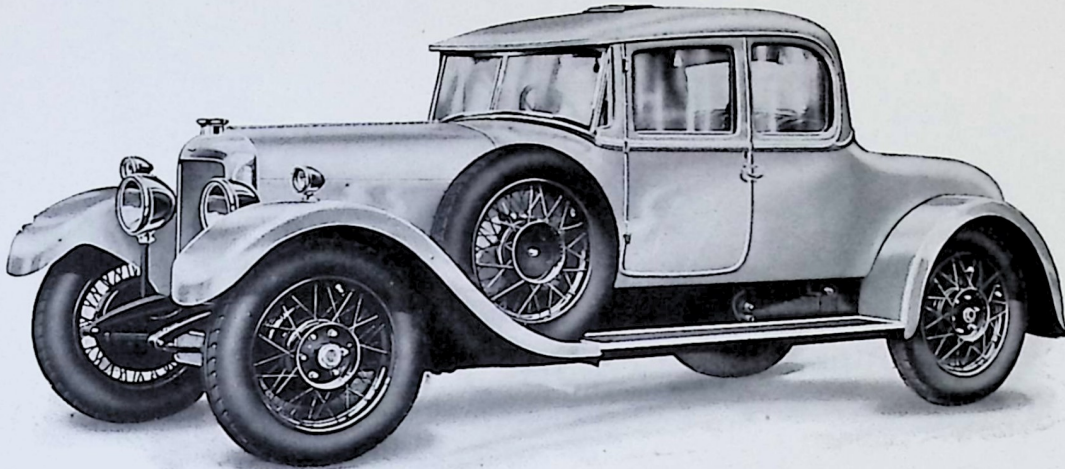
21/60 h.p. *ASTER* Five-Seater  
COACHBUILT SALOON

**W**HEN inspecting the 21/60 h.p. Aster Coachbuilt Saloon, one must reflect on the mind of the designers. It is easy, for instance, to overlook the analytical work of the laboratory chief engaged in the selection of the finest steels—nor can the ordinary man see the evidences of the mathematical precision of the designer of the Aster chassis. Before the art of the coachbuilder is enlisted the most meticulous exactitude is given to the foundation of the car—the chassis—the engine—the gears, the details that are cunningly concealed, and, be it added, scarcely heard.

The 21/60 h.p. chassis is crowned with a super-saloon body. Nothing superficial, nothing lacking, substantial and withal graceful. Luxury there is, but no ostentation—dignity in all its lines and appointments. The beauty of its interior is inviting and companionable. There is not a jarring note anywhere.

The standard fittings include automatic wiper, luggage grid, tool boxes, private locks to all doors, roof ventilator and electric lighting.

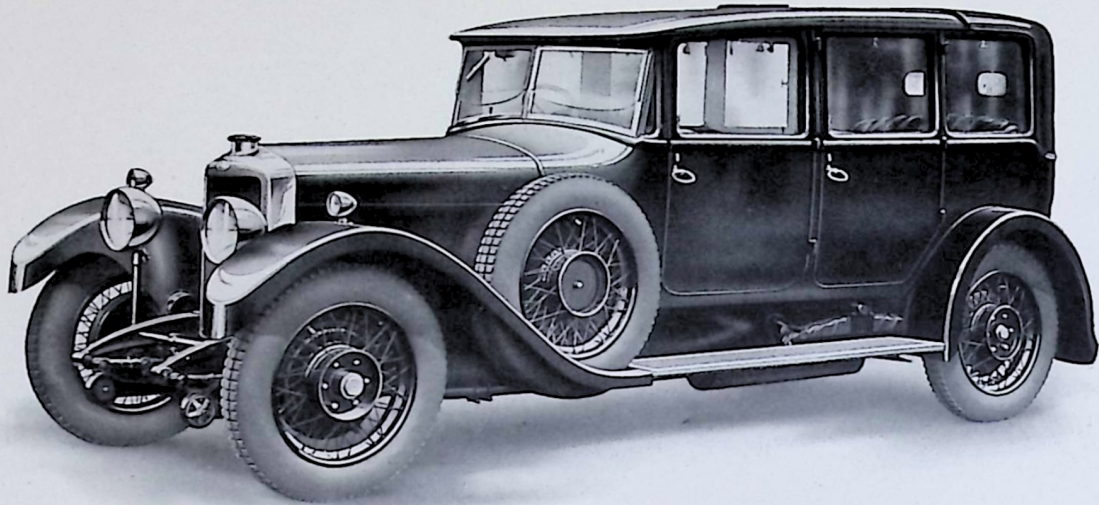
*Price £950*



*21/60 h.p. ASTER 3/5-Seater*  
**COUPÉ**

**L**IKE all Aster models, the 21/60 h.p. Aster Coupé is a product of precise workmanship, enduring performance, comfort and appearance. This distinguished appearance makes immediate appeal and closer examination promotes enthusiasm. Two wide doors make possible graceful entrance and exit. Our illustration demonstrates at a glance the extraordinary roominess of the interior, there being room for three in comfort. The long, sweeping lines add an atmosphere of hidden resources of power, stability and road worthiness. The standard fittings include automatic wiper, luggage grid, tool boxes, private locks to doors, roof ventilator, and electric lighting.

*Price £930*



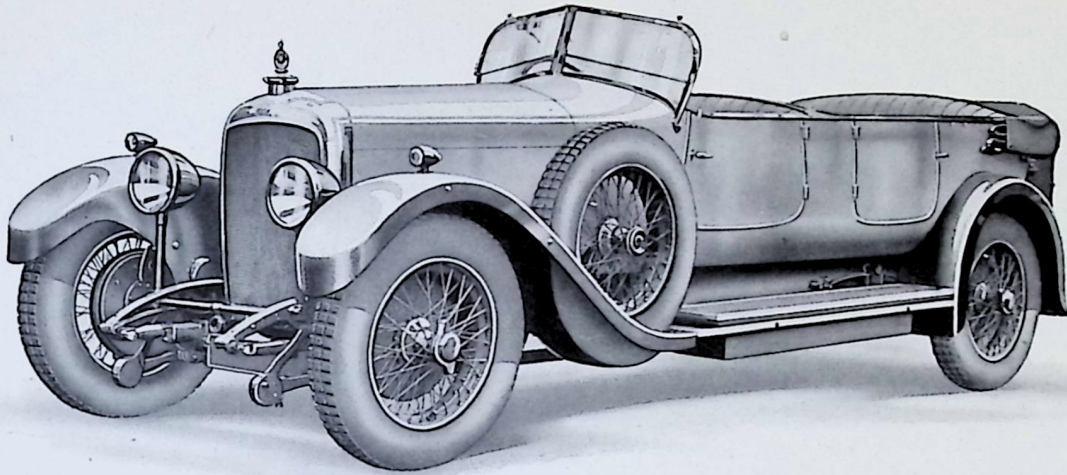
*21/60 h.p. ASTER Five-Seater*  
**PULLMAN LANDAULETTE**

**T**HE construction of a Landaulette was the pride of the old coachbuilder, and its adaptation to the motor carriage calls for even more skill. The graceful folding and erection of the landaulette rear quarter is the result of careful construction. So snugly does each part fit that when closed it has all the characteristics of the stately Brougham.

In this Pullman Landaulette there is a sliding glass partition behind the front seats, which are of the fixed type, while at the rear of the partition are fitted two folding arm occasional seats facing forward. The 21/60 h.p. Pullman Landaulette has generous room for 5-7 passengers, and, as befits its handsome exterior and interior, is most carefully sprung and balanced.

As well as roof ventilator, windscreen wiper, luggage grid and tool boxes, the standard fittings also include private locks to its four doors. The interior lights are electric.

*Price £1,010*

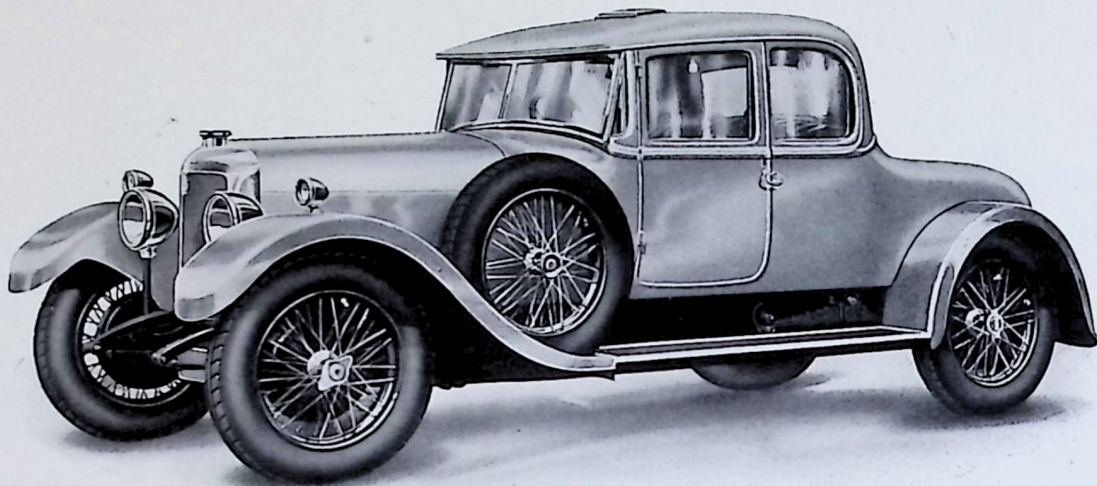


24/70 <sup>1</sup>/<sub>2</sub> h.p. ASTER 5/7-Seater  
OPEN TOURER

**A**STER goodness is no matter of chance. Beginning at the foundation of care-free touring, is the confidence one places in the engine and chassis. Highest grade alloy steels, chrome nickel instead of the usual carbon steel, subjected to most rigid tests, front axle, transmission gears and shafts, rear axle components, even piston rings are tested for hardness, perfect alignment and concentric fit. If you should go through the Dumfries Works, you would see workmanship held to the closest limits, every operation scientifically tested for utmost accuracy. It is this undeviating adherence to highest quality in every detail which makes all Aster cars, particularly the 5-7 seater open tourer, give economical care-free service. It is an ideal fast touring car of extremely graceful lines with very liberal seating accommodation. Supplied with one-man hood and rigid side curtains which have strong but very narrow metal framework, affording good visibility together with complete protection. The curtains can be replaced or extracted from the compartment behind the rear squab without disturbing the passengers. Automatic screen wiper, luggage grid, and hood cover are supplied as standard. Reasonable choice of paint colour and upholstery is given.

Price £950

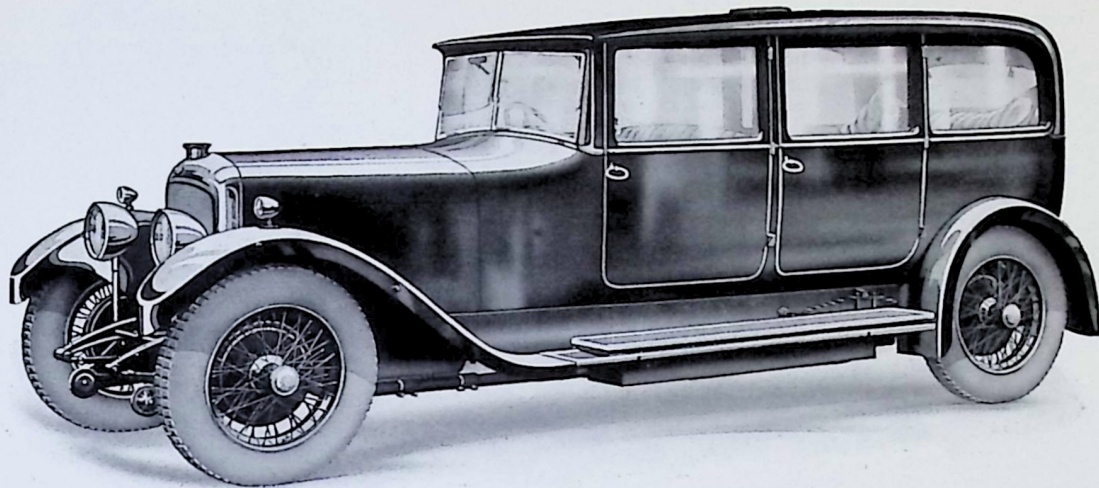
[ 21 ]



## 24/70 h.p. ASTER COUPÉ SALOON

**T**AKE a glance at the above illustration and say frankly whether you have seen a more handsome car on the road! Note the graceful curving of the sides, the arching dome of the rear with its elegant forward drooping! Perfect perspective, and a blending of lines and contours which is distinctly refreshing. You scarcely need be told there is ample room for three abreast, and, with its large double dickey seat accessible from the rear of the car, this is an ideal coupé. All windows including the rear ones are adjustable—the driver's window being of the sliding type to facilitate traffic signals. The windscreen is of the "V" type, fitted with automatic screen wiper. Electric light, roof ventilator, tool box and luggage grid are standard fittings. This 24/70 h.p. Aster Saloon Coupé is a most attractive and luxurious travel car. Its superiority confronts you in every phase of its operation.

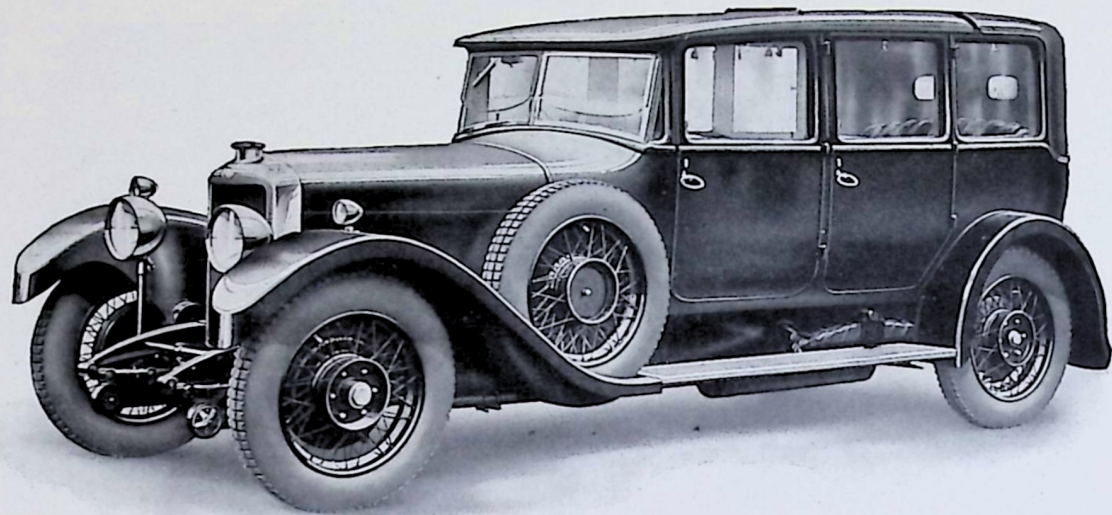
*Price £1,075*



24/70 h.p. ASTER Seven-Seater  
SALOON

THE Aster engineers deal in blunt hard facts of steels and factory practices—painstaking manufacturing processes. They live in an atmosphere of precision, rigid testing and inspection. Their *confrères*, the Astor coach-builders, are wholly bent on the art of motor carriage craftsmanship. Led by men who are accustomed to riding as well as building, it is no wonder that the 24/70 Aster Saloon embodies motoring comfort as well as appearance. Floors and seats are carried direct to the chassis frame. Wherever two members of the body frame are jointed, the mating surfaces are separated by rubber strips—the screws being rubber bushed. Result—not a rattle anywhere. These are small but important points, and are typical of the thoroughness which obtains throughout the whole saloon structure. There are no structural flaws hidden by upholstery. The careful springing of the car precedes the springing of the cushions. Absolutely genuine then is the outer padded surface of back rests and seats. The finishing touches which set off the luxurious interior are there by right, not in preference to the deep seated thoroughness—the perfect blending of body-building and upholstery. Standard fittings are, as on all Aster models, detailed in this catalogue.

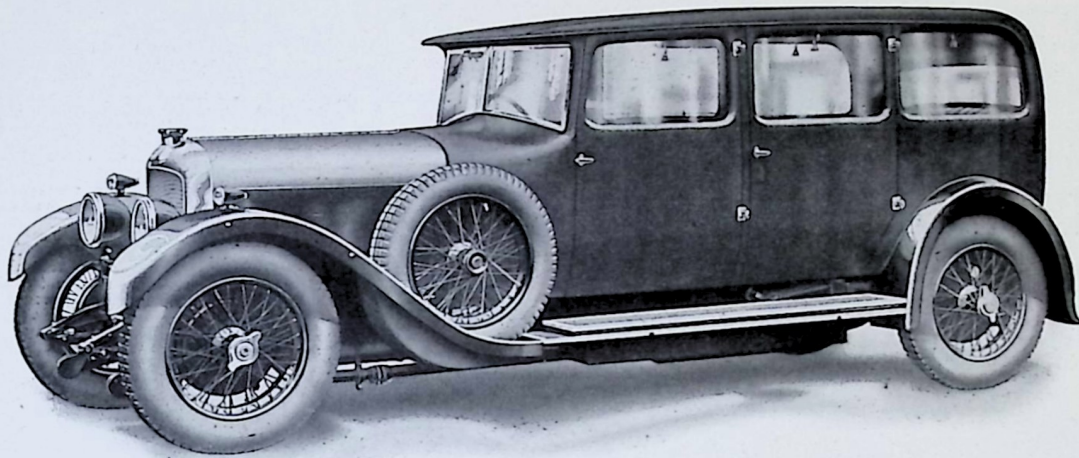
Price £1,250



24/70 h.p. *ASTER* Seven-Seater  
PULLMAN LANDAULETTE

**S**UCH a *de luxe* model; literally the crystallisation of all past experience in the design and manufacture of motor carriages. Perfection has been made the goal in the Aster programme of betterment, and this 7-seater Pullman Landauette bids fair to attain the peak of automobile achievement. Everything that could be done to make it as good as any British motor car has been conscientiously performed. It must be evident that to seat seven people in comfort either when the car is open or closed is an achievement in itself, but to carry these seven passengers, with speed, certainty, and with due regard to upkeep costs, calls for all the resources of skilled engineering and coach building. The owner of a 24/70 h.p. Aster Pullman Landauette has not only made certain of having a wise motor car investment; he also derives, subconsciously, a subtle satisfaction from the fact that his car is recognised and known as the fullest measure of motoring excellence and social distinction. It is superfluous to add that every modern accessory in equipment is included.

Price £1,300



*24/70 h.p. ASTER Seven-Seater*  
**FABRIC SALOON**

**T**HE 24/70 h.p. Aster Fabric Saloon is superior to weather—wintry blasts and summer suns have no appreciable effect on its surface. There is something quite out of the ordinary in this 24/70 h.p. Aster Fabric Saloon. The contour of its gently rounded surface satisfies the æsthetic appreciation of softness of the lines of the artist who never offends with abrupt angularities in line or colour. This Fabric Saloon is undoubtedly a most pleasing car to the eye. But this sense is not the only one to satisfy. The interior, one naturally expects, should not belie the exterior impression. How well this has been realised cannot be described adequately, and photographs can merely suggest. For a full realisation of the relaxing comfort, the gentle buoyancy of full leather upholstery, one must experience the joy of motoring in such a saloon. The high centre line with its deep roominess affords privacy for the occupants without in any way obscuring their visibility. This four-door Aster Saloon, with the new silent six-cylinder single sleeve valve engine, is the finest example of this particularly handsome type of coachwork ever produced in this country.

*Price £1,200*

# TERMS OF BUSINESS

(1). Motor Goods (including Cars and Chassis) are only supplied by the Company on condition—and it is a condition of all Sales by the Company—that they shall not be exhibited at any Motor Exhibition in the United Kingdom other than such as are held by the Society of Motor Manufacturers and Traders Limited or are approved by the Committee of said Society. Purchasers of said motor goods from the Company will be held to acknowledge that they have received notice that the Company, as Members of the said Society have signed, and will continue to sign, Bonds issued by the said Society whereby *inter alia* they agree to pay to the said Society as liquidated damages in respect of each breach such sum not exceeding £250 as the Committee of Council of the said Society may, in accordance with the terms of such bonds, determine, should any of the said motor goods be exhibited at a Motor Exhibition not held by the said Society or approved of by the said Committee. Every such purchaser shall be held to have agreed—and it is a condition of all Sales of said Motor Goods—that such purchaser shall not exhibit said goods at any Exhibition or Show in the said United Kingdom without the written consent of the Company, and that such purchaser shall obtain a like undertaking from all buyers of such goods from him, and that if the Company shall pay or be called upon to pay to the said Society any sum by reason of the exhibition at an Exhibition or Show not held or approved as aforesaid of any motor goods supplied by the Company to such purchaser such purchaser will pay to the Company, on demand, all sums paid, or which may be payable, by the Company to the said Society in respect of such exhibition of said goods.

(2). Prices quoted for Motor Cars, including Chassis, are for delivery at the Company's works, and strictly net and on the following terms, *viz.* :—

- (a) 10 per cent. of purchase money to accompany Order, and balance to be paid on advice that the car is ready for delivery.
- (b) Packing for shipment is not included in the price list, and, if required, will be charged extra.
- (c) The Company will use their best endeavours to adhere, as far as possible, to the dates of delivery promised from time to time, but they do not undertake any liability in respect of any delay arising from any circumstances whatsoever (including strikes, lockouts, trade disputes, accidents, fire, *force majeure*, war, civil riot, commandeering, or requirements of Government, difficulties in obtaining workmen or material, delay or failure of sub-contractors to complete their contracts, or circumstances for which the Company are not responsible).
- (d) In the event of delay occurring in delivery, otherwise than in consequence of strikes, lockouts, trade disputes, accidents, fire, *force majeure*, war, civil riot, commandeering, or requirements of Government, difficulties in obtaining workmen or material, delay or failure of sub-contractors to complete their contracts, or circumstances for which the Company are not responsible, purchasers from the Company have right by notice in writing given subsequent to the promised date of delivery (including any altered date of delivery), to cancel the Contract of Purchase at the expiry of one month from the said date of delivery, if the Company do not deliver within that month. In the event of such cancellation taking place, the Company will return the deposit, if any, paid to them, but such cancellation shall not entitle the purchaser to payment of any other sum, whether in respect of damages, compensation, or otherwise.
- (e) Delivery is at the Company's works, and all Orders, whether by letter, Order Form, or otherwise, are only accepted subject to this condition.

(3). The Company reserve the right to make such increases in their prices, and also such alterations on their Specifications as they may deem desirable without notification, and notwithstanding the terms of orders to apply these increases and/or alterations to any orders in respect of cars or chassis not delivered when such increases or alterations are made, and to charge these increased prices ruling at the time of delivery for any cars or chassis not then delivered and/or to deliver cars or chassis made in terms of these altered specifications ruling at the time of delivery in fulfilment of orders for cars or chassis of similar type not then delivered. Should the price be increased, the buyers have the option of cancelling the order within seven days after being notified of such increase. Illustrations and specifications in the Company's Catalogues are intended only as a general guide and are not to be taken as binding in detail.

## Guarantee

The Company endeavour to supply the best material and workmanship, and the sole liability undertaken by the Company is to the following effect, *viz.* :—In the event of any defects being disclosed in any motor goods (including cars and chassis) made and sold by them, or in work done by them (including repairs and parts and accessories made by them, but not tyres, detachable wheels, self-starting equipment, electric fittings and accessories and articles not made by the Company), the Company undertake on the return of the alleged defective parts carriage paid to their works (having attached to the same, in cases referring to cars or chassis, the name and address of the owner, the number of the chassis, and the name of the dealer from whom it was purchased), within twelve months from the date of delivery by the Company, and within seven days from the date when the alleged defect is observed, to carefully examine and if found faulty through bad material or workmanship, to repair, or if necessary replace, the same free of charge. It is to be distinctly understood that the above applies in respect of material only, and labour and other expenditure are to be charged. The Company accept no responsibility for any loss or damage direct or consequential or for any accident or in any way for the effect of any accident, whether due to defective material, workmanship or otherwise, and this Guarantee does not apply to defects caused by wear and tear, misuse, or neglect, or overloading, nor to any chassis from which the Company's nameplate has been removed or obliterated. The Company do not accept any responsibility whatever for tyres, detachable wheels, self-starting equipment, electric fittings, accessories, or articles not made by them. This guarantee is in lieu of all guarantees or warranties, whether expressed or implied by Statute or otherwise, and is limited in cases relating to cars and chassis to new cars and chassis bearing the Company's nameplate, bought either direct from the Company or one of their authorised dealers.

## The Terms "Agent" and "Dealer"

The terms "Agent" and "Dealer" used by the Company or any party in connection with the sale of the Company's Manufactures are used in a complimentary sense only. The relationship of principal and agent does not, in fact, exist between the Company and the Agent or Dealer and the Agent or Dealer is not authorised to advertise, incur debts, or transact any business whatsoever in the Company's account, or to give any warranty or make any representation on the Company's behalf other than the foregoing Guarantee.

## ARROL-JOHNSTON & ASTER ENGINEERING COMPANY LIMITED DUMFRIES, SCOTLAND and at WEMBLEY, MIDDLESEX

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