

310

# MINERVA

Telephones:  
Museum 0040  
Museum 9677



Telegrams:  
Mingoddes,  
Phone, London.

MINERVA MOTORS (England) LTD.,  
Minerva House, Chenies Street, London, W.C.1

*Service Depot and Works:*

Minerva Road, Chase Estate, Park Royal, London, N.W.10.

*Telegrams:*—Citraconic, Phone, London.

*Telephone:*—Willesden 2074-5-6



**INSTITUTE**



## FOREWORD.

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**T**HE established status of the Minerva car as a leader in the automobile world is more pronounced to-day than ever previously. Once again have the famous factories entered the lists of competition, with a new model which almost frustrates competition. It is the culminating achievement of many years of glorious tradition.

This new model is the 22-28 h.p. eight-cylinder chassis, a really superb engineering product, to which is allied in exceptionally happy harmony coachwork of great beauty and most commanding appearance. The extreme lightness of control makes this model particularly fascinating to handle.

The 40 h.p. eight-cylinder chassis introduced last year has proved so universally successful, that only minor improvements and detail refinement have proved practicable. The 32-34 h.p. six-cylinder chassis remains substantially the same as last year.

From the foregoing brief *resumé* of the current models of Minerva cars, it will be seen that attention is concentrated on three models—two with eight cylinders, and one with six. Two of these are well-proven—the other is new.

But there is a qualification to its newness. Though it comes as a novelty to the purchaser, it has been exhaustively tested and proven in every detail by extended trials of a most arduous character. As the other models have required but nominal attention for the incorporation of minor refinements, the entire energies of the factories have been avail-



able for placing the new 22-28 h.p. Eight on the market in its perfected state.

It remains to be added the particular niche which this new model fills. It is the combination of luxury, liveliness and moderation of cost. Nowhere is there quite its counterpart. There is the suave, silent luxury of an eight-cylinder double sleeve valve engine; the liveliness attached to some 90 brake horse power, and, in combination with the two, dignity of appearance, suppleness of suspension, and generous accommodation—in a phrase, an individuality and all-round automobile excellence which has no counterpart on the markets of the world.

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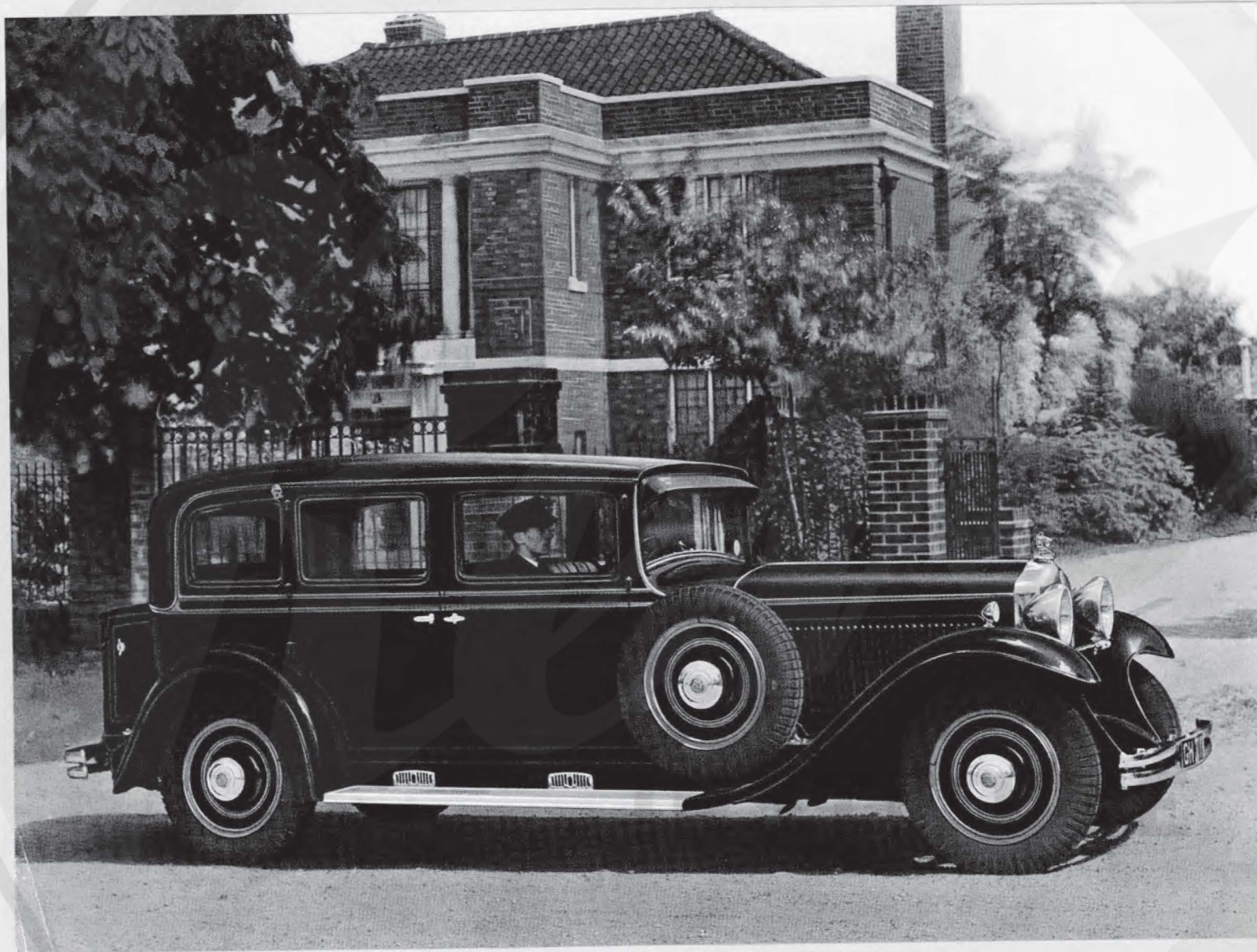
# MINERVA

One of the Foremost Cars in the World.

## *Royal Patrons.*

H.M. The King of Belgium	H.M. the King of Afghanistan
H.H. the Prince Leopold of Belgium	H.E. Earl Horthy—Regent of Hungary
H.H. the Prince Charles of Belgium	H.M. the Sultan of Morocco
H.H. the Princess Stephanie of Belgium	H.M. the King of Siam
H.M. the King of Norway	H.M. the Shah of Persia
H.M. the King of Sweden	H.H. the Princess Nazli Helmi of Egypt
H.H. the Grand Duchess of Luxembourg	H.H. the Rajah Mida of Selangor
H.H. the Consort Prince of Holland	H.H. the Prince Chandaburi of Siam
H.M. the King of Roumania	H.H. the Sultan de Marakech,
H.H. the Maharajah of Pithapuram	etc., etc.

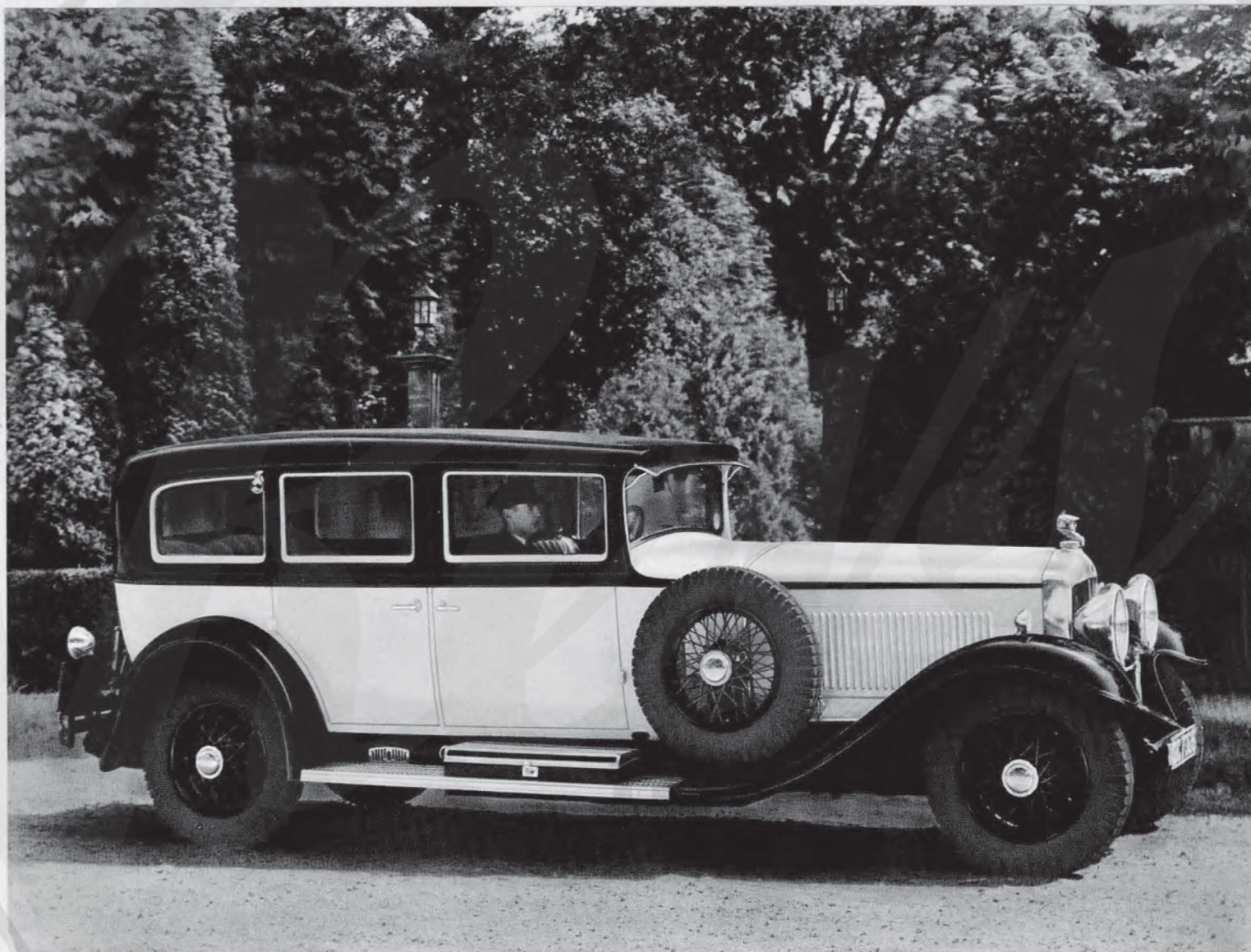




22/28 H.P. ENCLOSED-DRIVE LIMOUSINE

By MINERVA.

PRICE £950



40 H.P. ENCLOSED-DRIVE LIMOUSINE

By MINERVA.

PRICE £1,975



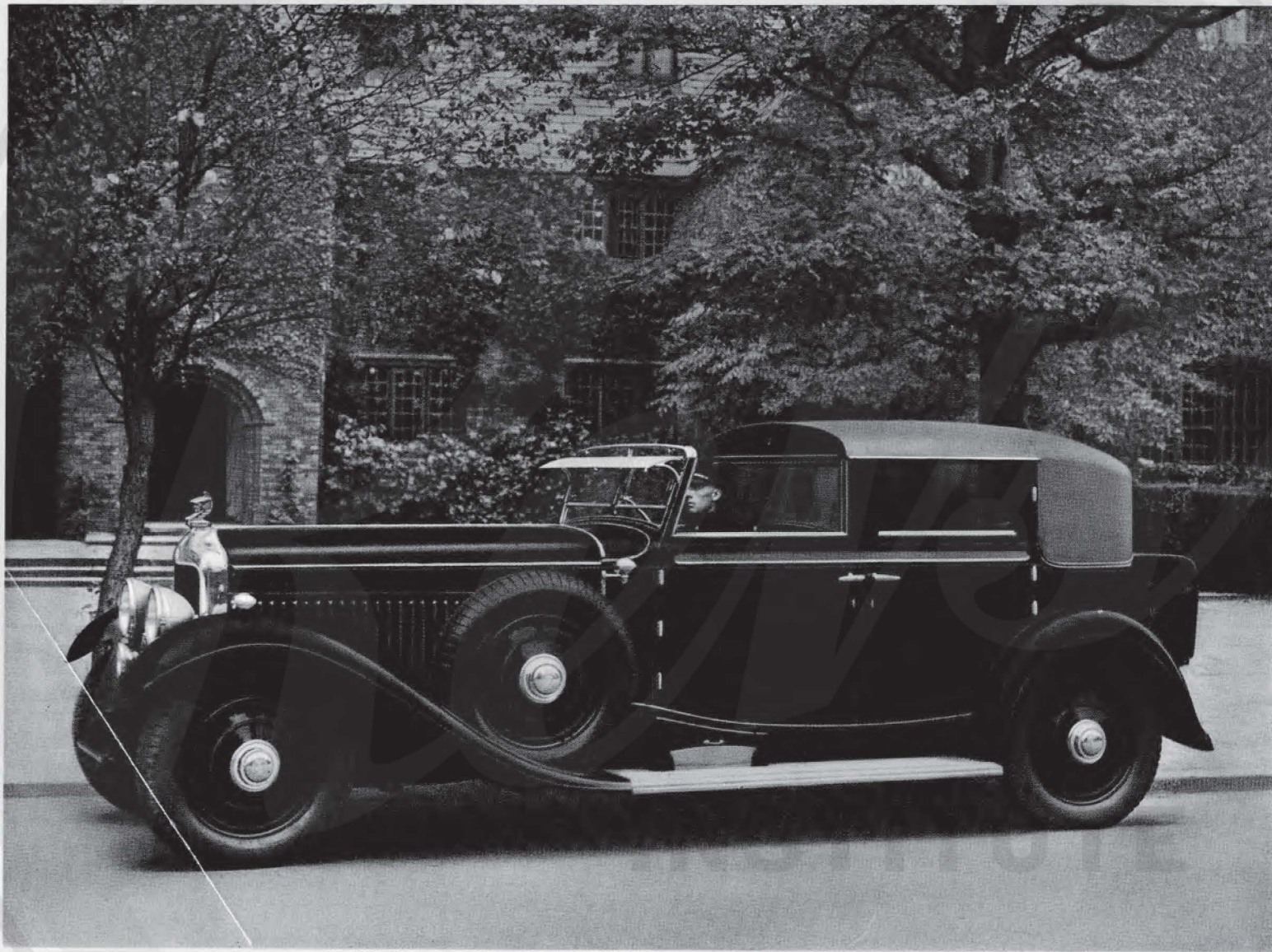


32/34 H.P. ENCLOSED-DRIVE LANDAULETTE

By VAN DEN PLAS.

PRICE £1,295



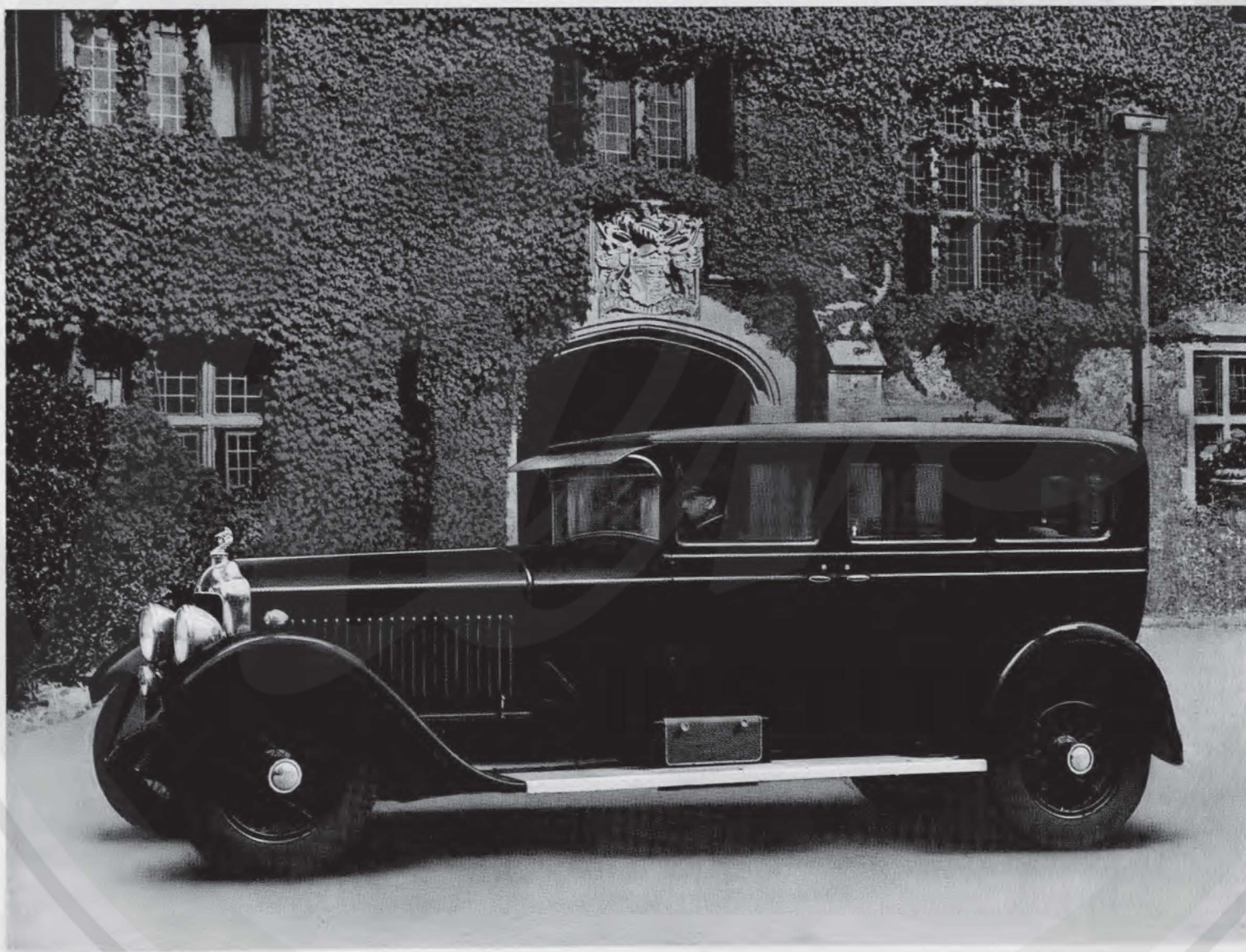


40 H.P. COUPÉ DE VILLE

By VAN DEN PLAS.

PRICE £2,150

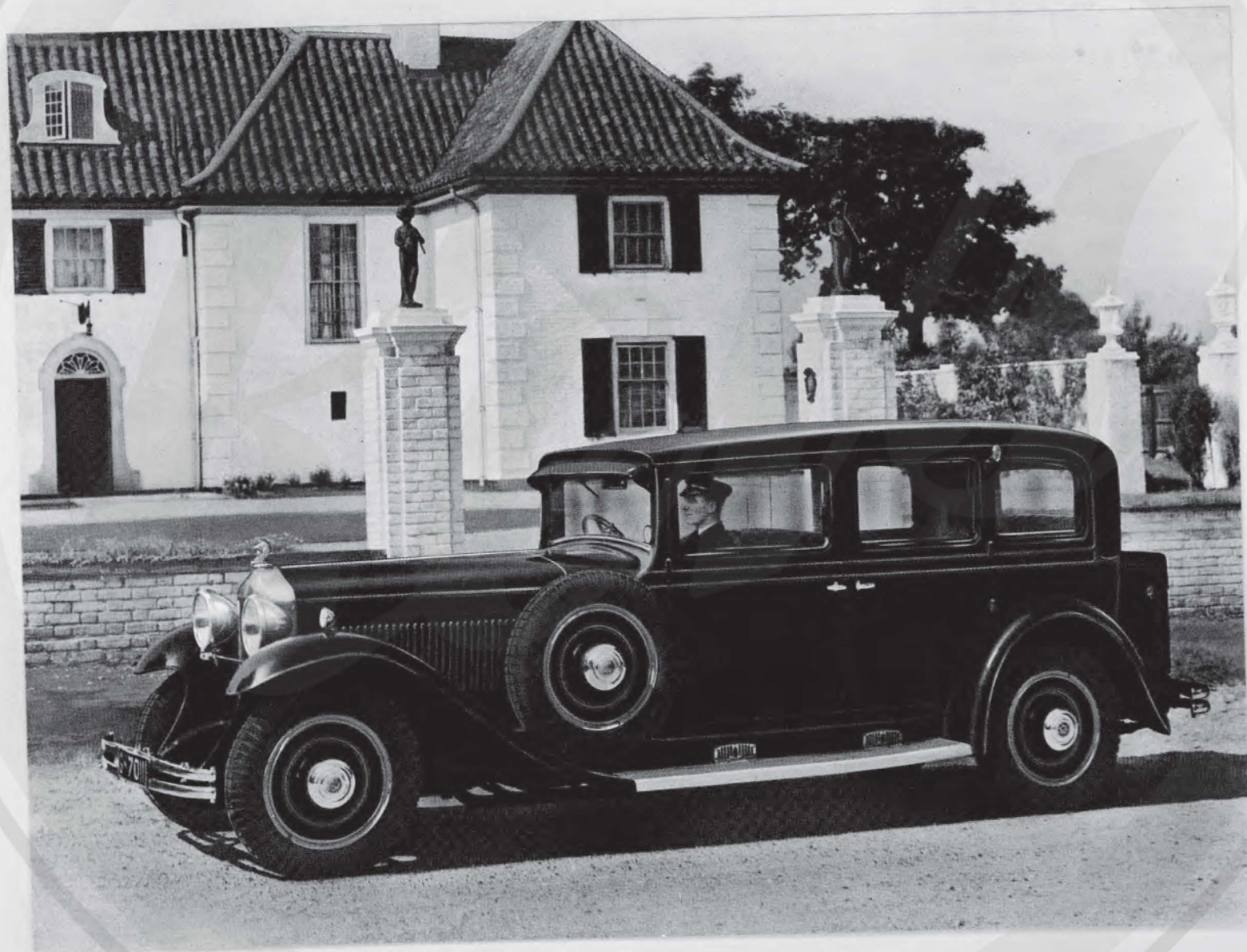




32/34 H.P. ENCLOSED-DRIVE LANDAULETTE

By MINERVA.

PRICE £1,105



22/28 H.P. ENCLOSED-DRIVE LANDAULETTE

By MINERVA.

PRICE £995



## 40 H.P. EIGHT-CYLINDER CHASSIS TYPE "A.L."

### *Specification*

**ENGINE.** Sleeve Valve Engine, eight cylinder, 90 m/m bore  $\times$  130 m/m stroke, nine bearings crankshaft; forced feed lubrication (high and low pressure); "Silent bloc" rubber insulation interposed between engine and chassis; four point suspension; oil refiner and oil cooling; Isothermal water-cooling. Treasury rating, 40.1 h.p. Cubic capacity 6,625 c.c.

**DIMENSIONS.** Overall length, 17' 5 $\frac{3}{4}$ ". Overall width, 6' 0". Wheelbase, 12' 9 $\frac{1}{2}$ ". Body space, 10' 3 $\frac{1}{4}$ ". Wheel track, 4' 11 $\frac{1}{8}$ ". Turning circle 50' 0".

**GEAR BOX.** Constituted as a unit with the engine, providing four forward speeds and a reverse. Hardened gears with the teeth separately ground to ensure quiet operation. Change speed lever mounted for right-hand control.

**GEAR RATIOS.** 1st speed 11.56 to 1; 2nd speed 7.27 to 1; 3rd speed 5.40 to 1; top speed 3.73 to 1.

**CLUTCH.** Multiple type steel discs with driving surfaces of wire-woven asbestos fabric. Light in operation, and possessed of a notably smooth and progressive pick-up.

**STARTING.** Latest model Scintilla starting motor, 12 volt with a battery of 135 amp. hours capacity, arranged in two blocks of six volts each.

**IGNITION.** Scintilla magneto and coil ignition, the distributor being common to each. Automatic advance and hand cover.

**LIGHTING.** 12 volt Scintilla Dynamo, Headlamps fitted with Duplo bulbs of 100 candle power.

**CHASSIS LUBRICATION.** The Bijur system of central lubrication is adopted and connected to all the articulated joints of the chassis.

**CARBURETTER.** Latest pattern double barrelled Zenith with "hot spot" and special acceleration "booster" or pump. Fuel supply by pump.

**SUSPENSION.** Semi-elliptical springs, fitted with "Silent bloc" rubber pads, front and rear, in conjunction with shock absorbers, and inter-designed for harmonic response to the stabiliser.

**STABILISER.** Link-rod system over rear axle, eliminating body sway on uneven roads or when cornering; reducing skidding tendencies and providing more comfortable riding qualities.

**STEERING.** A commanding steering wheel is fitted of 19 $\frac{3}{4}$ " diameter. Steering gear box parts of rectified hardened chrome nickel steel.

**BRAKES.** Four-wheel brakes (six brakes system) with Dewandre vacuum-servo mechanism. The rear wheels have double four piece shoes, two of which act in conjunction with the front wheel brakes—pedal applied—and two, independent, are actuated by the hand lever.

**REAR AXLE.** Light banjo type with the torque reaction taken through torque tube and the springs; spiral bevel drive, specially rectified for quiet operation. Ratio 3.73 to 1.

**ROAD WHEELS AND TYRES.** Dunlop Balloon cord tyres 32  $\times$  6.75, and detachable wire wheels and one spare wheel with tyre.

**FUEL TANK.** Capacity 24 gallons; dashboard gauge.

**INSTRUMENT BOARD.** Indirectly illuminated. Eight day clock, speedometer, revolution counter, oil gauge, cooling oil circulation gauge, petrol gauge and pump, thermometer for water temperature, tell tale for tail lamp and head lamps, starting choke, petrol injector.

**OUTFIT.** A complete outfit is supplied.

**Price of Chassis, £1,350.**



# 32-34 H.P. SIX-CYLINDER CHASSIS TYPE "A.K."

## *Specification*

**ENGINE.** Sleeve Valve Engine, six cylinder, 95 m/m bore  $\times$  140 m/m stroke, seven bearings crankshaft, oil refiner and thermostat. Treasury rating, 33.5 h.p. Cubic capacity, 5,954 c.c.

**DIMENSIONS.** Overall length, 16'; Wheelbase, 12' 5 $\frac{1}{2}$ "; body space, 9' 5"; Overall width, 5' 9"; Wheel track, 4' 9"; Ground clearance (front axle) 9".

**GEAR BOX.** Separate unit—four speeds forward and a reverse; gears are case hardened and each tooth separately ground true by a special process. The speedometer drive is positive and taken from the rear of the gearbox.

**GEAR RATIOS.** With back axle ratio of 13/47; on 4th and top speed, 3.61 to 1; on 3rd speed, 5.45 to 1; on 2nd speed, 7.42 to 1; on 1st speed, 13.25 to 1; reverse, 17.4 to 1.

**CLUTCH.** Multiple disc type, with driving surfaces of wire-woven asbestos fabric.

**STARTING.** Scintilla electric starting motor mounted under the arm supporting motor in chassis frame, and operated by a key on switchboard mounted on the dash in a convenient position.

**IGNITION.** Scintilla Magneto. The ignition is semi-automatic. As to half the range, the spark is advanced automatically; the upper range is hand controlled.

**LIGHTING.** Scintilla 12 volt dynamo, seven lamps provided.

**CARBURETTER.** Twin Zenith, with automatic compensating jets; vacuum feed. A tap on the dial-board permits the supply of petrol being turned off.

**SPRINGING.** Front, semi-elliptic with shock absorbers; rear, cantilever.

**STEERING.** Enclosed irreversible worm and segment, case hardened and ground.

**BRAKES.** Four-wheel brakes (six brakes system) with Dewandre vacuum-servo mechanism. The rear wheels have double four piece shoes, two of which act in conjunction with the front wheel brakes—pedal applied—and two, independent, are actuated by the hand lever.

**BACK AXLE.** Spiral bevel drive with bevel differential, "full floating" type.

**ROAD WHEELS AND TYRES.** Dunlop Balloon cord tyres 33  $\times$  6.75, and detachable wire wheels and one spare wheel with tyre.

**FUEL TANK.** Capacity 22 gallons. Mounted at rear of chassis and fitted with magnetic device for recording contents on dial.

**INSTRUMENT BOARD.** Scintilla switch board, clock, speedometer, oil indicator, petrol primer, petrol shut-off tap, inspection lamp plug, throttle control, two lamps.

**OUTFIT.** A complete outfit is supplied.

**Price of Chassis, £700.**

## 22-28 H.P. EIGHT-CYLINDER CHASSIS TYPE "A.P."

### *Specification*

**ENGINE.** Sleeve Valve Engine, eight cylinder, 75 m/m bore  $\times$  112 m/m stroke, nine bearings crankshaft, forced feed lubrication (high and low pressure), four point suspension with rubber bloc insulation; oil refiner and oil cooling, the latter capable of disconnection in winter; Treasury rating 27.9 h.p. Cubic capacity 3,958 c.c.

**CHASSIS DIMENSIONS.** Overall length 17' 6", overall width 5' 10½". Wheelbase 12' 0". Body space 9' 5". Wheel track 4' 11". Turning circle 42' 0".

**GEARBOX.** Built as a unit with the engine, giving four forward speeds—WITH SILENT THIRD—and a reverse gear, with central control lever. All gear teeth separately ground for quiet operation. Gear ratios 1st speed 16 to 1; 2nd speed 9 to 1; 3rd speed 6½ to 1; top gear 4¾ to 1.

**CLUTCH.** Mono-disc type, light in operation, and smooth in pick up.

**STARTING & IGNITION.** Latest type Scintilla starting motor with battery and coil ignition.

**LIGHTING SYSTEM.** Scintilla dynamo, 145 watts, 12 volts. Lighting controlled from steering wheel.

**CARBURETTER.** Latest pattern double barrelled Zenith with "hot spot," air purifier, and electrical pump feed from main supply.

**SUSPENSION.** Long underslung semi-elliptical springs front and rear, combined with shock absorbers.

**BRAKE SYSTEM.** The brakes are of the Bendix two jaw type, assisted by the Dewandre vacuum-servo mechanism. The hand brake is independent, and operates on the transmission system.

**FRONT AXLE.** Of the double T type, specially designed to accommodate brake stresses.

**REAR AXLE.** Rear axle construction is of the banjo type, with spiral bevel gearing; both the driving thrust and torque reaction are taken by the road springs.

**STEERING GEAR.** Of the cam and lever type, with finger tip controls on steering wheel operating ignition, throttle and lights.

**ROAD WHEELS & TYRES.** Detachable disc or wire wheels with 32"  $\times$  6" Dunlop tyres.

**FUEL TANK.** Mounted at the rear, and with a capacity of 18 gallons.

**INSTRUMENT BOARD.** Indirectly illuminated. The facia is of exceptionally neat appearance, and a full equipment is provided.

**TOOL EQUIPMENT.** A complete outfit is provided in trunk at rear, which also contains two suit cases.

**Price of Chassis, £675.**

## MODELS FOR 1931.

### PRICES.

	22/28 h.p. 8-cyl.	32/34 h.p. 6-cyl.	40 h.p. 8-cyl.
Chassis with tyres ... ..	£675	£700	£1,350
Enclosed-drive Limousine by Minerva ... ..	£950	£1,195	£1,975
Enclosed-drive Landalette by Minerva ... ..	£995	£1,195	£1,975
Enclosed-drive Landalette or Limousine, special coachwork ... ..	£1,095	£1,295	£2,000
Coupé de Ville by Van den Plas... ..	—	—	£2,150
Four-seater, two-door Folding Head Coupé by Van den Plas ... ..	—	—	£2,100
Four-seater, two-door Fixed Head Coupé with sliding roof, by Van den Plas ... ..	£1,095	—	—
Four-seater, two-door Weymann Semi-panelled Coupé with folding or fixed head ... ..	£1,050	—	£1,825
Enclosed-drive Weymann Limousine, 7-seated ... ..	—	£1,150	£1,825
Four-door, six-light, Weymann Semi-panelled Saloon ... ..	£1,025	—	—

### TERMS OF BUSINESS

#### *Prices*

Our prices are net cash and are subject to alteration. Any model may be withdrawn without notice.

#### *Payments*

One-third of the amount with order, and the balance upon receipt of advice that the car or chassis is ready for delivery.

#### *Delivery*

Delivery is given at our London Showrooms. Our agents are authorised to charge the cost of delivery elsewhere.

#### *Modifications*

Modifications in design or details may be effected from time to time without notification.

#### *Agents*

When referring to our agents in our catalogues, in our correspondence, and in our advertisements, the word "agent" is used in a complimentary sense. Our agents are not authorised to incur liability on our account, or to give any warranty on our behalf other than that contained in our guarantee.

# Guarantee

Minerva Motors (ENGLAND) Ltd. guarantee that all precautions have been taken to secure proper excellence of materials and workmanship in all chassis sold by them. This Guarantee is not to extend to wear and tear, neither to consequential damage nor electrical fittings, coachwork or tyres not of our manufacture. The Guarantee is likewise excluded where the defects are caused by misuse or neglect, or in cases where a chassis has been sold by the original purchaser and no liability is to be incurred by Minerva Motors (ENGLAND) Ltd after the expiration of twelve months from the date of delivery by them.

Minerva Motors (ENGLAND) Ltd undertake to make good within twelve months from date of delivery by them any part which is defective in material or workmanship provided such part is sent to them carriage paid and previous notice in writing given that it is desired to have it replaced or repaired free of charge under this undertaking and if found so defective, a new part or the same part properly repaired shall be supplied free of charge.

If the chassis is sent carriage paid to Minerva Motors (ENGLAND) Ltd, London, they will refit such new or repaired part free of charge, otherwise they are not responsible for the cost of refitting.

## IMPROVED SERVICE FACILITIES.

**T**HE constantly growing demand for Minerva cars has necessitated the acquisition of larger premises for Service and workshop requirements. That necessity has been met by inaugurating suitable plant and accommodation at Minerva Road, Chase Estate, Park Royal, London, N.W.10., and thereat we are now in a position to give even better and more prompt service than heretofore. There is also a Tuition branch where either owners or their chauffeurs may acquire any desired further detail information to ensure that the best results are obtained from the running or handling of their cars.

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