DENIIS

For particulars in NEW ZEALAND.

Apply

W. J. FRASER & CO., Ltd.

Agent

S. IRWIN, CROOKES, A.M.I.E.E. F.C.S.

Marama Avenue,

Owen's Road,

Auckland, N.Z.

The Oldest Motor Makers in Ensolance. Patronised by Koyalty.



A Group of "Dennis" Vans which took part in the Commercial Vehicle Trials, 1907, and was awarded a Medal in Class D.

Q. E. D.

Quietness.

Efficiency.

Durability.

DENIAIS WORM GEAR IS

(Patent No. 3224.)

Now fitted to over 300 Commercial Motor Vehicles.



CATALOGUE OF



COMMERCIAL MOTORS

Manufactured by

DENNIS BROS. LTD.

HEAD OFFICE BRIDGE ST ONSLOW. & BRIDGE ST

CUILDFORD.

TELEGRAMS,
DENNIS
GUILDFORD
TELEPHONE,
129,GUILDFORD.
ABC Code, 5" Edition.



Additional Factory,

Contractors to His Majesty's Governmen. Contractors to The Agents for The Crown Colonies. WOODBRIDGE, Nr. GUILDFORD. Factory, Guildford.

MAKE ENQUIRIES.

O not fail to enquire into the experience of the firm whose Commercial Vehicle you buy. This precaution is very necessary in the present position of the Motor Industry. Now that the supply of Pleasure Cars is greater than the demand, the Pleasure Car Manufacturers are rushing headlong into the building of Commercial Motors with no knowledge of its requirements, and the result must be a repetition of the disastrous Motor 'Bus Companies for those undertakings who, on account of the tempting price, purchase the goods offered by the firm with no experience.

It is unreasonable that these firms can compete with us. When we foresaw the progress of the Commercial Motor years ago, and while they were wholly engaged in the building of Pleasure Cars, we have been organising a Commercial Vehicle Department, and steadily educating the public to the utility and usefulness of the Commercial Motor, while improving and altering our designs, until to-day, when the Commercial Trade is opening up over the whole Country, we can claim ourselves three years ahead of our competitors, and with a list of users which no other Company can quote.

READ THIS, IT IS A RECORD OF STEADY PROGRESS UNEQUALLED BY ANY OTHER COMPANY IN THE MOTOR TRADE.

OTHING speaks so highly of the business ability of a Company, or of the goods they manufacture, as consistent and steady advancement, and, without exception, our progress has been unparalleled in the history of the Motor Trade. We commenced manufacturing before the passing of the Light Locomotive Act, which gives us the position of the oldest Makers in England, and we have battled with every stage of the Industry. In 1901 we became a private Limited Liability Company with a capital of £30,000, and in the intervening six years have paid to our Shareholders dividends of $5^{\circ}/_{\circ}$, $10^{\circ}/_{\circ}$, $10^{\circ}/_{\circ}$, $12^{1\circ}/_{\circ}$, $12^{1\circ}/_{\circ}$, $12^{1\circ}/_{\circ}$, each year respectively, besides building up a large reserve fund.

In 1906 the capital was increased to £100,000, and the then existing Shareholders were so satisfied with the general management of the business that they subscribed the whole of the extra working capital required. With the extra capital a great many new automatic labour-saving machines were installed, and by their aid the accuracy has been increased to the point of absolute interchangeability, allowing a large output of the best possible at a minimum cost.

INSTITUTE

A FEW REASONS WHY TO BUY THE "DENNIS" COMMERCIAL VEHICLES.

- 1. **Because** they are made by the oldest makers in England, who were the very first to enter the field of Motor Van construction.
- 2. Because they are the quietest Motors made.
- **3. Because** there are more "Dennis" petrol vehicles with a carrying capacity of two-and-a-half tons and over in use than all other makes put together.
- 4. Because they are fitted with the "Dennis" Patent Rear Axle with Worm Gear.
- 5. Because the Worm Gear is guaranteed for two years.
- 6. Because nearly 300 Commercial Vehicles are in use fitted with the "Dennis" Patent Worm Gear.
- 7. **Because** the "Dennis" Patent Worm Gear has been fitted to several London and Provincial Omnibuses to reduce noise and wear.
- 8. Because the tyres are guaranteed by the makers on all "Dennis" Vans for 10,000 miles.
- **9. Because** of the list of users to whom intending purchasers can refer and who have had "Dennis" Vans in use for over three years.
- 10. Because they are entirely of British construction.
- 11. Because all their parts are interchangeable.
- 12. Because we know the requirements of a Commercial Motor
- 13. Because you should support British Manufacture.

SOME OMNIBUS USERS' OPINION OF THE "DENNIS" WORM GEAR.

COPY OF LETTER FROM THE CARDIFF TRAMWAYS CO., LTD.,

32, ALBERT CHAMBERS, CASTLE ARCADE, CARDIFF.

July 23rd, 1907.

Messrs. Dennis Bros., Ltd.,

Onslow St., Guildford.

Gentlemen,—It may interest you to know that the six 40 h.p. "Dennis" Double Deck Omnibuses which you supplied to us are giving every satisfaction. We much appreciate the vehicles for their quiet and smooth running, which is due to your excellent worm drive. There is an entire absence of smell and smoke.

We might add that we are being continually congratulated by passengers on the easy running and comfort of our Motor 'Buses.

Should you care to use this letter as a testimonial we have no objection to your doing so.

Yours faithfully,
For Cardiff Tramways Co., Ltd.,
(Signed) A. E. BEATTIE.

Messrs. THOMAS TILLING, LTD.,

WINCHESTER HOUSE, PECKHAM.

In our opinion the "Dennis" Worm Gear is practically noiseless, shows hardly any wear, and is the most satisfactory thing of its kind we have tried.

THE MAIL MOTOR CO., LTD.,

OLD MARKET PLACE, GRIMSBY.

We have pleasure in informing you that we selected your 'Buses for our services on account of their quiet running through the use of your Patent Rear Axle with Worm Gear. We now possess five of your vehicles, and the good opinion we originally formed of your Worm Gear has been fully confirmed by experience.

BIRMINGHAM & MIDLAND TRAMWAYS JOINT COMMITTEE,

LADYWOOD ROAD, FIVE WAYS, BIRMINGHAM.

Worm Gear Fitted to other Makers' 'Buses.

November 22nd, 1907.

Dear Sirs,—It is now six months since you fitted half-a-dozen of our Motor 'Buses with your Worm Gear Rear Axles, and you will be pleased to hear that the previous trouble with the differentials has now been entirely overcome. The adoption of your Worm Gear has greatly improved the general running of the 'Buses.

Another advantage we have observed in overhauling the gear boxes of the 'Buses to which your axles were fitted, is that they were in far better condition than those 'Buses we have in use which are not fitted with your axles.

Yours faithfully,

THE BIRMINGHAM & MIDLAND MOTOR OMNIBUS Co., LTD., P. S. SUFFIELD.

Chief Engineer.

A FEW USERS' OPINION OF THE "DENNIS" COMMERCIAL VEHICLES.

Several Companies have had our Vans in use over 3 years.

CARTER, PATERSON & CO.,

128, GOSWELL ROAD, E.C.,

Inform us that their "Dennis" Motor Vans continue to give general satisfaction, and that their Worm Gear (which is the chief feature of this class of Vehicle) is considered by them a great success.

ARNOLD PERRETT & CO., LTD.,

WICKWAR BREWERY, GLOUCESTERSHIRE.

November 21st, 1907.

Messrs. Dennis Bros., Ltd., Onslow St., Guildford.

Dear Sirs,—Replying to your letter of the 18th inst., addressed to us at Lydney, we beg to state that the $2\frac{1}{2}$ ton Petrol Lorry fitted with 24/30 h.p. Engine supplied by you is giving us complete satisfaction.

We have never experienced any difficulty whatever with the Worm Gear Drive, and, as you know, we have about as trying a district in the Forest of Dean for hills and bad roads as it would be possible to find.

We are, Dear Sirs, Yours faithfully,

ARNOLD PERRETT & CO., LTD.

THE ASTER ENGINEERING CO., LTD.,

4, PRINCE'S STREET, HANOVER SQUARE, W.,

November 28th, 1907.

Messrs. Dennis Bros., Ltd., Guildford.

Gentlemen,—We have pleasure in informing you that we are perfectly satisfied with the 20 h.p. Van that you built for us, it having fulfilled our requirements in every respect, and saved us a considerable amount of money. As, no doubt, you are aware, we have a tremendous quantity of goods from our Factory in France sent over rail and sea to our Works at Wembley at a considerable cost. We now have these goods sent by water the whole of the way, our Lorry being in attendance at the Docks to convey them to our Works. By this means the loss of time by water is saved by the quick transit effected by the Lorry and a great saving of cost.

We may add that the Lorry carries on each journey from the Docks about 2½ tons, and has never missed a journey through any cause whatever.

Yours faithfully,

THE ASTER ENGINEERING CO., LTD.,

(Signed) Sy. D. BEGBIE, M.I. Mech. E.

G. H. HOWARTH,

WHOLESALE MARKET, HUDDERSFIELD,

November 23rd, 1907.

Messrs. Dennis Bros., Ltd., Guildford.

Gentlemen,—I have pleasure in advising you that the Lorry has given me every satisfaction, and the Worm Gear is particularly silent and seems to do very well.

Yours faithfully,

G. H. HOWARTH.

J. J. WRIGHT, Royal Mail Contractor,

DEREHAM,

November 23rd, 1907.

Messrs. Dennis Bros., Guildford.

Dear Sirs,—Please accept best thanks for so promptly sending on the rear spring. By the look of it I should say it will give no trouble.

As my three Vans have now been running for nearly 12 months, you will no doubt be pleased to hear what they have done. They have now covered 40,000 miles, and the Authorities would be very sorry to have to go back to horses again, as the motors save hours every week.

Your worm driven rear axle is perfect; I have had nothing to do to any one of them yet except put in oil and grease periodically. The clutches, too, have not had to be touched yet, the same leather being used as when I started.

I am keeping a record of the mileage and running cost of each Van; this should be very interesting after they have done 100,000 miles

Wishing you every success,

Í remain, Yours faithfully,
J. J. WRIGHT.

THE BRITISH GAS LIGHT CO., LTD.,

ENGINEER'S OFFICE, BISHOP BRIDGE, NORWICH,

November 10th, 1907.

Messrs. Dennis Bros., Ltd., Guildford.

Dear Sirs,—Replying to your enquiry, our Motor Van of your make is doing good work, and is particularly useful for taking out loads two and three miles' distance from the City. We have had very little trouble with it, and it has a very smart appearance. The running is very smooth and is easily controlled.

Yours faithfully,

THOS. GLOVER, Engineer and Manager.

THE ENGLISH PRESS OPINION OF THE "DENNIS" COMMERCIAL VEHICLES FITTED WITH WORM GEAR.

Motor Traction.

Whatever the opinion of Motor Constructions may be, we may assert here at once that the Worm Drive "Dennis" Motor Omnibus is quite the quietest and sweetest drive of its kind we have yet encountered, and as the interior of a half-loaded Motor 'Bus is the place to experience the characteristics of such a drive, we do not speak without our books; sweetness and quietness are the special features of the Worm Drive "Dennis" Vehicles, etc., etc.

EXTRACT FROM "THE COMMERCIAL MOTOR."

Business Aptitude.

DENNIS BROS., LTD., Guildford, have been steadily building up the Commercial Motor branch of its business for some years, and its sales have now exceeded 200 such vehicles.

EXTRACT FROM "THE DAILY MAIL."

MESSRS. DENNIS BROS., LTD., Guildford, who started to manufacture Motors before the passing of the Act of Emancipation, and are therefore amongst the oldest makers, have made remarkable and steady progress ever since.

EXTRACT FROM "THE STANDARD."

A feature which distinguishes the "Dennis" from most other Motors is their Patent Worm Drive to the back axle, which has proved very reliable and efficient.

NEW ZEALAND PRESS OPINION.

Progress.

After two years' hard running the "Dennis" Worm Gear in this 'bus (showing an illustration) was removed for inspection, and no trace of wear or fracture could be discovered.

AUSTRALIAN PRESS OPINION.

Scientific Australian.

The "Dennis" is among the elect of British aristocrats in the world of Motors. The piece de resistance of the "Dennis" is the Patent Worm Gear on the driving axle, which has been acknowledged by experts in competent quarters as remarkable for its ease and silence.

THE ITALIAN PRESS OPINION.

The Motor 'Buses manufactured by Dennis Bros., Ltd., Guildford, England, supplied to La Societa Piemontese, of Turin, directed by Count Miglioretti, are giving the greatest satisfaction, and taken up enthusiastically by the public of Piedmont. On market days the Motor 'Buses are often seen, each carrying 42 persons, besides the driver, mechanic and conductor, etc.

CANADIAN PRESS OPINION.

Canada.

MESSRS. DENNIS BROS., LTD., Guildford, manufacture Motor Vans for purposes of trade, which are too well known to need description.

A FEW USERS OF "DENNIS" COMMERCIAL VEHICLES.

LONDON.

MESSRS. CARTER, PATERSON & CO.

- " PICKFORD & CO.
- .. HARRODS STORES.
- ., MAPLE & CO.
- .. PEEK, FREAN & CO.
- " MACFARLANE, LANG & CO.
- .. W. H. SMITH & SONS.
- ., BRADBURY, AGNEW & CO.
- ,, LEVER BROS., LTD.
- .. METROPOLITAN ASYLUMS BOARD.
- .. ASTER, LTD.
- " ALDRIDGE & SON.
- ,, NEW LONDON & SUBURBAN OMNIBUS CO.
- .. THOMAS TILLING, LTD.
- .. PROVINCIAL TRAMWAYS CO.
- " DICK, KERR & CO.
- " IMPERIAL TOBACCO CO.
- " McNAMARA, LTD.
- ., PADDON & SOPWITH, LTD.
- .. PERMAN & CO., LTD.
- .. LUXFORD.
- ., JACOB WALTER & CO.
- THE SOUTH METROPOLITAN GAS CO.

FOREIGN.

DR. VIVERS, SYDNEY, AUSTRALIA.
AUTOMOBILE CO., WELLINGTON, N.Z.
SOCIETA PIEMONTESE, TURIN.
RIO DE JANEIRO CARRYING CO.
CORDOBA RAILWAY CO., BUENOS AYRES.
MARK BERKELEY & CO., LISBON.
D. H. W. RITCHIE, CALCUTTA.
STRAITS ENGINEERING SYNDICATE, SINGAPORE.
BENGAL COAL CO., CALCUTTA.
COUNT MIGLIORETTI, TURIN.

PROVINCES.

LORD NORTHCLIFFE, GUILDFORD.
MESSRS. CADBURY BROS., BIRMINGHAM.

THE DERBY CO-OPERATIVE

SUPPLY CO., LTD., DERBY.

BRITISH GAS LIGHT CO., NORWICH.

MESSRS. HORNS LAUNDRY, HAWKHURST.

- , FAIRE BROS., LEICESTER.
- HANCOCK & CO., CARDIFF.
- DENBY & SPINKS, LEEDS.

MR. J. J. WRIGHT, DEREHAM.

MR. JOHN RISK, HUDDERSFIELD.

MESSRS. MIDLAND COUNTIES MOTOR CO.,

LEICESTER.

MR. HOWARTH, HUDDERSFIELD.

MESSRS. LLANDUDNO MOTOR GARAGE CO.,

LLANDUDNO.

- NORTON & CO., GLOUCESTER.
- .. CARDIFF TRAMWAYS CO., CARDIFF.
 - ARNOLD PERRETT & CO., WICKWAR.

LAURENCE BAKER, ESQ., OTTERSHAW.
MESSRS. MAIL MOTOR CO., GRIMSBY.

MR. W. J. RANDALL, ANDOVER.

- " C. W. WOOD, HAYWARDS HEATH.
- " L. F. MATTHEWS, BISHOP'S STORTFORD.
- ., G. BALLARD, BRIGHTON.

MESSRS. HEALY & SONS, GLOUCESTER.

- " MANN, EGERTON & CO., NORWICH.
- " BLINKHORN & CO., GLOUCESTER.

MR. I. P. WHITE, MANCHESTER.

MESSRS. ROWLAND WINN & CO., LEEDS.

- ,, T. FOX & SONS, BARNSLEY.
- ., THE FILTON LAUNDRY, BRISTOL.
 - THE BARNSLEY CO-OPERATIVE CO.,

BARNSLEY.

MR. TAYLOR, BARNSLEY.

MESSRS, MARSDEN & SONS, MOSSLEY,

MANCHESTER.

BIRMINGHAM MOTOR-CAR COMPANY.

MESSRS. STAREY',S LTD., NOTTINGHAM.

BRISTOL WAGON CO., LTD.

THE "DENNIS" PATENT REAR AXLE WITH WORM GEAR

(Patent 3224).

GEARING GUARANTEED FOR TWO YEARS.

E are the pioneers of Worm Gear on Commercial Motors, and at the time of our taking it up, the system was denounced on all sides, both by engineers and rival firms.

By dint of perseverance and arduous experiments we have proved to the public and to the trade the value of this type of transmission, and we have as well so fully protected its application to the Back Axle of Commercial Motor Vehicles that anyone who does not infringe our Patent No. 3224 cannot successfully apply it.

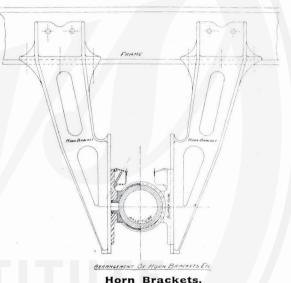
To make a Worm Gear Axle requires both experience and great accuracy. It is possible, as we have proved, to make the worm pinion and wheel of such material, cut them at such an angle and pitch that, when mounted on bearings above suspicion, the friction between the two surfaces are even less than a spur gear, with the advantage of being absolutely silent, and it has the wearing properties of any other six gears known. Worm Gearing can claim another important advantage—viz.: it admits of a greater reduction of ratio than it is possible to obtain with any other type of gearing using reasonable size gear wheels, and in consequence a direct drive can be obtained on the top speed with no gears in mesh, thereby greatly reducing the wear and expense of upkeep, while giving the aim of all constructors—a perfectly silent drive.

THE "DENNIS" PATENT REAR AXLE WITH WORM GEAR.

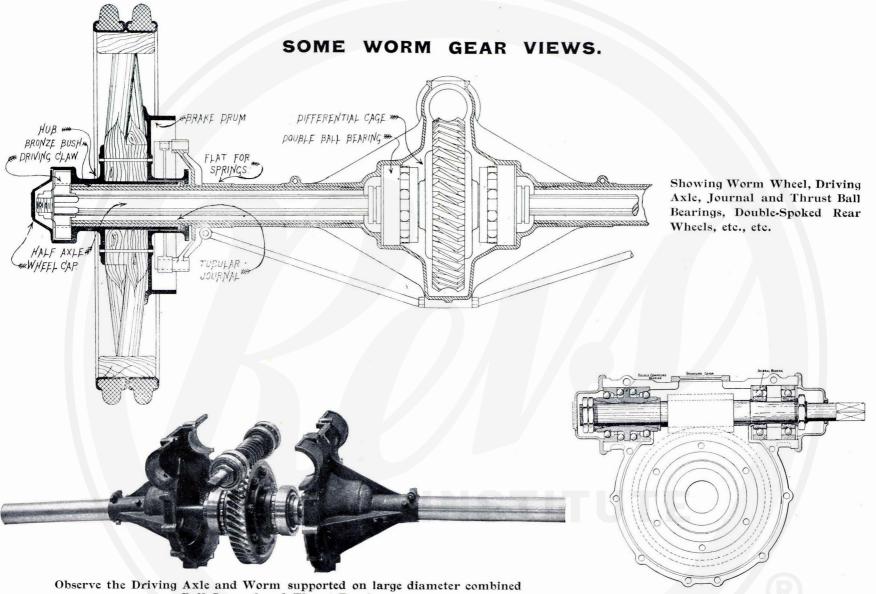
(Patent 3224.)

A LL "Dennis" Vehicles are fitted with our Patent Axle, which has now stood the test of thousands of miles with entire satisfaction. It is a perfectly silent drive, and much more efficient than any other system adopted. The efficiency is equally displayed whether the worm pinion is driving the worm

wheel or the worm wheel is driving the pinion—there is not the slightest tendency towards irreversibility. The worm pinion is contained in a specially constructed differential gear box, and runs at each end on most efficient large ball journal and thrust bearings. The worm pinion of four diametral pitch encircles the differential gear, which is of the parallel pinion type with six pinions and two star pinions. The rear axle casing is a malleable casting with specially strengthened flanges, into which are screwed and locked the live axle casings. These casings extend and take the bearing of the road wheels, which take up the drive through driving stars engaging with the square end of the live axle and fitting into recesses on the rear hubs. It will be observed, by referring to the illustration on page 13, that



the wheels have an independent bearing, 10 inches in length, on which to support the weight of the vehicle and load, while the live axle has to transmit the drive only. All the propelling is taken by the Horn Brackets (as shown in the accompanying illustration), and the vertical action of the springs is taken by phosphor-bronze slides with oil boxes cast in them.



Ball Journal and Thrust Bearings.

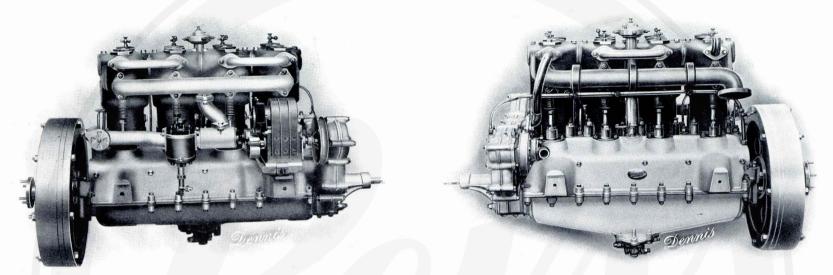
The rear wheels have a 10-in. phosphor-bronze bearing on the axle casing, thereby relieving the driving axle of any weight, which engages through a positive clutch with the outside of the driving wheels.

Showing Worm Pinion supported on large diameter Ball Journal and Thrust Bearings.

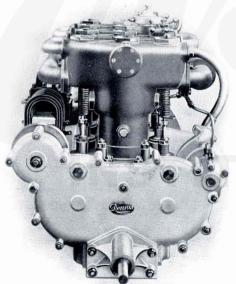
SOME VIEWS OF THE "DENNIS" 35 H.P. ENGINE.

BORE I20m/m STROKE I30m/m

The 28 H.P. is exactly similar in Design with a Bore of $100^{m}/m$ and Stroke of $130^{m}/m$



Showing the inlet valve side of the "Dennis" Engine, with carburetter bolted to the inlet pipe. Very accessible. Platform cast with crank case, supporting the High Tension Magneto Machine, which is driven by a wheel in direct mesh with the timing wheels, encased and running in oil.

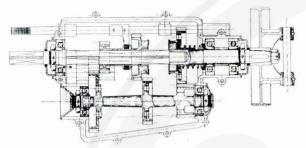


Showing the exhaust valve side of the "Dennis" Engine.

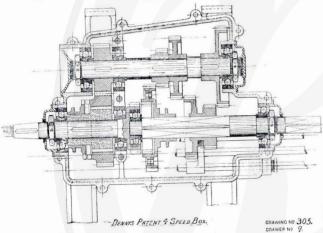
Note the expanding joints in the Exhaust Receiver, and water circulating pump in direct mesh with the timing wheels.

Front View of the "Denms" Engine, showing timing wheels enclosed, which are lubricated from the sump of the crank chamber.

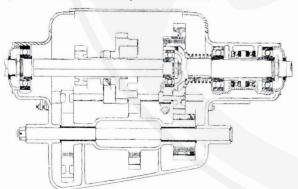
THE "DENNIS" PATENT GEAR BOXES. (Specially designed for Commercial Vehicles.) PERFECTLY QUIET ON ALL SPEEDS.



3-Speed Gear Box showing the main and secondary shafts supported on ball bearings, as fitted to 15 cwt. vans.



View of New 4-Speed Patent Gear Box, as fitted into 30 cwt. and 2 ton "Dennis" Vans. (Reverse is cut out except when in use.) Gate Control.



3-Speed Box fitted with Free Wheel device for the 3, 4 and 5 ton Motor Vehicles.

THESE Gear Boxes are the most perfect ones on the market to change speeds, and are absolutely fool-proof.

APPROXIMATE SPEED RATIOS OF 3-SPEED BOX.

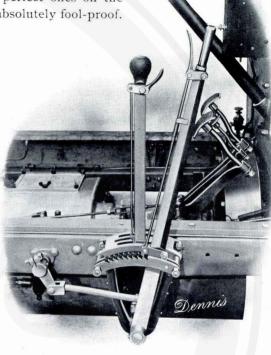
At 1,000 revolutions per minute. As used in 15 cwt. Vans.

SPEED.	GEAR Box.	M.P.H
Low Gear	3.68 to 1	4.2
2nd Gear	1.84 to 1	9
Top Gear	Direct	16.45

APPROXIMATE SPEED RATIOS OF 4-SPEED BOX

At 1,000 revolutions per minute. As used in 30 cwt. and 2 ton Vans.

SPEED.	GEAR BOX.	M.P.H.
Low Gear	4·33 to 1	3.7
2nd	3.05 to 1	5.5
3rd	1.665 to 1	9.9
4th	Direct.	16.45

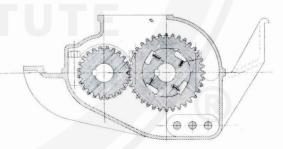


Showing the "Dennis" Gate Control and Pull Back Brake Lever, as fitted to 30 cwt. and 2 ton Vans.

APPROXIMATE SPEED RATIO OF 3-SPEED BOX.

At 1,000 revolutions per minute. As used in 3, 4 and 5 ton Vehicles.

SPEED.	GEAR BOX.	M.P.H.
Low Gear	4·37 to 1	2.9
2nd Gear	1.84 to 1	6.9
Top Gear	Direct	14.2



- DENNIS PATENT GENABOX.

Showing the Free Wheel Clutch which is fitted into the 3 and 4 ton Vehicle Gear Box, to enable the change of gears to be effected at any speeds.

SPECIFICATION OF

"DENNIS" 12 H.P. 2-CYLINDER MOTOR VAN CHASSIS. TO CARRY UP TO 15 CWTS.

- **GENERAL.**—The engine is vertical and placed in the front under a folding bonnet, with all parts easily accessible. It is fed from an automatic carburetter, embodying an improvement which greatly reduces the consumption of petrol. The lever for operating the advance and retard of the ignition is placed on the side of the steering column, which supports another lever controlling the supply of mixture to the combustion chambers.
- **LUBRICATION.**—This is worked from a positive plunger pump mechanically controlled by the engine, and in this system the faster the engine goes the more lubricating oil it obtains, and immediately the engine stops the oil ceases to flow.
- **CHANGE-SPEED GEAR.**—Improved type fitted, giving three speeds forward and one reverse. The lever for actuating same is fitted on the right hand of the driver's seat.
- **BRAKES.**—One strong foot brake working on a drum beyond the gear box and one pair of side expanding brakes on the rear wheels. Either of these brakes, when properly adjusted, are sufficient at any time to hold the van down any incline.
- **WATER CIRCULATION.**—Controlled by a centrifugal pump which is in gear with the engine timing wheels turning in oil. It is always circulating whilst the engine is in motion.
- **IGNITION.**—Is of a dual type—magneto, which is direct driven from the engine; and accumulator with coil and turnover switch—so that you can start up on the electric and switch over on the magneto. Also if the magneto fails you can use the electric.
- **BEARINGS.**—Fitted throughout with Hoffmann Compound Ball Bearings except on the engine, which has white metal bearings, and road wheel bearings are of phosphor-bronze.
- BACK AXLE.—The "Dennis," Patent No. 3224, with worm gear. This very important factor of a motor has received our special attention, and after a series of costly experiments we invented our patent worm gearing, which has now stood the test of thousands of miles with entire satisfaction. It is a perfectly silent drive, and much more efficient than any other system adopted. The efficiency is equally displayed whether the worm pinion is driving the worm wheel or the worm wheel is driving the pinion. The worm gear is guaranteed for two years.
- WHEELS.—Of the double artillery spoked type, specially strong and built to withstand side slips and sudden shocks.
- TYRES.—32 in. by 3 in. De Never.
- **FRONT AXLE.**—The "Dennis" front axle is built up of two strong channel sections of forged steel securely rivetted together, and the forged steel arms which carry the swivels are fitted with a hardened ball race in which the steering swivels rotate.
- **FRAME.**—Of heavy gauge pressed steel, made especially for motor delivery vans.

Each chassis is sent out complete with:—

I Steel petrol tank with gauze strainer
I Accumulator
Box Spanners
Screw driver

I Steel petrol tank with gauze
Engine s
I Sparking
I Carburett
I each larg

2 Engine spanners 1 Sparking plug spanner 1 Carburetter key 1 each large and small adjust-

able spanner

1 Petrol funnel
2 Sparking plugs
Spare bolts and nuts
Split pins

1 File

I Oil can

Taper pins
Insulation tape
Copper and asbestos washers
Asbestos string
I Foot steam hose pipe
4 Sparking plug washers
2 Hose pipe clips

Plyers

SPECIFICATION OF

"DENNIS" 20 OR 28 H.P. 4-CYLINDER MOTOR VAN CHASSIS, TO CARRY 30 CWT. FOR EXPRESS DELIVERIES.

(Geared to 16 Miles per Hour.)

GENERAL.—The engine is four-cylindered, of the vertical type, fitted in the front of chassis and covered by the usual folding bonnet. It drives direct by arbor shaft on to rear axles. All parts are extremely easy of access; the footboards in front of driver's seat are detachable, thus giving direct access to the gear box and clutch. A loose board is also fitted in the interior of the body over the rear axle, to allow easy examination of the worm gear. Steering by wheel with steering column encased in a stout steel tube. An automatic carburetter feeds the engine, embodying an improvement greatly reducing petrol consumption. The lever for controlling the ignition is worked from the side of steering column, and on the opposite side is also fitted an additional control lever for carburetter.

Change speed and rear brake levers are placed in a convenient position on the right hand side of driver's seat, and the vehicle is controlled by three pedals. In the centre is the accelerator pedal controlling the induction of gas; the pedal on the left operates the clutch and the right-hand pedal releases clutch and applies the foot brake. The dashboard is of stout steel plate and is curved at top towards the driver, and has fitted to it the automatic lubricator, induction coil and two-way switch.

The body and chassis are made separately, with the former easily detachable.

- **ENGINE.**—The motor is of the enclosed vertical type with four cylinders cast separately, bore and stroke 95×130 m/m, developing 20 h.p. at 900 revolutions per minute, or if 28 h.p. the specification is the same as the 2 ton Van Engine. The crank shaft is of nickel steel with ground bearing surfaces which are kept well lubricated by oil pipes direct from the automatic lubricator. The high tension electric and magneto ignitions are fitted with turnover switch and the engine is fed from an automatic carburetter.
- **CLUTCH.**—Large diameter, leather lined, cone-shaped, with loose joint to allow withdrawal of clutch or main shaft of gear box separately.
- **DOUBLE CARDAN JOINTS.**—Fitted between the clutch and gear box to take up any lack of alignment between the clutch and gear box, should the frame set, and to allow the withdrawal of clutch or gear box separate from each other.
- **GEAR BOX.**—A phosphor-bronze casing holding wide gearing wheels, giving four speeds forward and reverse; direct drive on the fourth gear with secondary shaft entirely disengaged. Ball bearings throughout. The speed changing is controlled by a gate change speed.
- **FOOT BRAKE.**—A steel drum of large diameter is fixed at the back of the gear box. A steel band operated by pedal encircles this, and the band is lined with cast iron blocks which may be easily renewed as they become worn through use. The brake holds equally well either way.
- ARBOR SHAFT.—Of high tensile steel.
- BACK AXLE.—The "Dennis," Patent No. 3224, with worm gear. The special features of this axle are "Reliability" and "Silent Running."

This very important component of a motor has received special attention, and a series of costly experiments has evolved the patent worm gear axle which has proved in actual use, under severest conditions, the most silent and reliable drive extant. The efficiency is equally displayed whether the worm pinion is driving the worm wheel or vice versa. There is not the slightest tendency towards irreversibility.

The worm wheel is contained in a specially constructed differential casing, and runs on each side on most efficient journal and thrust ball bearings. It encircles the differential gear, which is of the parallel pinion type with six planets and two star pinions.

The rear axle, or differential casing, containing the worm gear, differential gear box and live axles, is a malleable casting with specially strengthened outer flanges into which are screwed and locked the live axle casings. These casings extend and take the bearing of the road wheels, which take up the drive through driving stars engaging with the square ends of the live axles and fitted into recesses on outside of the rear hubs.

The axle is stayed by means of horn brackets and phosphor-bronze guides suspended from side of frame, allowing the axle to rise and fall, but preventing any movement in a forward or backward way. These horn brackets take the drive and relieve the springs of the driving strain.

It will be observed by this system of drive that each wheel has an independent bearing on which to support the weight of vehicle and contents; the live axles having to transmit the drive only.

- **BACK BRAKES.**—Internal expanding and made of cast iron shoes, operating against the inside of large drums on the rear hubs, compensated and positively applied and released, cased in from mud and dirt.
- **DIFFERENTIAL.**—Parallel pinion, type with six planets and two star pinions, contained in a malleable steel box fitted in the centre of the worm wheel.
- **FRONT AXLE.**—The "Dennis" Front Axle is built up of two strong channel sections of forged steel securely rivetted together and the forged arms which carry the swivels are fitted with a hardened ball race in which the steering swivels rotate.
- **STEERING.**—Worm and segment, adjustable and partially irreversible, with ball connecting joints.
- LUBRICATION.—Automatic from a mechanical pump driven by an eccentric cam affixed on the inlet cam shaft.
- FRAME.—Channel steel specially designed and strengthened at points carrying the load.
- **COOLING.**—The water circulation for cooling the Engine is effected by means of a gear driven centrifugal pump of large capacity affixed to the bed plate of crank case with gear wheels in oil tight case, and direct mesh with the timing wheels.
- **RADIATOR.**—The water after leaving engine passes through a honeycomb radiator, which has a fan fitted for induced draught to aid cooling.
- **WHEELS.**—Artillery wood pattern suitable for 34 in. by 4 in. solid rubber tyres on the front, and with channels for 34 in. by $3\frac{1}{2}$ in. twin tyres on the back wheels.
- **TYRES.**—34 in. by 4 in. solid tyres on front wheels; 34 in. by 3½ in. twin on rear wheels. De Never type guaranteed by makers for 10,000 miles.
- **ACCOMMODATION.**—A locker as a receptacle for spare tools is provided at side of front seat, and there is room for two, including the driver.
- PETROL STORAGE.—A tank holding 15 gallons is provided under the front seat.
- **ACCESSORIES INCLUDED.**—One box with nest of drawers, containing:—

Box spanners
Screwdrivers
1 File
1 Oil can
Plyers
1 Petrol funnel
Hammer
2 Sparking plugs
2 Engine spanners
1 Sparking plug spanner
2 Sparking plug spanner
3 Sparking plug spanner
4 Carburetter key
5 carburetter key
6 carburetter key
7 Taper pins
7 leach small and large adjustable spanner
8 Insulation tape

PRICE.—£525 of 20 h.p. £540 of 28 h.p., recommended for hilly districts.

Copper and asbestos washers Asbestos string 1 Foot steam hose pipe 4 Sparking plugs Washers 2 Hose pipe clips 1 Brass or nickel-plated horn

SPECIFICATION OF

"DENNIS" 28 H.P. MOTOR VEHICLE CHASSIS, TO CARRY 2 TON LOADS.

GENERAL.—The engine is the "Dennis" vertical type fitted in the front of chassis, covered by the usual folding bonnet, and drives direct by arbor shaft on to rear axles. All parts are extremely easy of access. The foot boards in front of driver's seat are detachable, thus giving direct access to the gear box and clutch. A loose board is also fitted in the interior of the body over rear axle to allow easy examination of the worm gear. Steering by wheel with steering column encased in a stout steel tube. An automatic carburetter feeds the engine, embodying an improvement greatly reducing petrol consumption. The lever for controlling ignition is worked from the side of steering column, and on the opposite side is also fitted an additional control lever for carburetter.

The change speed and rear brake levers are placed conveniently on the right hand side of driver's seat, and the vehicle is controlled by three pedals.

In the centre is the accelerator pedal controlling the induction of gas. The pedal on left operates the clutch, and the right hand pedal releases clutch and applies the foot brake. The dash-board, of stout steel plate, is curved at top towards driver, and has fitted to it the induction coil and two-way switch, oil pressure gauge, petrol pressure gauge, and hand pump for petrol pressure supply.

The body and chassis are made separately, with the former easily detachable.

- **ENGINE.**—The engine is the "Dennis" enclosed vertical type with four cylinders cast separately; bore and stroke 110 m/m by 130 m/m. developing 28 h.p. at 900 revolutions per minute. The crank shaft is made from nickel steel with ground bearing surfaces. There is a bearing between each cylinder, which is kept well lubricated by oil under pressure from a tank supplying a sump in the crank case containing a forced feed pump gear driven from the cam shaft. High tension magneto and electric ignitions are fitted with a turnover switch, and the engine is fed from an automatic carburetter.
- **CLUTCH.**—Large diameter, leather lined, cone shaped, with loose joint to allow withdrawal of clutch or main shaft of gear box separately.
- **SQUARE CARDAN JOINTS.**—Fitted between the clutch and gear box, to take up any lack of alignment through the setting of the frame and to allow the easy withdrawal of either clutch or gear box.
- **GEAR BOX.**—A phosphor-bronze casing giving four speeds forward and reverse; direct drive on the fourth gear with secondary shaft entirely disengaged. Ball bearings throughout. The speed changing is controlled by a lever operated in a gate, particularly easy to change.
- **FOOT BRAKE.**—A steel drum of large diameter is fixed on the driving shaft. A steel band operated by pedal encircles this, and the band is lined with cast iron blocks, which may be easily renewed as they become worn through use. The brake holds equally well either way.
- ARBOR SHAFT.—Of high tensile steel.
- BACK AXLE.—The "Dennis" Patent No. 3224, with worm gear. The special features of this axle are "Reliability" and "Silent Running."

This very important component of a motor has received special attention, and a series of costly experiments has evolved the patent worm gear axle which has proved in actual use under severest conditions the most silent and reliable drive extant. The efficiency is equally displayed whether the worm pinion is driving the worm wheel or *vice versa*. There is not the slightest tendency towards irreversibility.

The worm wheel is contained in a specially constructed differential casing and, runs on each side on most efficient journal and thrust ball bearings. It encircles the differential gear, which is of the parallel pinion type, with six planet pinions and two star pinions.

The rear axle, or differential casing, containing the worm gear, differential gear box, and live axles, is a malleable casting with specially strengthened outer flanges, into which are screwed and locked the live axle casings. These casings extend and take the bearing of the road wheels which take up the drive through driving stars engaging with the square ends of the live axles and fitted into recesses on the outside of the rear hubs.

The axle is stayed by means of horn blocks and guides suspended from sides of frame, allowing the axle to rise and fall, but preventing any movement in a forward or backward way. These horn brackets relieve the springs of any driving strain.

It will be observed by this system of drive that each wheel has an independent bearing on which to support the weight of vehicle and contents; live axles having to transmit the drive only.

- **BACK BRAKES.**—Internal expanding, and made of two cast iron shoes operating against the inside of large drums on the rear hubs, compensated and positively applied and released, and cased in from mud and dirt.
- **DIFFERENTIAL.**—Parallel pinion type with six planets and two stars, and contained in a box fitted in centre of worm wheel.
- **FRONT AXLE.**—The "Dennis" Front Axle is built up with two strong channel sections of forged steel securely rivetted together, and the forged arms which carry the swivels are fitted with a hardened ball race in which the steering swivels rotate.
- STEERING.—Worm and segment, adjustable and partially irreversible with ball connecting joints.
- **LUBRICATION.**—Automatic from a mechanical pump driven from the exhaust cam shaft and supplied from a tank feeding the sump in bottom of base chamber of engine, by means of which all the crank shaft bearings are kept well lubricated with oil under pressure.
- FRAME.—Channel steel specially designed and strengthened at points carrying the load.
- **COOLING.**—The water circulation for cooling engine is effected by means of a gear driven centrifugal pump of large capacity fixed to the crank case, with gear wheels in oil tight case and direct mesh with timing wheels.
- **RADIATOR.**—The water after leaving the engine passes through a honeycomb radiator, which has a fan fitted for induced draught to aid cooling.
- WHEELS.—Artillery wood pattern suitable for 34 in. by 4 in. solid rubber tyres, and with channels for twin tyres on the back wheels.
- **TYRES.**—34 in. by 4 in. solid tyres on the front wheels; 34 in. by 4 in. twin on rear wheels. De Never type, guaranteed by makers for 10,000 miles.
- **ACCOMMODATION.**—A locker as a receptacle for spare tools is provided at side of front seat, and there is room for two, including the driver.
- PETROL STORAGE.—A tank holding 15 gallons is provided under the front seat.
- ACCESSORIES INCLUDED.—One box with nest of drawers, containing:—

Box spanners
Screwdrivers
1 File
1 Oil can
Plyers
1 Petrol funnel
2 Sparking plugs
2 Engine spanners
3 Sparking plugs spanner
5 Sparking plug spanner
6 Carburetter Key
7 Taper pins
7 Each small and large adjustable spanner
7 Insulation tape

Copper and asbestos washers Asbestos string I Foot steam hose pipe 4 Sparking plugs Washers 2 Hose pipe clips I Brass or nickel-plated horn

PRICE. £585.

SPECIFICATION OF "DENNIS" 35 H.P. MOTOR VEHICLE CHASSIS.

TO CARRY 3 TON LOADS.

Similar Specification to our Standard Double-Decked Omnibus Chassis.

GENERAL.—The engine is the "Dennis" vertical type, fitted in the front of chassis, covered by the usual folding bonnet, and drives direct by arbor shaft on to rear axles. All parts are extremely easy of access. The foot boards in front of driver's seat are detachable, thus giving direct access to the gear box and clutch. A loose board is also fitted in the interior of the body over rear axle, to allow easy examination of this gear. Steering by wheel, with steering column encased in a stout steel tube. An automatic carburetter feeds the engine, embodying an improvement greatly reducing petrol consumption. The lever for controlling the ignition is worked from the side of steering column, and on the opposite side is also fitted an additional control lever for carburetter.

The change speed and rear brake levers are placed conveniently on the right-hand side of driver's seat and the vehicle is controlled by three pedals.

In the centre is the accelerator pedal controlling the induction of gas. The pedal on left operates the clutch and the right-hand pedal releases clutch and applies the foot brake. The dashboard, of stout steel plate, is curved attop towards driver, and has fitted to it the induction coil and two-way switch, oil pressure gauge, petrol pressure gauge and hand-pumps for petrol pressure supply, which is only necessary when starting cold on a steep gradient.

The body and chassis are made separately, with the former easily detachable.

- **ENGINE.**—The engine is the "Dennis," especially designed for commercial work, and of the enclosed vertical type with four cylinders cast separately, bore and stroke 120 m/m by 130 m/m, developing 35 h.p. at 900 revolutions per minute. The crank shaft is made from nickel steel with ground bearing surfaces. There is a bearing between each cylinder, which is kept well lubricated by oil under pressure from a tank supplying a sump in the crank case containing a forced feed pump gear driven from the cam shaft. High tension magneto and electric ignitions are fitted with a turnover switch, and the engine is fed from an automatic carburetter.
- **CLUTCH**.—Large diameter, leather lined, cone shaped, with loose cardan joint to allow withdrawal of clutch or main shaft of gear box separately.
- **DOUBLE CARDAN JOINTS.**—Fitted between the clutch and gear box, to take up any lack of alignment between the clutch and gear box, should the frame set, and to allow the withdrawal of either independently.
- GEAR BOX.—Specially designed for a heavy motor vehicle, with due consideration to the fact that it has to be subjected to severe strain through continual stopping and starting. The gear wheels are made from case-hardened forged steel of large diameter, and there is ample lead on the sliding gear to allow of easy speed-changing, and a direct drive is obtained on the top speed, disengaging entirely the secondary shaft through a six-jaw clutch on our patent and improved system. The lower half of this gear box can be detached from underneath, taking away with it the secondary shaft and reverse pinion, leaving in place the main shaft supported on large diameter journal and thrust ball bearings. When this lower half is taken away it shows the bolts and clips keeping the main shaft in position, which can be lowered without disturbing the clutch or bolted section of the gear box. This is a special feature which does away with the necessity for removing the body when inspection of the gear box is desired. It is the only heavy vehicle gear box with a direct drive on the top speed where the secondary shaft is stationary and no gear wheels revolve. We have also introduced into this box a free wheel device which allows the engine to drive the gears, but not the gears the engine except on the direct drive. This improvement renders the box fool-proof and greatly facilitates changing.
- **FOOT BRAKE.**—A steel drum of large diameter is fixed on the driving shaft. A steel band operated by pedal encircles this, and the band is lined with cast iron blocks, which may be easily renewed as they become worn through use. The brake holds equally well either way.
- ARBOR SHAFT.—Of high tensile steel.
- BACK AXLE.—The "Dennis," Patent No. 3224, with worm gear. The special features of this axle are "Reliability" and "Silent Running."

This very important component of a motor has received special attention, and a series of costly experiments has evolved the patent worm gear axle, which has proved in actual use, under severest conditions, the most silent and reliable drive extant. The efficiency is equally displayed whether the worm pinion is driving the worm wheel or the worm wheel is driving the pinion. There is not the slightest tendency towards irreversibility.

The worm wheel is contained in a specially constructed differential casing, and runs on each side on most efficient journal and thrust ball bearings. It encircles the differential gear, which is of the parallel pinion type, with six planets and two star pinions.

The rear axle, or differential casing containing the worm gear, differential gear box and live axles, is a malleable casting with specially strengthened outer flanges, into which are screwed and locked the live axle casings. These casings extend and take the bearing of the road wheels which take up the drive, through driving stars, engaging with the square ends of the driving axles and fitted into recesses on the outside of the rear hubs.

It will be observed by this system of drive that each wheel has an independent bearing on which to support the weight of vehicle and contents; the live axles having to transmit the drive only.

- **BACK BRAKES.**—Internal expanding and made of two cast iron shoes, operating against the inside of large drums on the rear hubs, compensated and positively applied and released, cased in from mud and dirt.
- **DIFFERENTIAL.**—Parallel pinion type, with six planets and two star pinions, contained in a box fitted in the centre of worm wheel.
- **FRONT AXLE.**—The "Dennis" Front Axle is built up of two strong channel sections of forged steel securely rivetted together, and the forged arms which carry the swivels are fitted with a hardened ball race in which the steering swivels rotate.
- STEERING.—Worm and segment, adjustable and partially irreversible, with ball connecting joints.
- **LUBRICATION.**—Automatic from a mechanical pump driven from the exhaust cam shaft and supplied from a tank feeding the sump in bottom of base chamber of engine, by means of which all the crank shaft bearings are kept well lubricated with oil under pressure. It is, moreover, a very economical system of lubrication.
- FRAME.—Channel steel specially designed and strengthened at points carrying the load.
- **COOLING.**—The water circulation for cooling engine is effected by means of a gear-driven centrifugal pump of large capacity fixed to the crank case with gear wheels in oil tight case, and direct mesh with the timing wheels.
- **RADIATOR.**—The water after leaving the engine passes through a honeycomb radiator, which has a fan fitted for induced draught to aid cooling.
- WHEELS.—Artillery wood pattern suitable for 34 in. by 5 in. solid rubber tyres, and with channels for twin tyres on the back wheels.
- TYRES.—34 in. by 5 in. solid tyres on the front wheels; 34 in. by 5 in. twin on rear wheels. De Never type, guaranteed by makers for 10,000 miles.
- **ACCOMMODATION.**—A locker as a receptacle for spare tools is provided at side of front seat, and there is room for two including the driver.
- **PETROL STORAGE.**—A tank holding 15 gallons is provided under the front seat.
- ACCESSORIES INCLUDED.—One box with nest of drawers, containing :—

Box spanners
Screwdrivers
Plyers
I Oil can
Plyers
I Petrol funnel
Hammer
Phammer
Plyers
Sparking plugs
Spark bolts and nuts
Sparking plug spanner
Sparking plug spanner
Sparking plug spanner
Sparking plug spanner
Spark bolts and nuts
Split pins
Taper pins
Fach small and large adjustable spanner
Insulation tape

Copper and asbestos washers Asbestos string I Foot steam hose pipe 4 Sparking plugs Washers 2 Hose pipe clips I Brass or nickel-plated horn

PRICE.-Chassis, £700.

SPECIFICATION OF

40 H.P. 4 or 5 TON MOTOR WAGON CHASSIS.

The 5 Ton is made proportionately heavier for the extra load,

GENERAL,—The engine is vertical and fitted in the front of chassis, covered by the usual folding bonnet, and drives direct by arbor shaft on to the rear axles. All parts are extremely easy of access. The foot boards in front of driver's seat are detachable, thus giving direct access to the gear box and clutch. A loose board is also fitted in the interior of the body over the rear axle, to allow easy examination of the worm gear. Steering by wheel with steering column encased in a stout steel tube. The automatic carburetter feeds the engine, embodying an improvement greatly reducing the petrol consumption. A lever for operating the advance and retard of the low tension magneto is fixed on one side of steering column and on the opposite side an additional control lever for the carburetter.

The change speed and rear brake levers are placed conveniently on the right hand side of driver's seat, and the vehicle is controlled by three pedals.

In the centre is the accelerator pedal controlling the induction of gas. The pedal on left operates the clutch, and the right hand pedal releases clutch and applies the foot brake. The dash board of stout steel plate is curved at top towards driver and has fitted to it induction coil and two-way switch, oil pressure gauge, petrol pressure gauge, and hand pump for petrol pressure supply.

- ENGINE.—The engine is the "Aster" type 46 P with four cylinders cast in pairs, specially constructed for heavy lorry work. It is considerably stronger and heavier than the usual type of petrol engine, and has a bore of 130 m/m and stroke 140 m/m, developing 40 h.p. at 850 revolutions per minute. The cam shaft is of chrome nickel steel and has three bearings—one in the middle and one at each end, and all are kept well lubricated by oil supplied from the sump in the crank case by means of a geared force feed pump driven from the cam shaft. The bushes are fitted with anti-friction metal of the very best quality. All timing gears are encased and revolve in oil, made specially heavy and strong and entirely of metal; they are fixed on heavy cam shafts by means of a flange and are rivetted after regulation.
- **CLUTCH.**—Large diameter, leather lined, cone shaped, with loose joints to allow withdrawal of clutch or main shaft of gear box separately.
- **HEAYY CARDAN JOINTS.**—Fitted between the clutch and gear box, to take up any lack of alignment between the clutch and gear box through the setting of the frame, and to allow the easy withdrawal of either.
- GEAR BOX.—Specially designed for a heavy motor vehicle, with due consideration to the fact that it has to be subjected to severe strain through continual stopping and starting. The gear wheels are made from case hardened forged steel of large diameter, and there is ample lead on the sliding gear to allow of easy speed changing. A direct drive is obtained on the top speed disengaging entirely the secondary shaft through a six-jaw clutch on our patent and improved system. The lower half of this gear box can be detached from underneath, taking away with it the secondary shaft and reverse pinion, leaving in place the main shaft supported on large diameter journal and thrust ball bearings. When this lower half is taken away it shows the bolts and clips keeping the main shaft in position, which can be lowered without disturbing the clutch or bolted section of the gear box. This is a special feature which does away with the necessity for removing the body when inspection of the gear box is desired. It is the only heavy vehicle gear box with direct drive on the top speed where the secondary shaft is stationary and no gear wheels revolve.

We have introduced into this box a patent free wheel which allows the gears to be changed going at any speed, and cannot possibly abuse the gears. It is a fool-proof box and an enormous advantage on any commercial vehicle.

- **FOOT BRAKE.**—A steel drum of large diameter is fixed on the driving shaft. A steel band operated by pedal encircles this, and the band is lined with cast iron blocks, which may be easily renewed as they become worn through use. The brake holds equally well either way.
- ARBOR SHAFT.—Of high tensile steel.

BACK AXLE.—The "Dennis" Patent No. 3224 with worm gear. The special features of this axle are "Reliability" and "Silent Running."

This very important component of a motor has received special attention, and a series of costly experiments has evolved the patent worm gear axle which has proved in actual use, under severest conditions, the most silent and reliable drive extant. The efficiency is equally displayed whether the worm pinion is driving the worm wheel or *vice versa*. There is not the slightest tendency towards irreversibility.

The worm wheel is contained in a specially constructed differential casing and runs on each side on most efficient journal and thrust ball bearings. It encircles the differential gear, which is of the parallel pinion type, with six planet pinions and two star pinions.

The rear axle or differential casing containing the worm gear, differential gear box, and live axles, is a malleable casting with specially strengthened outer flanges into which are screwed and locked the live axle casings. These casings extend and take the bearing of the road wheels which take up the drive through driving stars engaging with the square ends of the live axles and fitted into recesses on the outside of the rear hubs.

It will be observed by this system of drive that each wheel has an independent bearing on which to support the weight of vehicle and contents; live axles having to transmit the drive only.

- **BACK BRAKES.**—Internal expanding and made of two cast iron shoes operating against the inside of large drums on the rear hubs; compensated and positively applied and released, cased in from mud and dirt.
- **DIFFERENTIAL.**—Parallel pinion type with six planets and two stars, contained in a box fitted in centre of worm wheel.
- **FRONT AXLE.**—The "Dennis" Patent Front Axle is a steel forging, and the arms which carry the swivels are fitted with hardened steel cups, top and bottom, in which the steering centres rotate; the bottom cup is made adjustable to take up any play, and is locked by a set screw.
- STEERING.—Worm and segment, adjustable and partially irreversible, with ball connecting joints.
- **LUBRICATION** —Automatic from a mechanical pump driven from the exhaust cam shaft and supplied from a tank feeding the sump in bottom of base chamber of Engine, by means of which all the crank shaft bearings are kept well lubricated with oil under pressure.
- **FRAME.**—Channel steel specially designed and strengthened at points carrying the load.
- **COOLING.**—The water circulation for cooling engine is effected by means of a gear driven centrifugal pump of large capacity fixed to the crank case with gear wheels in oil tight case, and direct mesh with the timing wheels.
- **RADIATOR.**—The water after leaving the engine passes through a honeycomb radiator, which has a fan fitted for induced draught to aid cooling.
- FRONT WHEELS.—Artillery wood pattern 770 m/m in diameter and fitted with 100 m/m solid rubbers, guaranteed for 10,000 miles.
- HIND WHEELS.—Artillery wood pattern 1010 m/m in diameter and fitted with 120 m/m twin solid rubbers, guaranteed for 10,000 miles.
- TYRES.—770 m/m by 100 m/m solid tyres on front and 1010 m/m by 120 m/m twin on back wheels, guaranteed by the makers for 10,000 miles.
- **PETROL STORAGE.**—A tank holding 30 gallons is provided under the front seat.
- ACCESSORIES INCLUDED.—One box with nest of drawers, containing:—

Box spanners	2 Oil can
2 Screwdrivers (1 each large and small)	1 Petrol
3 Plyers (1 small, 1 cutting, 1 gas)	3 Taper t
Hammer	I Lifting
Complete set engine spanners	2 Taper v
I Carburetter key	2 Chisels
I Each large and small adjustable	Fren
spanner	Spare bol
3 Files	Split pins

Oil cans
Petrol funnel
Taper tommies
Lifting jack
Taper wedges
Chisels (best quality, I cross cut, French and English)
pare bolts and nuts
plit pins
Taper pins
Insulation tape
Copper and asbes:
Asbestos string
I Foot steam hose
4 Hose pipe clips
I Brass Horn
2 Clips to compute the compute string of the compute string clutter and the compute string of the compute string clutter and the compute string

Taper pins
Insulation tape
Copper and asbestos washers
Asbestos string
I Foot steam hose pipe
Hose pipe clips
Brass Horn
Clips to compress spring when replacing clutch

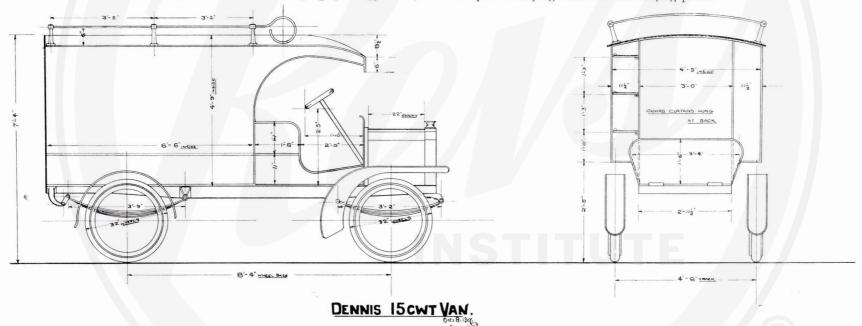
PRICE.—Chassis £780, to carry 4 tons.

Chassis £800, to carry 5 tons, made heavier

Approximate Cost of Running a 15 cwt. "DENNIS" Van 100 miles per day for 5 days and 30 miles on Saturday. Total 530 miles per week.

								L	S.	d.
Petrol (16 miles to the gallon), price 1s. per gallon								I	13	$2\frac{1}{2}$
Cylinder oil (160 miles to the gallon), price 1s. 8d. per gallon								0	5	61
Depreciation at 15 per cent. per annum on £445, per week								- 1	5	8
Repairs on the basis of £50 per year (this is ample to allow)								0	19	2
Tyres (guaranteed by the makers for 10,000 miles), price £26 9	s. od. r	er set of	four (32	in, by 3	in.) cost /	72 178	rid.			
per year, equals per week								1	8	O_2^1
Interest on outlay 5 per cent. per annum, equals per week	***			***	***	10.0		0	8	61
Insurance fio per annum, per week								0	3	10
Wages of driver at 30s. per week								1	10	0
								•		_
					TOTAL		8	£7	13	$11\frac{3}{4}$

Being the total cost of conveying 15 cwt. 530 miles, which is equal to carrying 1 ton one mile for 4.647 pence.



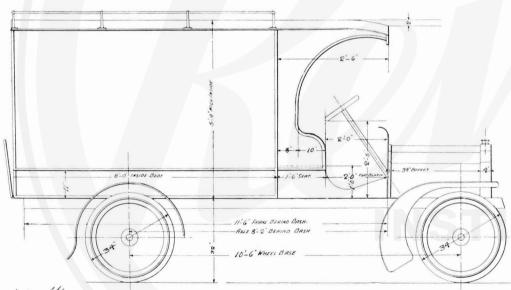
Showing the Standard size of a "Dennis" 15 cwt. Van. Capacity about 136 cubic feet. (Special sizes made to order.)

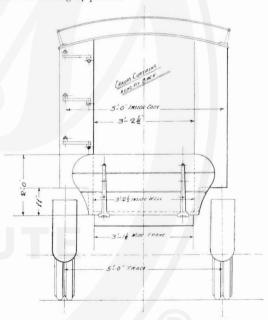
Drawing No. 386,

Approximate Cost of Running a 30 cwt. "DENNIS" Van 100 miles per day for 5 days and 30 miles on Saturday. Total 530 miles per week.

								£	S.	d.
Petrol (12 miles to the gallon), price 1s. per gallon								2	4	2
Cylinder oil (100 miles to the gallon), price 1s. 8d. per gallon		***						0	8	10
Depreciation at 15 per cent. per annum on £575, per week								1	13	2
Repairs on the basis of £50 per year (this is ample to allow)								0	19	2
Tyres (guaranteed by the makers for 10,000 miles), price £5	4 16s.	od. per se	et of si	x (34 in	. by 31 i	n. twin	back			
and 34 in. by 4 in. single front), cost £151 os. 6d. per	year,	equals per	week					2	18	0
Interest on outlay 5 per cent. per annum, equals per week	***			***				0	11	01
Insurance at £15 per annum, per week		***	***					0	5	9
Wages of driver 30s. per week	***		***					1	10	0
					TOT		-		10	

Being the total cost of conveying 30 cwt. 530 miles, which is to equal to carrying 1 ton one mile for 3'17 pence.





Dennis Bros Ltd.

DENNIS STANDARD 30.CWT DELIVERY VAN.

Showing the Standard size of a "Dennis" 30 cwt. Van. Capacity about 200 cubic feet (Special sizes made to order.)

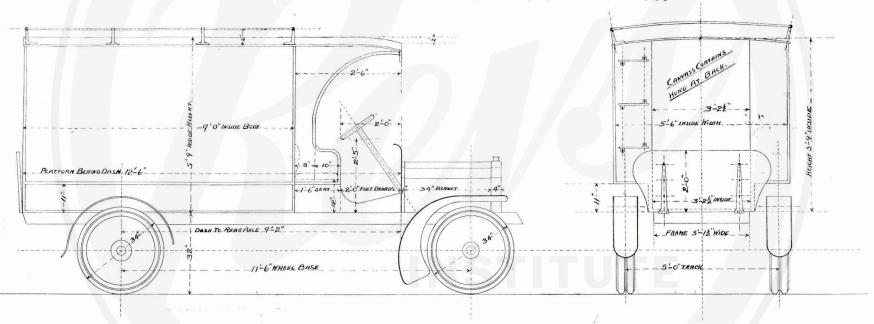
Drawing No. 378

Approximate Cost of Running a 2 ton "DENNIS" Van 100 miles per day for 5 days and 30 miles on Saturday.

Total 530 miles per week.

						3	s. 6	d 3
oil pump,	price 1/8	3 per gallon,	equals			0	4	5
	• • •					I	17	6
						0	19	2
per set of	f six (34)	in. by 4 in.	twin back	and	single			
	• • •					3	6	9
			***			0	12	6
						0	5	9
						I	10	0
			TOTAL	• • •	£	12	2	4
]	per set of	nil pump, price 1/8 per set of six (34	oil pump, price 1/8 per gallon,	Dump, price 1/8 per gallon, equals	Dil pump, price 1/8 per gallon, equals	Dil pump, price 1/8 per gallon, equals	oil pump, price 1/8 per gallon, equals 0	vil pump, price 1/8 per gallon, equals 0 4 1 17 0 19 per set of six (34 in. by 4 in. twin back and single 3 6 0 12 0 5

Being the total cost of conveying 2 tons 530 miles, which is equal to carrying 1 ton 1 mile for 2.743 pence.



DENNIS STANDARD 40cwt VAN
DEC 5TH 1907

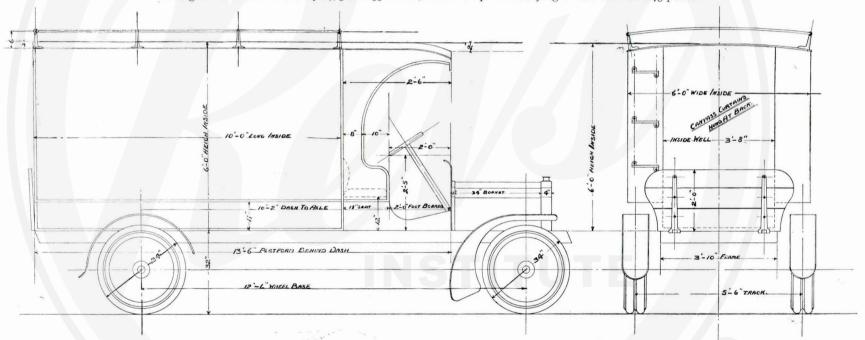
DRAWING Nº 402

Showing the Standard size of a "Dennis" 2 ton Van. Capacity about 260 cubic feet. (Special sizes made to order.)

Approximate Cost of Running a 3 ton "DENNIS" Van 60 miles per day for 5 days and 30 miles on Saturday. Total 330 miles per week.

								L	S.	d.
Petrol ($6\frac{1}{2}$ miles to the gallon), price 1/- per gallon								2	10	9
Cylinder oil (180 miles to the gallon), circulated by a geared o	oil pump,	price 1/	8 per gal	lon				0	3	\mathbf{O}_{4}^{3}
Depreciation at 15 per cent. per annum on £750 per week								2	3	3
Repairs on the basis of £50 per year (this is ample to allow)								0	19	2
Tyres (guaranteed by the makers for 10,000 miles), price £90 p	per set of	six (34	in. by 5	in. twir	back	and s	single			
front) cost £154 8s. 9d. per year, equals per week								2	19	41
Interest on outlay, 5 per cent. per annum, equals per week								0	14	5
Insurance at £15 per annum, per week			***					0	5	9
Wages of driver per week								1	10	0
				7	COTAL		€	112	5	91

Being the total cost of conveying 3 tons 330 miles, which is equal to carrying 1 ton 1 mile for 2.73 pence.



DENNIS STANDARD 60CWT VAN

DEC 6TH 1907

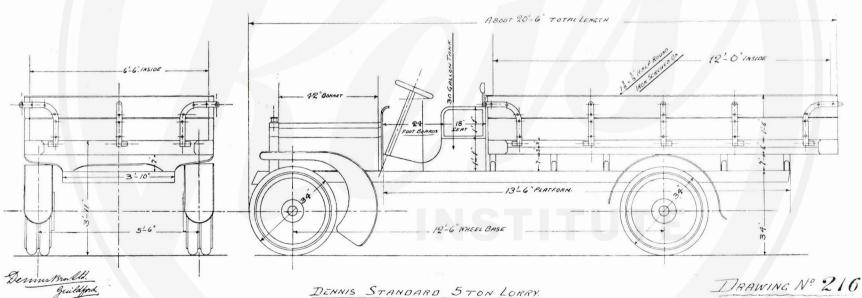
Showing the standard size of a "Dennis" 3 ton Van. Capacity about 330 cubic feet. (Special sizes made to order.)

DRAWING Nº403

Approximate Cost of Running a 4 or 5 ton "DENNIS" Lorry 60 miles per day for 5 days and 30 miles on Saturday. Total 330 miles per week.

				6	s.	d.
Petrol ($4\frac{1}{2}$ miles to the gallon), price is. per gallon		***		3	13	4
Cylinder oil (100 miles to the gallon), circulated by a geared oil pump, price 1s. 8d. per	gallon			0	5	6
Depreciation at 15 per cent. per annum on £835, per week				2	8	2
Repairs on the basis of £50 per year (this is ample to allow)		***		0	19	2
Tyres (guaranteed by the makers for 10,000 miles), price £138 18s. od. per set of six (77 and 1010 m/m by 120 m/m twin back), cost £238 7s. od. per year, equals per we	o m/m by	100 m/m fr	ront,			
and 1010 m/m by 120 m/m twin back), cost £238 7s. od. per year, equals per wee	ek			4	H	8
Interest on outlay at 5 per cent. per annum, equals per week		***	4	0	16	\mathbf{O}_{2}^{1}
Insurance at £15 per annum, per week				0	5	9
Wages of Driver at 30s. per week				1	10	0
		TOTAL	£	14	0	71
		TOTAL	at 1	14	9	4

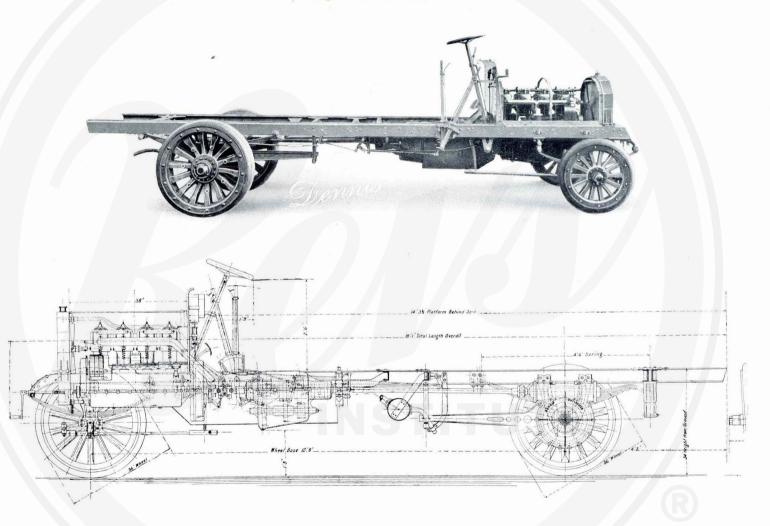
Being total cost of conveying 4 tons 330 miles, which is equal to conveying 1 ton one mile for 2.632 pence.



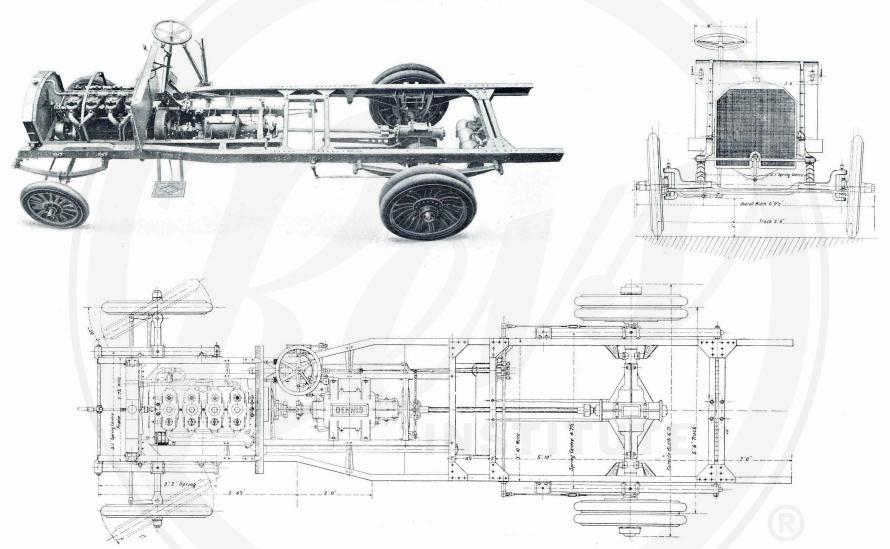
DENNIS STANDARD 5 TON LORRY. DEC. 18 TH 1907

Showing the Standard size of a "Dennis" 4 or 5 ton Lorry.

(Special sizes made to order.)



Elevation of the "Dennis" 35 h.p. 3 ton Van or Omnibus Chassis.



Plan and front view of the "Dennis" 35 h.p. 3 ton Van or Omnibus Chassis.



Price of 35 h.p. Chassis, **£700.**Price of 34-seated Double-Decked Omnibus Body, **£150.**(Lettering extra.)



INSTITUTE

Price of 35 h.p. Chassis, **£700**Price of 34-seated Double-Decked Omnibus Body, **£150**(Lettering extra.)



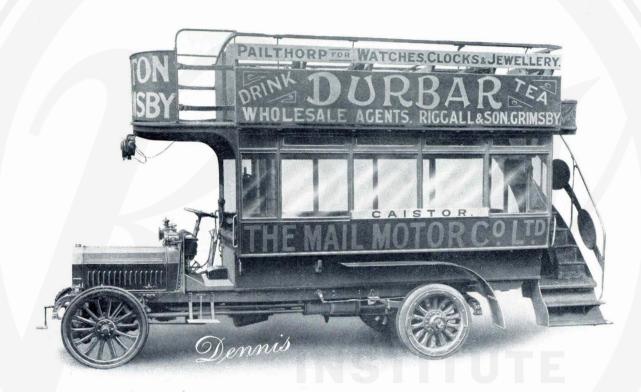
Price of 35 h.p. Chassis, £700

Price of 34-seated Double-Decked Omnibus Body, £150 (Lettering extra.)



Price of 35 h.p. Chassis, £700

Price of 34-seated Double-Decked Omnibus Body, £150 (Lettering extra.)



Price of 35 h.p. Chassis, £700

Price of 34-seated Double-Decked Omnibus Body, £150

(Lettering extra.)



Price of 35 h.p. Chassis, **£700**Price of 34-seated Double-Decked Omnibus Body, **£150**(Lettering extra.)



Price of 28 h.p. Chassis, £585

Price of 26-seated Double-Decked Omnibus Body, £130

(Lettering extra.)



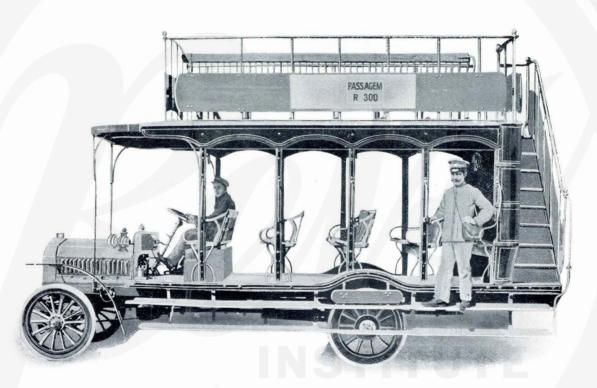
Supplied to Count Miglioretti, Turin.

Price of 28 h.p. Chassis, £585

Price of 26-seated Double-Decked Omnibus Body, £125

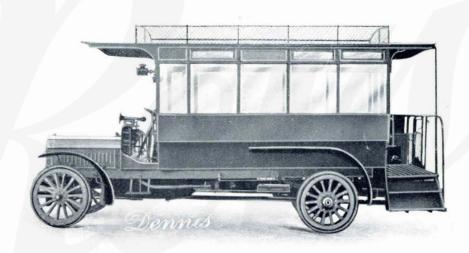
Extra for Glass at the sides and in front of driver, £15

(Lettering extra.)



Supplied to Messrs. A. Fontes & Co., Rio-de-Janeiro.

Price of 28 h.p. Chassis, £585
(Body quoted for on application.)



Supplied to the New Zealand Automobile Company.

Price of 28 h.p. Chassis, £585

Price of Single-Decked Omnibus Body, to seat 16 persons, £120

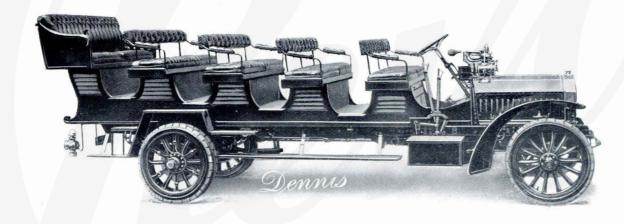
Extra for Top Luggage Carrier, £3



Supplied to the Metropolitan Asylums Board.

Price of 28 h.p. Chassis, £585

Price of Single-Decked Omnibus Body, to seat 16 persons, £120

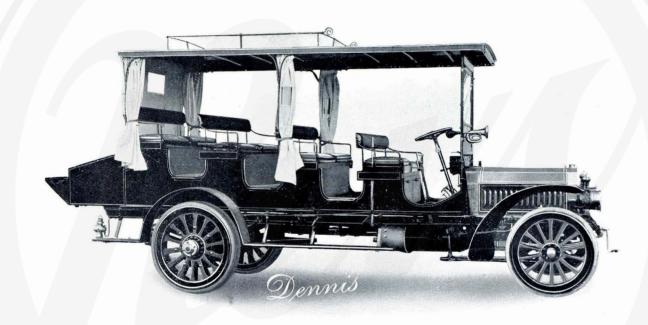


Supplied to the Llandudno Motor Garage Co., Ltd.

Price of 28 h.p. Chassis, £585

Price of 20-seated Char-a-Banc Body, £100

Price of 28-seated Char-a-Banc Body, £110



Supplied to Dr. Vivers, Sydney, Australia.

Price of 28 h.p. Chassis, £585

Price of 20-seated Char-a-Banc Body, £100

Price of 28-seated Char-a-Banc Body, £110

Extra for Canopy, with Curtains around, £33

Extra for Folding Glass Front, £7

Extra for Luggage Carrier at the back, £5



An Illustration of a "Dennis" Char-a-Banc photographed in Australia.

Supplied to Dr. Vivers Sydney, Australia.

Price of 28 h.p. Chassis, £585

Extra for Canopy, with Curtains around, £33

Price of 20-seated Char-a-Banc Body, £100

Extra for Folding Glass Front, £7

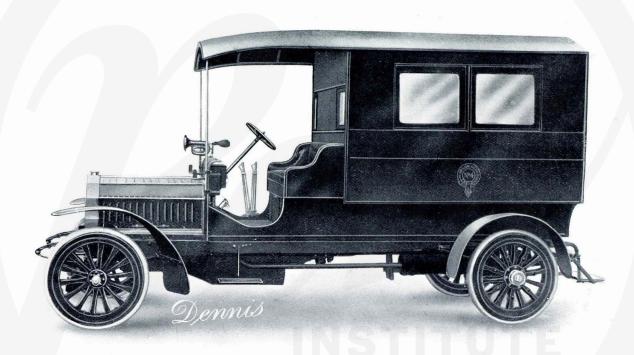
Price of 28-seated Char-a-Banc Body, £110

Extra for Luggage Carrier at the back, £5



Two of seven Char-a-Bancs supplied to the Llandudno Motor Garage Company.

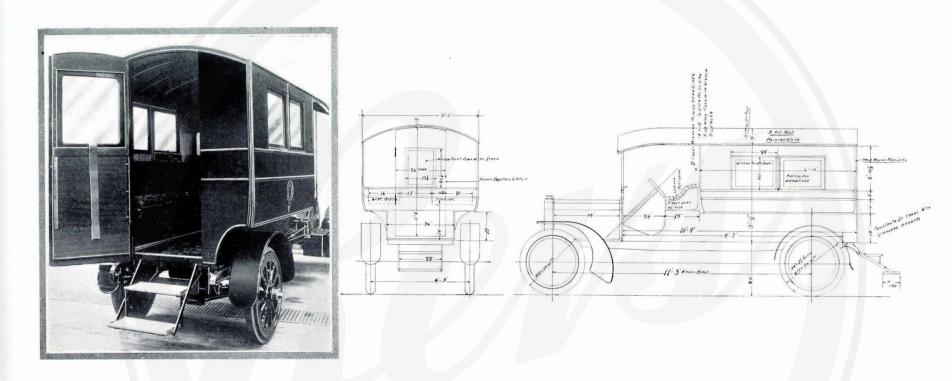
To seat 20 passengers.



THE "DENNIS" AMBULANCE. As supplied to The Metropolitan Asylums Board and several Hospitals.

Price of 20 h.p. Chassis, **£525**Price of 28 h.p. Chassis, **£585**. Recommended for hilly districts.

Price of Ambulance Body, **£100**(Inside Seats and Stretcher extra.)



THE "DENNIS" AMBULANCE. As supplied to The Metropolitan Asylums Board and several Hospitals.

Showing back view and lined elevation, giving standard dimensions.



12 h.p. Chassis. To carry 15 cwt. 20 h.p. Chassis. To carry 30 cwt. 28 h.p. Chassis. To carry 2 tons. 35 h.p. Chassis. To carry 3 tons. 40 h.p. Chassis. To carry 4 tons.

£400

£525

£585

£700

£780



12 h.p. Chassis. To carry 15 cwt. 20 h.p. Chassis. To carry 30 cwt. 28 h.p. Chassis. To carry 2 tons. 35 h.p Chassis. To carry 3 tons. 40 h.p. Chassis. To carry 4 tons.

£400

£525

£585

£700

£780



12 h.p. Chassis. To carry 15 cwt.

£400

20 h.p. Chassis. To carry 30 cwt.

28 h.p. Chassis. To carry 2 tons. 35 h.p. Chassis. To carry 3 tons. 40 h.p. Chassis.
To carry 4 tons.
£780

£

£525

£585

£700



12 h.p. Chassis. To carry 15 cwt. 20 h.p. Chassis. To carry 30 cwt. 28 h.p. Chassis. To carry 2 tons. 35 h.p. Chassis. To carry 3 tons. 40 h.p. Chassis. To carry 4 tons.

£400

£525

£585

£700

£780



INSTITUTE

12 h.p. Chassis. To carry 15 cwt. 20 h.p. Chassis. To carry 30 cwt. 28 h.p. Chassis. To carry 2 tons. 35 h.p. Chassis. To carry 3 tons. 40 h.p. Chassis. To carry 4 tons.

£400

£525

£585

£700

£780



INSTITUTE

12 h.p. Chassis. To carry 15 cwt. 20 h.p. Chassis. To carry 30 cwt. 28 h.p. Chassis. To carry 2 tons. 35 h.p. Chassis. To carry 3 tons. 40 h.p. Chassis. To carry 4 tons.

£400

£525

£585

£700

£780



INSTITUTE

12 h.p. Chassis. To carry 15 cwt.

£400

20 h.p. Chassis. To carry 30 cwt.

£525

28 h.p. Chassis. To carry 2 tons.

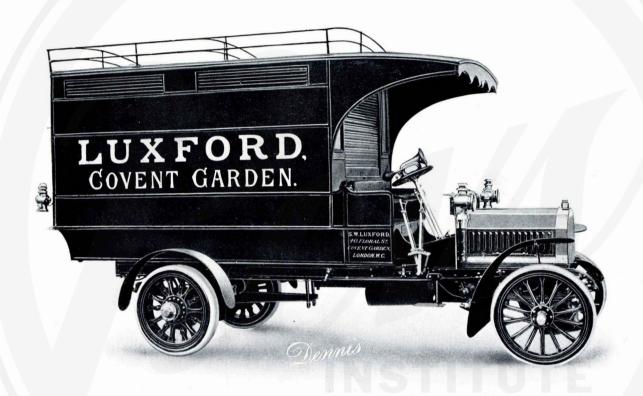
£585

35 h.p. Chassis. To carry 3 tons.

£700

40 h.p. Chassis. To carry 4 tons.

£780



12 h.p. Chassis. To carry 15 cwt. 20 h.p. Chassis. 28 h.p. Chassis. To carry 30 cwt.

To carry 2 tons.

35 h.p. Chassis. To carry 3 tons. 40 h.p. Chassis. To carry 4 tons.

£400

£525

£585

£700

£780



12 h.p. Chassis. To carry 15 cwt. 20 h.p. Chassis. To carry 30 cwt. 28 h.p. Chassis. To carry 2 tons. 35 h.p. Chassis. To carry 3 tons. 40 h.p. Chassis. To carry 4 tons.

£400

£525

£585

£700

£780



12 h.p. Chassis. To carry 15 cwt.

£400

20 h.p. Chassis. To carry 30 cwt.

28 h.p. Chassis. To carry 2 Tons.

35 h.p. Chassis. To carry 3 tons.

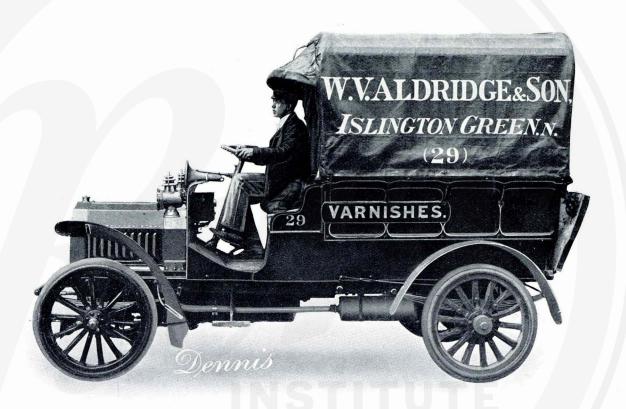
40 h.p. Chassis. To carry 4 tons.

£525

£585

£700

£780



12 h.p. Chassis.
To carry 15 cwt.

£400

20 h.p. Chassis. To carry 30 cwt.

£525

28 h.p. Chassis. To carry 2 tons.

£585

35 h.p. Chassis. To carry 3 tons.

£700

40 h.p. Chassis. To carry 4 tons.

£780



INSTITUTE

12 h.p. Chassis. To carry 15 ewt. 20 h.p. Chassis. To carry 30 cwt. 28 h.p. Chassis. To carry 2 tons.

35 h.p. Chassis. To carry 3 tons. 40 h.p. Chassis. To carry 4 tons.

£400

£525

£585

£700

£780



12 h.p. Chassis. To carry 15 cwt.

£400

20 h.p. Chassis. To carry 30 cwt.

£525

28 h.p. Chassis. To carry 2 tons.

£585

35 h.p. Chassis. To carry 3 tons.

£700

40 h.p. Chassis. To carry 4 tons.

£780



12 h.p. Chassis. To carry 15 cwt. 20 h.p. Chassis. To carry 30 cwt. 28 h.p. Chassis. To carry 2 tons. 35 h.p. Chassis. To carry 3 tons. 40 h.p. Chassis. To carry 4 tons.

£400

£525

£585

£700

£780



12 h.p. Chassis. To carry 15 cwt. 20 h.p. Chassis. To carry 30 cwt. 28 h.p. Chassis. To carry 2 tons. 35 h.p. Chassis. To carry 3 tons. 40 h.p. Chassis. To carry 4 tons.

£400

£525

£585

£700

£780



12 h.p. Chassis. To carry 15 cwt.

£400

20 h.p. Chassis. To carry 30 cwt.

28 h.p. Chassis. To carry 2 tons. 35 h.p. Chassis. To carry 3 tons. 40 h.p. Chassis. To carry 4 tons.

£525

£585

£700

£780



12 h.p. Chassis. To carry 15 cwt. 20 h.p. Chassis. To carry 30 cwt. 28 h.p. Chassis. To carry 2 tons. 35 h.p. Chassis. To carry 3 tons. 40 h.p. Chassis. To carry 4 tons.

£400

£525

£585

£700

£780



12 h.p. Chassis. To carry 15 cwt.

£400

20 h.p. Chassis, To carry 30 cwt. 28 h.p. Chassis. To carry 2 tons. 35 h.p. Chassis. To carry 3 tons. 40 h.p Chassis. To carry 4 tons.

£525

£585

£700

£780



12 h.p. Chassis. To carry 15 cwt.

£400

20 h.p. Chassis. To carry 30 cwt. 28 h.p. Chassis. To carry 2 tons. 35 h.p. Chassis. To carry 3 tons. 40 h.p. Chassis. To carry 4 tons.

00

£525

£585

£700

£780



INSTITUTE

12 h.p. Chassis. To carry 15 cwt. 20 h.p. Chassis. To carry 30 cwt. 28 h.p. Chassis. To carry 2 tons. 35 h.p. Chassis. To carry 3 tons. 40 h.p. Chassis. To carry 4 tons.

£400

£525

£585

£700

£780



12 h.p. Chassis. To carry 15 cwt.

To carry 30 cwt.

To carry 2 tons.

20 h.p. Chassis. 28 h.p. Chassis. 35 h.p. Chassis. To carry 3 tons.

40 h.p. Chassis. To carry 4 tons.

£400

£525

£585

£700

£780



12 h.p. Chassis. To carry 15 cwt.

20 h.p. Chassis. To carry 30 cwt. 28 h.p. Chassis. To carry 2 tons. 35 h.p. Chassis. To carry 3 tons. 40 h.p. Chassis. To carry 4 tons.

£400

£525

£585

£700

£780



THE "DENNIS" TOWER WAGON. As supplied to Messrs. Dick Kerr & Co., and several Corporations.

20 h.p. Chassis.

28 h.p. Chassis.

£525

£585

Price of Tower Wagon Body, as illustrated above, £65

TERMS OF BUSINESS.

THE term "Agent" is used in a complimentary sense only, and those firms whom we style our agents are not authorised to advertise, incur any debts, or transact any business whatsoever on our account; nor are they authorised to give any warranty or make any representation on our behalf.

Prices quoted in this Catalogue are nett cash.

Delivery is made either at our Works in running order or F.O.R. Guildford Station—unpacked.

For shipment on rail in Britain we pack our vehicles in strong crates; these are charged at their nett cost price, and are not returnable.

For export orders our cars are cased; the packing and cases are charged nett cost price, and are not returnable.

On receiving goods, customers should carefully inspect, and, if damaged, should make an immediate claim on the carriers for same. As goods are signed for as being received in good condition by the railway or shipping companies, the latter become the agents for the purchaser; the purchaser pays all carriage charges, etc.

Cheques and Post Office Orders should be made payable to Dennis Bros., Limited, and should be crossed Capital and Counties Bank.

All orders are executed strictly in rotation as received; we cannot under any consideration deviate from this rule. Prospective buyers are cordially invited to satisfy themselves thoroughly by making a practical road trial of our vehicles before placing their orders.

An instructor is sent free of charge for one week with each retail customer, provided his board and lodgings are paid for. We send, to the best of our knowledge, reliable drivers, but customers must accept them without holding us in any way liable for their inefficiency, and when the driver leaves our Works he is in our customer's sole employ until he returns.

On all orders accepted for delivery within a period of six months, one third of the price will be required on order and the balance on delivery. On all orders accepted for delivery at a longer period than six months, to per cent. of the price shall be required with order, and a further sum equivalent to the difference between such to per cent. and one third of the price at a date three months prior to the date fixed for delivery, and the remainder on delivery.

This Catalogue cancels all previous Lists, and although it contains a carefully revised description of our Vehicies, we claim the right to alter or improve each part as may be considered advantageous, or to revise our prices without notice.

GUARANTEE.

WORM GEAR GUARANTEE.—We guarantee the Worm Gear of all Dennis Vehicles for two years from the date of leaving our Works, provided it is not subjected to misuse or neglect, on the conditions given below.

GENERAL GUARANTEE.—We undertake to make good at any time within six months from date of purchase defects in our Vehicles. This guarantee does not apply to defects caused by misuse or neglect.

CONDITIONS OF GUARANTEE.—If a defective part should be found on any of our Vehicles, it must be sent us Carriage Paid, and to be accompanied by an intimation from the sender that he desires to have it repaired free of charge under our guarantee, and furnish us at the same time with the number of the Vehicle, the name of the Agent from whom he purchased it, and the date of purchase. Whenever we send mechanics to execute repairs, a charge is made for their time, railway and out-of-pocket expenses, which is strictly enforced whether the repairs they execute come under the guarantee or not.

(Signed) DENNIS BROS., Ltd.

I908 "Dennis" Current Price List for HEAVY VEHICLE CHASSIS, which cancels all Previous Lists.

										PRICE.				PRICE.
15 cwt.	Chassis	with	1 2 C	ylinde	er 12 h.p.	Engine	-	-	-	£400	60 cwt. Chassis with 4 cylinder 35 h.p. Engine -	_	-	£700
30 cwt.	••	,,	4	,,	20 h.p.	,,		-	-	525	80 cwt. ,, ,, 4 ,, 40 h.p. ,,	-	-	780
40 cwt.	٠,	,,	4	,,	28 h.p.	,,	-	-	-	585				

All the above Chassis are painted in Grey, and sent out Complete with Horn, Kit of Tools, usual Spares, etc. Tyres guaranteed for 10,000 miles.

1908 Current Price List of VAN BODIES suitable for above Chassis.

Prices include Bodies Painted, Lined and Varnished (Lettering extra), Mounting on Chassis, and Painting Chassis, and supplying and fitting Mudguards.

Body for 15 cwt. Van, sides and roof made of 3 ply whitewood, ash framework, best finish, inside size of body 6 ft. 6 in. long by 4 ft. 9 in. wide by 4 ft. 9 in. high. Tail board at back and sliding curtains, body covered with zinc, and a luggage rail fitted on top, about 6 in. high, also 4 step treads fitted on end of body to get on roof, as per drawing No. 386 Body for 30 cwt. Van. Size recommended (inside measurements) 8 ft. long by 5 ft. wide by 5 ft. 9 in. high, and similar description to 15 cwt. As per drawing No. 378	Body for 40 cwt. Van. Size recommended: 9 ft. long by 5 ft. 6 in. wide by 5 ft. 9 in. high. Similar description to 15 cwt. As per drawing No. 402. Body for 60 cwt. Van. Size: 10 ft. long by 6 ft. high by 6 ft. wide. As per drawing No. 403 Pantechnicon (Lift) Body, with separate platform. Size recommended: 13 ft. 6 in. long by 7 ft. wide by 7 ft. high, suitable for 2 or 3 ton Chassis PRICE. **65** **65** **65** **75** **80** **80** **80** **80** **80** **PRICE.* **865** **865** **865** **865** **865** **865** **865** **865** **865** **865** **865** **865** **865** **865** **865** **8665** *
EXTRAS T If fitted with two hinged doors at top of tail board instead of curtains, so that the back can be locked up - £6 If with two rails on top instead of one 1 If with three rails on top instead of one (about 18 in, high) 1 If front closed in, and revolving shutter used, and fastened with staple to lock up 5	Extra for special exhibition type of body, which gives a railway carriage type of roof and a cabin front over driver, with glass panels at side £15 Extra for glass wind shield 7 For lettering body (according to work required) - 3 to 10

1908 Current Price List of LORRY BODIES.

Prices include Bodies Painted, Lined and Varnished (Lettering extra), Mounting Body on Chassis, Painting Chassis, and supplying and fitting Mudguards.

Body for 15 cwt. Lorry. Size recommended: (inside measure-			PRICE.
ments) 6 ft. 6 in. long by 5 ft. wide by 15 in. (sides) high Body for 30 cwt. Lorry. Size: 8 ft. long by 5 ft. 6 in. wide by 18 in.	£35	Body for 60 cwt. Lorry Size: 10 ft. long by 6 ft. wide by 18 in. (sides) high	£50
(sides) high - Body for 40 cwt. Lorry. Size: 9 ft. long by 5 ft. 9 in. wide by 18 in.	40	Body for 80 cwt. Lorry. Size: 12 ft. long by 6 ft. 6 in. wide by 18 in, (sides) high	55
(sides) high	45	EXTRA.—If any type of Body made to tip £10	,

CHAR-A-BANC BODIES.

20 seated Char-a-banc Bodies, 5 rows seats, to seat 4 on each seat,	PRICE.		PRICE.
suitable for use on a 2 ton Chassis, including mounting and painting Chassis	£100	Ambulance body, inside seats and stretcher extra, suitable for 30 cwt. or 2 ton Van Chassis	£100
28 seated Char-a-banc Body, 6 rows seats, to seat 5 on each seat and 4 on front seat, suitable for use on a 2 ton Chassis - Extra for canopy with curtains all round £33	110	Single Deck Omnibus Body to hold 16 persons inside, suitable for a 2 ton Chassis - 34 seated double decked 'Bus body, suitable for 60 cwt. Van Chassis	120 150
Extra for folding glass front 7		Tower Wagon Body, suitable for 30 cwt. or 2 ton type Chassis -	65

15-CWT. VAN.

1)	Cada IV and	0 . 4	Describtion	Cade Wand	C - 1	D/14/	Col. Word	6 . 1
Description. AXLE BACK, complete - each Half Case Sleeve Inspection Cover Half Live Axle Tube screwed one end Phosphor Bronze Worm Wheel Steel Worm Pinion	Code Word.	£ s. d.	Description. BRAKE, FOOT, complete with all fittings,	Code Word.	£ s. d.	Description.	Code Word.	\pounds s. d.
AXLE BACK, complete each	Baxle	46 0 0	BRAKE, FUUT, complete with all fittings,	Patana		Release Valve each Plug for Draining Oil	Crealve	OIO
Half Case ,,	Basing	2 15 0	BRAKE, F00T, complete with all fittings, Bridge each Band -	Fobrom	4 0 0	Plug for Draining Oil Tap , , , , , , , , , , , , , , , , , , ,	Crain	0 1 0
,, Sleeve,	Baseeve	0 18 0	Band ,,	Foband	1 7 6	Tap ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,,	Crop	0 6 0
End Caps ,,	Basaps	0 4 0	Drum ,,	Foodrum	1 5 0	Bolt for Fixing Crank Case ,,	Crabolt	0 0 9
Inspection Cover ,,	Basover	0 2 0	Bell Crank ,,	Foobell	0 2 6	Tappit Guide	Tide	0 7 6
Half Live Axle ,,	Balive	0 17 6	,, ,, Bracket ,,	Foobracket	0 3 0	,, ,, Screw,,	Trew	0 0 5
Tube screwed one end ,,	Batube	1 5 0	,, ,, Spindle ,,	Foopindle	0 2 6	,, Male Portion,	Trale	0 2 9
Phosphor Bronze Worm Wheel ,,	Bronzing	5 5 0	Bridge ,,	Foobridge	0 13 6	" Female " "	Trile	0 3 6
Steel Worm Pinion	Borm	2 10 0	Eyebolt	Fybolt	0 I 0	Roller for Tappit	Toller	o 1 6
Phosphor Bronze Worlm Wheel - " Steel Worm Pinion - " Differential Case with Pins - " Half Differential Case - " Star Pinion - " Planet Pinion - " Pins - " Driving Star - " Plain Lowred Bearing and Bushing "	Bifferenti	2 0 0	Operating Crank	Fopercrank	0 4 0	Axle of Roller	Taxle	0 3 0
Half Differential Case	Biffcase	0 18 6	Turnbuckle	Fadlink	0 2 9	Regulating Screw of Tappit	Trappet	0 0 9
Star Pinion	Binion	0 7 6	Connecting Rods	Fooconer	0 3 6	Tappit complete	Tomplets	1 0 0
Planet Pinion	Blanet	0 5 0	Toggle	Foggle	0 2 3	Inlet Crankshaft	Taft	3 0 0
Pine Pine	Blanins		Cast Iron Lining	Foolin	0 7 6	Inlet Crankshatt Washer - Bearing Front - Middle - Back -	Taftasher	0 0 8
Deleter Cton			End Cline for Pand	Foolip	0 1 0	", " Washer ",	Tam	
Driving Star ,,	Bars Bournal		Climan	Foolipper		" Bearing Front "	Tiddle	0 13 6
Plain Journal Bearing and Bushing , Single Compound Bearing . , Phosphor Bronze Bush for Worm Shaft ,			Supper ,, ,, ,,		O I 9	,, ,, Middle,		0 6 0
Single Compound Bearing ,,	Bompound	4 0 0	Springs	Fooring	0 0 6	, Back,	Tack	0 8 0
Phosphor Bronze Bush for Worm Shatt ,,	Bomfos	0 5 0	Pedal ,,	Fooedal	O II O	Inlet Timing Wheel,	Inweel	2 8 0
Ball Thrust Bearing for """ Spring Brackets Live Axle Castle Nut - "" Nut for Star Pinion ""	Bomball	1 10 6	,, Lever only ,,	Foodever	0 4 6	Exhaust Crankshaft,	Ecapt	3 0 0
Spring Brackets ,,	Brinket	0 16 6	Pin Bolts ,,	Foodolt	0 0 9	" ,, Washer,	Exasher	0 0 8
Live Axle Castle Nut	Bombot	0 4 6				Front Bush	Frush	080
Nut for Star Pinion,	Bombinion	o i 6	RONNET complete	Bonnett	3 0 0	Middle ,,	Mush	0 6 0
Lock Nuts for Compound Bearings - ,,	Bomnut	OIO	Post	Bonest	2 0 0	Back	Brush	080
Bolts for Axle Case	Boltaxle	0 0 6	Fasteners			Exhaust Timing Wheel	Exeel	2 5 0
22		3 3	BONNET, complete Rest Fasteners CLUTCH, complete, less Pedal	Bonast	0 2 6	Front Axle	Whaxle	1 0 0
AXLE FRONT, complete with Steering			CLUTCH, complete, less Pedal ,,	Clutch	6 10 0	Back Bearing "	Wearing	2 10 0
Loints and Link Red	Axle	24 0 0	Balance Weight ,,	Balance	0 17 6	Flywheel	Wywell	I 0 0
AXLE FRONT, complete with Steering Joints and Link Rod each Swive's and Axle Arms ,, Ball Steering Arm ,, Single , ,, Swivel Caps ,, White Bearing, Top ,, Grease Cups ,, Steering Link Rod , Link Rod Laws ,	Axivels	3 0 0	CLUTCH, complete, less Pedal Balance Weight Plate -	Cluplate	2 5 0	Inlet Timing Wheel Exhaust Crankshaft Washer Front Bush Middle Back Exhaust Timing Wheel Exhaust Timing Wheel Front Axle Back Bearing Flywheel Head of Connecting Rod Axle Intermediate Axle Set of Flywheels, less Connecting Rod	Wodaxle	0 12 0
Swive's and Axie Arms ,,		3 0 0	Female Part ,,	Cluemale	I 2 0	Leterme dieta Anla	Winteraxle	0 12 0
Ball Steering Arm ,,	Axarm	1 5 0	Male Part ,,	Male	I 10 0	Cot of Flowbooks loss Connection Del		
Single ,, ,,,	Axingle	0 15 0	Leather	Leather	0 6 6	Set of Flywheels, less Connecting Rod	Without	10 0 0
Swivel Caps ,,	Axivap	0 10 0	Pedal	Cluedale	O II O	with ,, ,, ,,	Weplets	14 0 0
Swivel Bearing, Top ,.	Axipot	0 5 0	Lever	Cluedever	0 4 6	Peg for Starting Handle,,	Wandle	0 0 4
,, ,, Bottom ,,	Axiottom	0 5 0	Ball Thrust Bearing	Cluthrust	0 17 6	Distributing Pinion ,,	Winion	I 10 0
Grease Cups ,,	Axup	o 1 6	Extension -	Clextension	0 5 0	", " with ", " " Peg for Starting Handle	Fearing	0 8 0
Steering Link Rod	Axodd	I 0 0	Spring	Sprutch	0 4 6	Intermediate Bearing,	Wintering	0 8 6
Link Rod Jaws	Axaws	0 3 0	Phoopher Proper Clipper per pair	Clufos	0 10 6	Back	Wacking	I 0 0
Pins	Axins	O I 3	Clusch Chaft	Cluaft	0 2 6	Connecting Rod complete, without Bushes	Wonnecting	1 5 0
Front Spindle Collets	Axollet	0 5 6	Clutch Shatt each			Buch Head of Connecting Pod	Wush	0 7 6
Nuts -	Axnuts	O I 3	Shart brackets ,,	Cluracket	0 3 0	Foot	Woot	0 3 0
Arlo only	Axoner	7 15 0	Fork	Clork	0 4 6	Bolt for Connecting Rod	Wolt	0 0 6
Axie only	Axoner	/ 15 0	Bolts	Clolt	0 0 9	Connecting Red complete	Womplete	I 15 0
ARBORSHAFT, complete, Jaw Brazed up			Spring Cap ,,	Cluicap	0 I 9	Culinder Coating culu	Cyasting	5 10 0
ARBURSHAFT, complete, Jaw Brazed up	Arbor	2 5 0	Pedal Shaft ,,	Clashaft	0 5 9	Coatle Plus	Cyastle	
each		2 5 0				Castle Plug		0 6 8
Shaft only, with Jaw and Bush, and Pin ,,	Shaftole	I 0 0				Bolt for Connecting Rod	Cyanst	0 10 0
AGGELERAMOR GONUMOT 1 1			CARBURETTER, complete with Auto-	Combunita		,, complete	Cyom	0 12 0
ACCELERATOR CONTROL, hand set,			Attachment each Mixing Chamber ,,	Carburetta	9 0 0	Valve Spring,	Cyalve	0 1 0
complete each Lever ,,	Accelerator	2 0 0	Mixing Chamber ,,	Cixing	4 0 0	,, Key,	Cyake	0 0 4
Lever ,,	Acclever	0 3 6	Float Chamber ,,	Cloatamber	2 0 0	,, Top Cap ,,	Cytop	0 0 8
,, Bracket ,,	Acbracket	0 6 6	Automatic Attachment ,,	Auto	2 10 0	., Bottom		OIO
Rods ,,	Acrod	0 2 3	Oil Cover	Autocover			Cyottom	
Rell Crank	Acbell		,, On Cover		0 15 0	,, Guide,	Cyids	0 3 6
Den Claux	Acben	0 4 0	Valve	Calve	0 I5 0 0 I7 6	,, Guide Double Water Union	Cyids	0 3 6
Ben Clauk	Acrank	0 4 0 0 4 6	Valve	Calve Calveating	0 15 0 0 17 6 1 0 0	Double Water Union		0 3 6
,, Bracket ,, Operating Fork Bracket		0 4 6 6	Valve Seating	Calve Calveating Calvring	0 17 6	Double Water Union Single Cylinder Plug, Exterior	Cyids Cydonole	0 3 6 0 10 0 0 6 6 0 4 0
Operating Fork Bracket	Acrank	0 4 6 6	Valve Scating	Calve Calveating Calvring Cloat	0 17 6 1 0 0 0 0 6	,, Guide	Cyids Cydonole Cyingle	0 3 6 0 10 0 0 6 6
Operating Fork Bracket Fork	Acrank Accoper	0 4 6	Valve Seating	Calve Calveating Calvring Cloat Cleedle	0 17 6 1 0 0	Double Water Union Single Cylinder Plug, Exterior , , , Interior Compression Tap	Cyids Cydonole Cyingle Cyplug	0 3 6 0 10 0 0 6 6 0 4 0 0 2 6 0 4 8
Operating Fork Bracket	Accoper Accoper Acfork	0 4 6 0 6 6 0 2 6	Valve Seating	Calve Calveating Calvring Cloat Cleedle Clet	0 17 6 1 0 0 0 0 6 0 4 0 0 4 0	, Guide	Cyids Cydonole Cyingle Cyplug Cyterior	0 3 6 0 10 0 0 6 6 0 4 0 0 2 6
Operating Fork Bracket	Acrank Accoper Acfork Acedale Aceda	0 4 6 0 6 6 0 2 6 1 2 6 0 11 0	Valve Seating	Calve Calveating Calvring Cloat Cleedle Clet	0 17 6 1 0 0 0 0 6 0 4 0 0 4 0 0 5 0	Double Water Union Single Cylinder Plug, Exterior Interior Compression Tap Oleo Sparking Plug	Cyids Cydonole Cyingle Cyplug Cyterior Cyession Cyark	0 3 6 0 10 0 0 6 6 0 4 0 0 2 6 0 4 8 0 2 6
Operating Fork Bracket	Acrank Accoper Acfork Acedale Aceda Aedever	0 4 6 0 6 6 0 2 6 1 2 6 0 11 0 0 4 6	Valve Seating	Calve Calveating Calvring Cloat Cleedle Clet Club	0 17 6 1 0 0 0 0 6 0 4 0 0 5 0	n, Guide Double Water Union Single Cylinder Plug, Exterior Tompression Tap Oleo Sparking Plug Piston alone Axle	Cyids Cydonole Cyingle Cyplug Cyterior Cyession Cyark Cyston	0 3 6 0 10 0 0 6 6 0 4 0 0 2 6 0 4 8 0 2 6 1 10 0
Operating Fork Bracket Operating Fork Bracket Fork Pedal Set, complete Pedal Lever Rods Operating Lever	Acrank Accoper Acfork Acedale Aceda Aedever Accord	0 4 6 0 6 6 0 2 6 1 2 6 0 11 0 0 4 6	Valve Seating	Calve Calveating Calvring Cloat Cleedle Clet Club Clessor	0 17 6 1 0 0 0 0 6 0 4 0 0 4 0 0 5 0 0 3 0 0 9 6	", Guide	Cyids Cydonole Cyingle Cyplug Cyterior Cyession Cyark Cyston Cyraxle	0 3 6 0 10 0 0 6 6 0 4 0 0 2 6 0 4 8 0 2 6 1 10 0
Operating Fork Bracket	Acrank Accoper Acfork Acedale Aceda Aedever Accord Aceva	0 4 6 0 6 6 0 2 6 1 2 6 0 11 0 0 4 6 0 2 6	Valve Seating	Calve Calveating Calvring Cloat Cleedle Clet Club Clessor Clessod	0 17 6 1 0 0 0 0 6 0 4 0 0 5 0 0 3 0 0 9 6 0 2 6	n, Guide Double Water Union Single Cylinder Plug, Exterior Tompression Tap Oleo Sparking Plug Piston alone Axle Ring	Cyids Cydonole Cyingle Cyplug Cyterior Cyession Cyark Cyston Cyraxle Cyring	0 3 6 0 10 0 0 6 6 0 4 0 0 2 6 0 4 8 0 2 6 1 10 0 0 4 0
Operating Lever Operating Fork Bracket Pedal Set, complete Pedal Lever Rods Operating Lever Take-off Spring	Acrank Accoper Acfork Acedale Aceda Aedever Accord	0 4 6 0 6 6 0 2 6 1 2 6 0 11 0 0 4 6	Valve Seating	Calve Calveating Calvring Cloat Cleedle Clet Club Clessor Clessod Clipe	0 17 6 1 0 0 0 0 6 0 4 0 0 4 0 0 5 0 0 3 0 0 9 6 0 2 6 0 8 0	", Guide	Cyids Cydonole Cyingle Cyplug Cyterior Cyession Cyark Cyston Cyraxle Cyring Cyke	0 3 6 0 10 0 0 6 6 0 4 0 0 2 6 0 4 8 0 2 6 1 10 0 0 4 0 0 3 0 0 0 9
Lever Rods	Acrank Accoper Acfork Acedale Aceda Aedever Accord Aceva	0 4 6 0 6 6 0 2 6 1 2 6 0 11 0 0 4 6 0 2 6	Valve Seating	Calve Calveating Calvring Cloat Cleedle Clet Club Clessor Clessod Clipe Clunnel	0 17 6 1 0 0 0 0 6 0 4 0 0 5 0 0 3 0 0 9 6 0 2 6 0 8 0 0 17 0	Double Water Union Single Cylinder Plug, Exterior Interior Compression Tap Oleo Sparking Plug Piston alone Axle Ring Key Nut	Cyids Cydonole Cyingle Cyplug Cyterior Cyession Cyark Cyston Cyraxle Cyring Cyke Cynt	0 3 6 0 10 0 0 6 6 0 4 0 0 2 6 0 4 8 0 2 6 1 10 0 0 4 0 0 3 0 0 0 9 0 1 0
RPAKES SIDE complete each wheel	Acrank Accoper Acfork Acedale Aceda Aedever Accord Aceva Acring	0 4 6 0 6 6 0 2 6 1 2 6 0 11 0 0 4 6 0 2 6 0 0 6	Valve Seating	Calve Calveating Calvring Cloat Cleedle Clet Club Clessor Clessod Clipe Clunnel Clinlet	0 I7 6 I 0 0 0 0 6 0 4 0 0 4 0 0 5 0 0 3 0 0 9 6 0 2 6 0 8 0 0 17 0 0 12 6	", Guide Double Water Union Single ", Cylinder Plug, Exterior ", Interior Compression Tap Oleo Sparking Plug Piston alone Axle Ring Key Nut Complete	Cyids Cydonole Cyingle Cyplug Cyterior Cyession Cyark Cyston Cyraxle Cyring Cyke Cynt Cyplete	0 3 6 0 10 0 0 6 6 0 4 0 0 2 6 0 4 8 0 2 6 1 10 0 0 4 0 0 3 0 0 0 9 0 1 0 2 0 0
RPAKES SIDE complete each wheel	Acrank Accoper Acfork Acedale Aceda Aedever Accord Aceva Acring	0 4 6 0 6 6 0 2 6 1 2 6 0 11 0 0 4 6 0 2 6 0 0 6	Valve Seating	Calve Calveating Calvring Cloat Cleedle Clet Club Clessor Clessod Clipe Clunnel Clinlet Clacket	0 17 6 1 0 0 0 0 0 6 0 4 0 0 5 0 0 3 0 0 9 6 0 2 6 0 8 0 0 17 0 0 12 6 0 3 6	nguide	Cyids Cydonole Cyingle Cyplug Cyterior Cyession Cyark Cyston Cyraxle Cyring Cyke Cynt Cyplete Throttle	0 3 6 0 10 0 0 6 6 0 4 0 0 2 6 0 4 8 0 2 6 1 10 0 0 4 0 0 3 0 0 0 9 0 1 0 2 0 0 1 0 0
RPAKES SIDE complete each wheel	Acrank Accoper Actork Acedale Aceda Aedever Accord Aceva Acring	0 4 6 0 6 6 0 2 6 1 2 6 0 11 0 0 4 6 0 2 6 0 2 6 0 0 5 0	Valve Seating	Calve Calveating Calvring Cloat Cleedle Clet Club Clessor Clessod Clipe Clunnel Clinlet Clacket Clasher	o 17 6 1 0 0 0 0 6 0 4 0 0 4 0 0 5 0 0 3 0 0 9 6 0 2 6 0 8 0 0 17 0 0 12 6 0 3 6 0 0 6	" Guide Double Water Union Single "	Cyids Cydonole Cyingle Cyplug Cyterior Cyession Cyark Cyston Cyraxle Cyring Cyke Cynt Cyplete Throttle Tralve	0 3 6 0 10 0 0 6 6 0 4 0 0 2 6 1 10 0 0 4 0 0 4 0 0 4 0 0 4 0 0 5 0
RPAKES SIDE complete each wheel	Acrank Accoper Acfork Acedale Aceda Acedae Aceda Acever Accord Aceva Acring Sybrake Shoe Syggle	0 4 6 0 6 6 0 2 6 1 2 6 0 11 0 0 4 6 0 4 6 0 2 6 0 0 6	Valve Seating	Calve Calveating Calvring Cloat Cleedle Clet Club Clessor Clessod Clipe Clunnel Clinlet Clacket	0 17 6 1 0 0 0 0 0 6 0 4 0 0 5 0 0 3 0 0 9 6 0 2 6 0 8 0 0 17 0 0 12 6 0 3 6	nguide Double Water Union Single ng	Cyids Cydonole Cyingle Cyplug Cyterior Cyession Cyark Cyston Cyraxle Cyring Cyke Cynt Cyplete Throttle Tralve Trover	0 3 6 0 10 0 0 6 6 0 4 0 0 2 6 1 10 0 0 3 0 0 0 9 0 1 0 2 0 0 1 0 0 8 6 0 4 0
BRAKES, SIDE, complete, each wheel set - each Shoe	Acrank Accoper Acfork Acedale Acedae Acedever Accord Aceva Acring Sybrake Shoe Syggle Spreader	0 4 6 0 2 6 1 2 6 0 11 0 0 4 6 0 2 6 0 0 6	Mixing Chamber Float Chamber Valve Valve Valve Seating Valve Valve Seating Valve Val	Calve Calveating Calvring Cloat Cleedle Clet Club Clessor Clessod Clipe Clunnel Clinlet Clacket Clasher	o 17 6 1 0 0 0 0 6 0 4 0 0 4 0 0 5 0 0 3 0 0 9 6 0 2 6 0 8 0 0 17 0 0 12 6 0 3 6 0 0 6	, Guide	Cyids Cydonole Cyingle Cyplug Cyterior Cyassion Cyark Cyston Cyraxle Cyring Cyke Cynt Cyplete Throttle Tralve Trover	0 3 6 0 10 0 0 6 6 0 4 0 0 2 6 0 2 8 0 2 6 1 10 0 0 4 0 0 3 0 0 0 9 0 1 0 2 0 0 1 0 0 0 8 6
BRAKES, SIDE, complete, each wheel set - each Shoe	Acrank Accoper Acfork Acedale Aceda Aedever Accord Aceva Acring Sybrake Shoe Syggle Spreader Syrank	0 4 6 0 6 6 0 2 6 1 2 6 0 11 0 0 4 6 0 4 6 0 2 6 0 0 6		Calve Calveating Calvring Calvring Cloat Cleedle Clet Club Clessor Clessod Clipe Clunnel Clinlet Clacket Clasher Clews	0 17 6 1 0 0 0 0 0 6 0 4 0 0 5 0 0 3 0 0 9 6 0 2 6 0 8 0 0 17 0 0 12 6 0 0 6 0 0 6	nguide	Cyids Cydonole Cyingle Cyplug Cyterior Cyession Cyark Cyston Cyraxle Cyring Cyke Cynt Cyplete Throttle Tralve Trover Troint Trever	0 3 6 0 10 0 0 6 6 0 4 0 0 2 6 0 1 8 0 2 6 1 10 0 0 4 0 0 3 0 0 0 9 0 1 0 2 0 0 1 0 0 8 6 0 4 0 0 0 8
BRAKES, SIDE, complete, each wheel set - each Shoe	Acrank Accoper Acfork Acedale Acedae Acedever Accord Aceva Acring Sybrake Shoe Syggle Spreader	0 4 6 0 6 6 0 2 6 1 2 6 0 11 0 0 4 6 0 2 6 0 0 2 6 0 0 6	DASH, complete with Irons ,,	Calve Calveating Calvring Cloat Cleedle Clet Club Clessor Clessod Clipe Clunnel Clinlet Clacket Clasher Clews Dash	0 I7 6 I 0 0 0 0 6 0 4 0 0 5 0 0 3 0 0 9 6 0 2 6 0 8 0 0 I7 0 0 I2 6 0 3 6 0 0 6	" Guide Double Water Union Single " " " " " " " " " " " " " " " " " " "	Cyids Cydonole Cyingle Cyplug Cyterior Cyession Cyark Cyston Cyraxle Cyring Cyke Cynt Cyplete Throttle Tralve Trover Trover Governarm	0 3 6 0 10 0 0 6 6 0 4 0 0 2 6 0 2 8 0 2 6 1 10 0 0 4 0 0 3 0 0 0 9 0 1 0 2 0 0 1 0 0 0 8 6
BRAKES, SIDE, complete, each wheel set - each Shoe	Acrank Accoper Acfork Acedale Aceda Aedever Accord Aceva Acring Sybrake Shoe Syggle Spreader Syrank	0 4 6 0 2 6 1 2 6 0 11 0 0 4 6 0 2 6 0 0 6		Calve Calveating Calvring Calvring Cloat Cleedle Clet Club Clessor Clessod Clipe Clunnel Clinlet Clacket Clasher Clews	0 17 6 1 0 0 0 0 0 6 0 4 0 0 5 0 0 3 0 0 9 6 0 2 6 0 8 0 0 17 0 0 12 6 0 0 6 0 0 6	" Guide Double Water Union Single " Cylinder Plug, Exterior " Interior Compression Tap Oleo Sparking Plug Piston alone Axle Ring Key Nut Complete Throttle Alone Valve Box Cover Knuckle Joint Lever Governor Rod Arm Cylinder Plug Exterior Washer	Cyids Cydonole Cyingle Cyplug Cyterior Cyession Cyark Cyston Cyraxle Cyring Cyke Cynt Cyplete Throttle Tralve Trover Troint Trever	0 3 6 0 10 0 0 6 6 0 4 0 0 2 6 0 1 8 0 2 6 1 10 0 0 4 0 0 3 0 0 0 9 0 1 0 2 0 0 1 0 0 8 6 0 4 0 0 0 8
BRAKES, SIDE, complete, each wheel set - each Shoe	Acrank Accoper Acfork Acedale Aceda Aedever Accord Aceva Acring Sybrake Shoe Syggle Spreader Syrank Syrum Syrolt	0 4 6 0 6 6 0 2 6 1 2 6 0 11 0 0 4 6 0 2 6 0 2 6 0 0 6	DASH, complete with Irons ,,	Calve Calveating Calvring Cloat Cleedle Clet Club Clessor Clessod Clipe Clunnel Clinlet Clacket Clasher Clews Dash	0 I7 6 I 0 0 0 0 6 0 4 0 0 5 0 0 3 0 0 9 6 0 2 6 0 8 0 0 I7 0 0 I2 6 0 3 6 0 0 6	Caste Piug Inlet or Exhaust Valve Stem Valve Spring "Key "Top Cap "Bottom "Guide Double Water Union Single "Cylinder Plug, Exterior "Interior Compression Tap Oleo Sparking Plug Piston alone Axle Ring Key Nut Complete Throttle Alone Valve Box Cover Knuckle Joint Lever Governor Rod Arm Cylinder Plug Exterior "Complete "Covernor Rod Arm Cylinder Plug Exterior "Complete "Covernor Rod Arm Cylinder Plug Exterior "Interior "Complete "Covernor Rod Arm "Cylinder Plug Exterior Washer "Interior	Cyids Cydonole Cyingle Cyplug Cyterior Cyession Cyark Cyston Cyraxle Cyring Cyke Cynt Cyplete Throttle Tralve Trover Trover Governarm	0 3 6 0 100 6 0 4 0 0 2 6 0 4 8 0 2 6 1 10 0 0 4 0 0 3 0 0 1 0 0 1 0 0 8 6 0 4 0 0 3 0 0 1 0 0 8 6 0 2 6
BRAKES, SIDE, complete, each wheel set - each Shoe	Acrank Accoper Acfork Acedale Aceda Acedever Accord Aceva Acring Sybrake Shoe Syggle Spreader Syrank Syrum Syrolt Syrod	0 4 6 0 2 6 1 2 6 0 11 0 0 4 6 0 2 6 0 0 4 6 0 2 6 0 0 6	DASH, complete with Irons, Irons,	Calve Calveating Calvring Cloat Cleedle Clet Club Clessor Clessod Clipe Clunnel Clinlet Clacket Clasher Clews Dash	0 I7 6 I 0 0 0 0 6 0 4 0 0 5 0 0 3 0 0 9 6 0 2 6 0 8 0 0 I7 0 0 I2 6 0 3 6 0 0 6	nguide Double Water Union Single Ngle Ngle Ngle Ngle Ngle Ngle Ngle N	Cyids Cydonole Cyingle Cyplug Cyterior Cyession Cyark Cyston Cyraxle Cyring Cyke Cynt Cyplete Throttle Tralve Trover Trover Trover Governarm Vexed	0 3 6 0 10 0 6 6 0 4 0 0 2 6 0 4 8 0 2 6 1 10 0 0 4 0 0 3 0 0 1 0 0 8 0 0 4 0 0 0 8 0 1 0 0 8 0 0 1 0 0 8 0 0 1 0 0 8 0 0 1 0 0 8 0 0 1 0 0 8 0 0 1 0 0 8 0 0 1 0 0 8 0 0 1 0 0 8 0 0 1 0 0 8 0 0 1 0 0 8 0 0 1 0 0 8 0 0 1 0 0 8 0 0 1 0 0 8 0 0 1 0 0 8 0 0 1 0 0 8 0 0 1 0 0 0 3
BRAKES, SIDE, complete, each wheel set - each Shoe	Acrank Accoper Acfork Acedale Aceda Acedever Accord Aceva Acring Sybrake Shoe Syggle Spreader Syrank Syrum Syrolt Syrod Syruckle	0 4 6 0 6 6 0 2 6 1 2 6 0 11 0 0 4 6 0 2 6 0 0 6 0 5 0 0 5 0 0 2 3 0 1 0 0 1 3 2 0 0 0 1 0	DASH, complete with Irons, Irons,	Calve Calveating Calvring Calvring Cloat Cleedle Clet Club Clessor Clessor Clessod Clipe Clunnel Clinlet Clacket Clasher Clews Dash Dash	0 I7 6 I 0 0 0 0 0 6 0 4 0 0 5 0 0 3 0 0 9 6 0 2 6 0 8 0 0 I7 0 0 I2 6 0 8 0 0 0 6 0 0 6 0 0 6	nguide Double Water Union Single ng	Cyids Cydonole Cyingle Cyplug Cyterior Cyession Cyark Cyston Cyraxle Cyring Cyke Cynt Cyplete Throttle Tralve Trover Troint Trever Governarm Vexed Vinter Vast	0 3 6 0 10 6 0 6 6 0 4 0 0 2 6 0 4 8 0 4 0 0 3 0 0 0 9 0 1 0 0 8 6 0 4 0 0 8 6 0 4 0 0 8 6 0 0 3 0 0 3
BRAKES, SIDE, complete, each wheel set - each Shoe	Acrank Accoper Acfork Acedale Aceda Aedever Accord Aceva Acring Sybrake Shoe Syggle Spreader Syrum Syrum Syrum Syrum Syrukle Syruckle Syruckle Sylever	0 4 6 0 6 6 0 2 6 1 2 6 0 11 0 0 4 6 0 2 6 0 0 2 6 0 0 6 1 3 0 0 2 3 0 1 3 0 0 1 0 0 1 3 0 0 0 0 1 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DASH, complete with Irons, Irons,	Calve Calveating Calvring Calvring Cloat Cleedle Clet Club Clessor Clessod Clipe Clunnel Clinlet Clacket Clasher Clesser Dash Dasher	0 17 6 1 0 0 0 0 0 0 0 0 6 0 4 0 0 5 0 0 3 0 0 9 6 0 2 6 0 8 0 0 17 0 0 17 0 0 17 0 0 17 0 0 17 0 0 17 0 0 7 6	nguide Double Water Union Single Ngle Ngle Ngle Ngle Ngle Ngle Ngle N	Cyids Cydonole Cyingle Cyplug Cyterior Cyession Cyark Cyston Cyraxle Cyring Cyke Cynt Cyplete Throttle Tralve Trover Troint Trever Governarm Vexed Vinter Vast Vest	0 3 6 0 10 0 0 6 6 0 4 0 0 2 6 0 4 8 0 2 6 1 10 0 0 4 0 0 3 0 0 0 9 0 1 0 0 2 0 0 8 6 0 4 0 0 0 8 6 0 1 0 0 0 0 8 0 0 0 0 3 0 0 3
BRAKES, SIDE, complete, each wheel set - each Shoe	Acrank Accoper Acfork Acedale Aceda Acedae Acedever Accord Aceva Acring Sybrake Shoe Syggle Syrank Syrun Syrolt Syrunk Syrolt Syruckle Sylever Syconip	0 4 6 0 2 6 1 2 6 0 11 0 0 4 6 0 2 6 0 0 6 0 2 6 0 0 6 0 5 0 0 5 0 0 1 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DASH, complete with Irons, Irons,	Calve Calveating Calvring Calvring Cloat Cleedle Clet Club Clessor Clessod Clipe Clunnel Clinlet Clacket Clasher Clews Dash Dasher Engine Chamber	0 17 6 1 0 0 0 0 0 0 0 4 0 0 4 0 0 5 0 0 3 0 0 9 6 0 2 6 0 8 0 0 17 0 0 12 6 0 0 6 0 0 6 0 0 6 0 0 6 0 0 6	nguide Double Water Union Single ng	Cyids Cydonole Cyingle Cyplug Cyterior Cyession Cyark Cyston Cyraxle Cyring Cyke Cynt Cyplete Throttle Tralve Trover Troint Trever Governarm Vexed Vinter Vast Vest Vest Vest	0 3 6 0 10 0 0 6 6 0 4 0 0 2 6 0 4 8 0 4 0 0 3 0 0 0 3 0 0 0 9 0 1 0 2 0 0 1 0 2 0 0 0 8 0 0 4 0 0 8 0 2 6 0 4 0 0 3 0 0 0 3 0 0 3 0 0 3 0 0 1
BRAKES, SIDE, complete, each wheel set - each Shoe Toggles Spreader	Acrank Accoper Acfork Acedale Aceda Aedever Accord Aceva Acring Sybrake Shoe Syggle Spreader Syrank Syrum Syrolt Syrod Syruckle Sylever Syconip Syrolt	0 4 6 0 6 6 0 2 6 1 2 6 0 11 0 0 4 6 0 2 6 0 0 2 6 0 0 6 1 3 0 0 2 3 0 1 0 0 1 3 2 0 0 0 1 3 2 0 0 0 1 0	DASH, complete with Irons, Irons,	Calve Calveating Calvring Calvring Cloat Cleedle Clet Club Clessor Clessod Clipe Clunnel Clinlet Clacket Clasher Clews Clasher Clews Engine Chamber Chambottom	0 17 6 1 0 0 0 0 0 0 6 0 4 0 0 5 0 0 3 0 0 9 6 0 2 6 0 8 0 0 12 6 0 3 6 0 0 6 0 0 6 2 0 0 6 2 0 0 6	nguide Double Water Union Single Cylinder Plug, Exterior Interior Compression Tap Oleo Sparking Plug Piston alone Axle Ring Key Nut Complete Throttle Alone Valve Box Cover Knuckle Joint Lever Governor Rod Arm Cylinder Plug Exterior Washer Plug Washer Cylinder Cyli	Cyids Cydonole Cyingle Cyplug Cyterior Cyession Cyark Cyston Cyraxle Cyring Cyke Cynt Cyplete Throttle Tralve Trover Troint Trever Governarm Vexed Vinter Vast Vest Vest Vest Vession Vasher	0 3 6 0 10 0 6 0 4 0 0 2 6 0 4 8 0 2 6 1 10 0 0 4 0 0 3 0 0 1 0 0 2 6 0 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
BRAKES, SIDE, complete, each wheel set - each Shoe Toggles Spreader	Acrank Accoper Acfork Acedale Aceda Acedae Acedever Accord Aceva Acring Sybrake Shoe Syggle Spreader Syrank Syrunk Syruckle Sylever Syoonip Syrolt Syrootl Syruckle Sylever Syoonip Syrolt Syrootl Syrootl Syrootl Syrootl Syrooss	0 4 6 0 2 6 1 2 6 0 11 0 0 4 6 0 2 6 0 0 6 0 2 6 0 0 6 0 5 0 0 5 0 0 1 0 0 0 1 0 0 0 1 0	DASH, complete with Irons, Irons,	Calve Calveating Calvring Calvring Cloat Cleedle Clet Club Clessor Clessod Clipe Clunnel Clinlet Clacket Clasher Clews Dash Dash Dasher Engine Chamber Chambortom Caser	0 17 6 1 0 0 0 0 0 0 0 4 0 0 4 0 0 5 0 0 9 6 0 2 6 0 8 0 0 17 0 0 12 6 0 0 6 2 0 0 6 2 0 0 6 82 0 0 20 0 0 9 0 0 0 2 0 0	nguide nouble Water Union nouble Water Union nouble water Union nouble water Union nouble nou	Cyids Cydonole Cyingle Cyplug Cyterior Cyession Cyark Cyston Cyraxle Cyring Cyke Cynt Cyplete Throttle Tralve Trover Troint Trever Governarm Vexed Vinter Vast Vession Vasher Collector	0 3 6 0 10 0 6 0 4 0 0 2 6 0 4 8 0 2 6 1 10 0 0 4 0 0 3 0 0 0 9 0 1 0 0 8 0 2 6 0 4 0 0 0 0 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
BRAKES, SIDE, complete, each wheel set - each Shoe Toggles Spreader	Acrank Accoper Actork Acedale Aceda Acedever Accord Aceva Acring Sybrake Shoe Syggle Syreader Syrank Syrun Syrolt Syrod Syruckle Sylever Syconip Syrolt Sycots Syrink	0 4 6 0 2 6 1 2 6 0 11 0 0 4 6 0 2 6 0 0 4 6 0 2 6 0 0 6 0 5 0 0 2 5 0 0 1 0 0 1 3 2 0 1 0 0 1 3 0 1 0 0 1 3 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0	DASH, complete with Irons, Irons,	Calve Calveating Calvring Calvring Cloat Cleedle Clet Club Clessor Clessod Clipe Clunnel Clinlet Clacket Clasher Clews Dash Dash Dasher Engine Chamber Chambet Caser Caser Capper	0 17 6 1 0 0 0 0 0 6 0 4 0 0 5 0 0 3 0 0 9 6 0 2 6 0 8 0 0 17 0 0 12 6 0 0 6 0 0 6 0 0 6 0 7 6	nguide Double Water Union Single Cylinder Plug, Exterior Interior Compression Tap Oleo Sparking Plug Piston alone Axle Ring Key Nut Complete Throttle Alone Valve Box Cover Knuckle Joint Lever Governor Rod Arm Cylinder Plug Exterior Washer Interior Castle Nut Washer Plug Washer Cylinder Cyli	Cyids Cydonole Cyingle Cyplug Cyterior Cyession Cyark Cyston Cyraxle Cyring Cyke Cyring Cyke Cynt Cyplete Throttle Tralve Trover Troint Trever Governarm Vexed Vinter Vast Vest Vest Vest Collector Clange	0 3 6 0 10 0 6 0 4 0 0 2 6 0 4 8 0 2 6 0 4 9 0 1 10 0 0 0 3 0 0 9 0 1 0 0 2 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
RPAKES SIDE complete each wheel	Acrank Accoper Acfork Acedale Aceda Acedae Acedever Accord Aceva Acring Sybrake Shoe Syggle Spreader Syrank Syrunk Syruckle Sylever Syoonip Syrolt Syrootl Syruckle Sylever Syoonip Syrolt Syrootl Syrootl Syrootl Syrootl Syrooss	0 4 6 0 2 6 1 2 6 0 11 0 0 4 6 0 2 6 0 0 6 0 2 6 0 0 6 0 5 0 0 5 0 0 1 0 0 0 1 0 0 0 1 0	DASH, complete with Irons ,, Irons ,	Calve Calveating Calvring Calvring Cloat Cleedle Clet Club Clessor Clessod Clipe Clunnel Clinlet Clacket Clasher Clews Dash Dash Dasher Engine Chamber Chambortom Caser	0 17 6 1 0 0 0 0 0 0 0 4 0 0 4 0 0 5 0 0 9 6 0 2 6 0 8 0 0 17 0 0 12 6 0 0 6 2 0 0 6 2 0 0 6 82 0 0 20 0 0 9 0 0 0 2 0 0	nguide - Double Water Union - Single - Not - Single - Sin	Cyids Cydonole Cyingle Cyplug Cyterior Cyession Cyark Cyston Cyraxle Cyring Cyke Cynt Cyplete Throttle Tralve Trover Troint Trever Governarm Vexed Vinter Vast Vession Vasher Collector	0 3 6 0 10 0 0 6 6 0 4 0 0 2 6 0 4 8 0 2 6 1 10 0 0 4 0 0 3 0 0 0 9 0 1 0 0 8 6 0 4 0 0 0 0 8 0 1 0 0 0 0 3 0 0 0 3 0 0 0 3 0 0 0 1 0 0 0 2 0 0 0 2 1 0 0 0 2

Side False Frame Cross Members Front Spring Hangers Back , "Undersheeting FAN, complete less Bracket Spindle Cup Belt Blades Pulley GEAR BOX, complete in Gunmetal Top Half with Lid Bottom Half Reverse Prinon Sliding Mainshaft Secondary Shaft, complete with Gears and Bearings Shaft cult	Fide 9 0 0 Fame 2 10 0	Ball Eccentric - "" Mechanical Pump - "" Hand """ Gauge Glass - "" Drip """ Pump """ Oil Pipes - "" Unions - "" Washers - "" Filler Cap - "" Filler Gauze - "" Rocker Arm "" """ Pins - ""	Eccentric 0 17 6 Mecump 1 2 0	Fibre Joints Flanges	,, Pumire o
Cross Members	Fember 1 2 6	Hand ", ,,	Macump 0 15 0	Pinion	,, Pumpinion 1
Back	Fanger 0 8 6 Finger 0 8 6	Orin	Gage or 3 Grip oo 6	PETROL TANK, complete	Tank
Undersheeting	Feeling 1 12 0	Pump ,, ,,	Grump o r 6	Filler Cap	,, Tiller
FAN, complete less Bracket	Fan I 2 0 Fracket 0 4 0	Oil Pipes ,,	Oilpipe 0 12 6 Oiling 0 1 3	Gauze	,, Tauze o
Spindle ::	Frindle 0 2 0	Washers	Oilasher o o 2	Filter	,, Tipe o
Cup	Frups o r o	Filler Cap ,,	Oilcap o 1 6 Oilgauze o 1 6	" Cap	,, Tiltap o
Blades :	Felt 0 2 6 Flades 0 2 6	Rocker Arm	Oilocker 0 1 6	FETROL TANK, complete - Filler Cap - Gauze - Petrol Pipes - Filter - , Cap - , Strainer - , Spring - Petrol Cock - Unions	,, Tiltainer of
Pulley	Fulley o 5 o	" " Pins "	Oilpins o o 6	Petrol Cock	,, Tock
Top Half with Lid	Gear 46 5 0 Geraffe 7 15 0			Unions	,, Tunion o
Bottom Half "	Gamium II II o	MUDGUARDS, complete with Stays - ,,	Mudguard 1 15 0 Mudget 1 10 0	DADIAMOD complete with Unions	Padiator
Reverse Pinion	Gerverse 1 15 0 Gliding 2 2 0	Less Stays	Mudget 1 10 0 Mudgays 0 5 0	Filler Cap 6	each Riller o
Mainshaft ;;	Ganeshaft I o o	Brackets each	Mudracket 0 2 0	Inlet Pipe	,, Rauze c
Secondary Shaft, complete with Gears and	Gafteet 6 10 0	MAGNETTO	M	Filler Cap	Routlet c
Shaft only	Gaft I 7 6	MAGNETO, complete with Coil, B.M. ,,	Magneto 18 0 0 Magcoil 2 15 0	Clips-	Ft. Rose c
ist, and and 3rd Speed Wheel - ,,	Gist, Gend, Gird o 17 6	Coil Cheek Ignition, side fitted with Ball Bearings	Mageek 1 17 0	Drain Plug	,, Rain o
Top Speed Clutch Wheel	Glutchitted 5 10 0 Glutcheel 1 13 6	Cheek Driving ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,,	Mageeking I 2 0 Magbase I 4 0	RADIUS ROD, complete	., Radium 1
Reverse Plate	Gawlate 0 17 6	Armature complete ,,	Magarm 2 13 0	Spring Buffer ,,	., Raduffer o
Pawls for Free Wheel	Gawndle 1 5 0 Glutching 0 1 6	Primary Collector with Insulation - ,,	Magrimary 0 2 6 Magaster 0 0 3	Buffer Bracket	Ronly o
Free Wheel Centre	Gap 0 12 0	Washer " " "	Magut 0 0 3	Slotted Pieces	,, Rotted o
Operating Fork with Rod	Gistance 0 2 0 Goper 0 10 6	Armature complete - ',' Primary Collector with Insulation - ',' Nut at end of Spindle - ',' Washer , ',' Advance with Squares and Columns - ',' Fixing Spring for ditto - ',' Milled Socket for Bayonet Mounting ditto	Madvance 2 16 0	RADIUS ROD, complete Spring Buffer ,,	,, Rings o
,, only	Goperon 0 7 0	Milled Socket for Bayonet Mounting ditto ,,	Magix o o 6 Magille o 1 6	Buffer Tube	,, Rube
Mainshaft Ball Bearings ,,	Goball r 3 6	Cover for ditto ,,	Magover o 6 6		
End Bearing Caps	Grust 0 17 6 Genber 0 4 6	Springs of ditto	Magroller 0 12 0 Magring 0 0 8	Wheel	each Stwheel 1
Change Speed Lever	Lever 2 5 0	Screws of ,, ,,	Magrew o o 3	Spindle	,, Stolum o
Bracket	Gindle 0 3 0 Gracket 0 2 6	Platinum Screw	Magnum 0 10 0 Magame 0 0 2	Gear Case	., Stear 2
Quadrant	Quadrant 0 17 6	Magnets	Magnet 0 14 6	Worm	Storm 3
Mainshaft Secondary Shaft, complete with Gears and Bearings each Shaft only ist, 2nd and 3rd Speed Wheel Free Wheel Clutch, complete Top Speed Clutch Wheel Reverse Plate Top Speed Spindle Pawls for Free Wheel Free Wheel Centre Distance Piece for Top Speed Bearing Operating Fork.with Rod Operating Fork.with Rod Operating Fork with Rod Operating Speed Lever Operating Caps Change Speed Lever Operating Lever Arm Split Collars Back Nuts Lever Cotter Pin Triggers Levers Springs Gland for Operating Rod End Cap HUBS, front Hub Cap Hub	Operarm 0 12 6 Operoint 0 6 0	Milled Socket for Bayonet Mounting ditto Cover for ditto Roller Link piece Springs of ditto Screws of Platinum Screw of same Magnets Condenser Connecting Bar for ditto Nut for ditto Four-Cylinder Secondary Distributor with	Magenser 0 15 0 Magect 0 0 6	STEERING GEAR, complete Wheel Column Spindle Gear Case Worm Sector Sector Spindle Steering Ball Arm Connecting Rod, complete Brass Caps Springs Ball Cones Steering Column Bracket Dash Gear Leather Covers	., Sectingle o
Split Collars " ;,	Operaller o 2 6	Nut for ditto	Magectut 0 0 2	Steering Ball Arm	,, Sectarm o
Lever Cotter Pin	Operut 0 1 0 Operin 0 0 9	Four-Cylinder Secondary Distributor with	Magbuter 0 13 6	Brass Caps	., Sectron
Triggers	Operigger 0 4 6	Cover each Fixing Nuts for ditto - '' Cover for ditto - '' Fibre Pinion and Carbon Holder - ''	Magbuter 0 13 6 Magtun 0 0 8	Springs	,, Sectring of Sections
" Levers,	Opprever 0 3 6 Opering 0 0 6	Cover for ditto ,,	Magover 0 2 6	Steering Column Bracket Dash	Sectories
Gland for Operating Rod	Operaling 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Wall Plug Nut	Maginion 0 14 0 Magall 0 0 3	,, Gear ,,	,, Stearacket o
End Cap ,, ,,,	Opercap o 2 6	Primary Carbon and Spring ,,	Magpie 0 0 9	Leatner Covers	,, Seacover
back	Rub 2 0 0 Rump 5 0 0	Earth Carbon and Spring	Magbut 0 0 5 Magearth 0 0 9		
,, Hub Cap ,,	Haxcap o 15 o	Screw for ditto	Mage 0 0 4	Handle only	Stindle
Bush 2 to each Hub -	Axcap o 4 6 Axush o 6 o	Secondary Carbons and Spring ,,	Magcarbon 0 0 7 Magic 0 0 5	Spring	,, String
,, hind ,, ,, ,,	Haxush o 15 o	Primary Wall Plug Nut ,,	Magplug o o 3		
IGNITION CONTROL, complete set - ,,	Ignition o 18 o	Milled Button ,,	Magmill 0 0 5 Magnetrew 0 0 3	SILENCER, complete - End Caps - Brackets - Washers and Joints - Exhaust Pipe - Rods and Nuts - Cylinders, Set 4 -	,, Silencer 4
Lever ,,	Igever o 1 6 Igracket o 3 o	Fixing Screw for Cheeks ,,	Magret 0 0 3	Brackets	Send
Lever	Irod o 1 o	Fixing Screw for Condenser,,	Magretting 0 0 2	Washers and Joints	., Soint c
Bell Cranks ,,	Irank 0 1 9 Ibell 0 2 0	Axle for ditto	Magear o 5 6 Magaxle o 1 9	Exhaust Pipe	., Sipe r Sasodum c
Short Rods and Joint	Iboint 0 2 0	Ball Bearing for ditto ,,	Magball 0 2 3	Cylinders, Set 4	,, Sasinder
	Universe 3 10 0	Fixing Screw for same	Magcam 0 2 0 Magame 0 0 3	CDDINGS Front	Rodings 2
JOINTS, front Universal, complete Cups - Clutch Square - Sliding Grease Cups - Cup Centre Plate - Arborshaft U/J, complete - Swivel Jaw - Substant Plate -	Unicup 0 12 0	Cover for ditto Fibre Pinion and Carbon Holder Wall Plug Nut Primary Carbon and Spring Milled Button for same Earth Carbon and Spring Screw for ditto Secondary Carbons and Spring Milled Buttons for Ignition Cover Primary Wall Plug Nut Milled Button for Ignition Cover Fixing Screw for Magneto Fixing Screw for Cheeks Fixing Screw for Condenser Intermediate Gear Axle for ditto Cam Fixing Screw for same Spindle for link piece Lubricator Pump, complete with Pinion Spindle Vane Gland Body Cover Drain Tap Inlet Pipe Outlet Utions	Magindle o o 6	SPRINGS, Front	., Rindings
Sliding	Unicut 0 10 0 Uncut 0 10 0	Pump, complete with Pinion	Magricator 0 0 7 Pump 4 10 0	., Hind Spring Clips	., Slip
Grease Cups ,,	Uncup o 1 6	Spindle ,,	Pumpindle o 10 o	Shackles Plates	., Shackles
Arborshaft U/I, complete	Unentre 0 12 0 Araft 0 18 0	Vane ,,	Pumpane o 8 9 Pumpand o 3 o	., Front Spring Clips	,, Slop
Swivel ,,	Arivel 0 4 0	Body ,,	Pumpody I 5 o	WHEELS, Front, less Tyres and Rims	., Ront 6
Bolt and Pin	Arjoint 0 8 0 Arbolt, Ar, in 0 1 0	Cover ,,	Pover 0 15 0 Pat 0 2 6	Back, Front, with Tyres, 32in. × 3	,, Rind 12
Bushes ,,	Arbush o i o	Inlet Pipe ,,	Purlet o 8 o	De Nevers	each Rontire 14
	Arcup o 1 6 Cardan o 15 6	Outlet ,, ,, Unions ,,	Poutlet 0 8 0 Punion 0 1 6	De Nevers	gin., each Rindire 20
Square	Square 0 7 6	Grease Cup	Punion o 1 6 Pumpup o 1 6	De Nevers ,, Rubbers only, 32in. by 3in.	each Rindire 20
" Grease Cup "	Carcup o 1 6	Aluminium Clip ,,	Plip o 7 6	Nevers	each Rubberon 6
		30-CWT. VAN C	CHASSIS.		
AXLE, BACK, complete, less Brakes and		Half Live Axle	Dalive 1 2 6	Steel Worm	Dorm 2
Horn Brackets each	Daxle 52 0 0	Tube Casing (Screwed one end)	Datube 1 7 6	Differential Box with Pins	" Differenti
Half Casing	Dasing 3 7 6 Dasover 0 2 0	Horn Brackets ,, Slipper	Dorn 1 0 0	Half Differential Case	., Diff Case
End Caps	Dasaps 0 4 0	,, Slipper ,, Sleeve ,, Stay ,,	Dipper 0 5 6 Dleeve 0 6	Planet Pinion	., Dlanet
Spring and Brake Bracket ,, Tubular Stay ,	Drucket 1 0 0 Dollar 0 7 6	,, Stay Phosphor Bronze Worm Wheel ,,	Day 0 3 0	" Pins	" Dlanins o
	20.141	Lassphot Bronze world wheel ,,	Dronzing 5 5 0	Driving Stars	" Dars o
		73			

Double " " .,	Double	3 8 o	Shaft	- 11	Fluaft	0 2 6	,, Nut,	Dyut	0 1 0
Lock Nut for Star Pinion Live Axle Castle Nut	Dompinion Dombut	0 1 3	,, Brackεts	- "	Fluracket Flolt	0 4 0 0 I 6	Throttle Box,	Drottle	1 0 0
Split Collars	Dally	0 0 9	Thrust Bearing	- "	Fluethrust	0 12 6	Cover	Dralve Drover	0 8 6
Axle Case Bolts	Doltaxle	O I O	Thrust Bearing Spring ,, Cap	- ,,	Frutch	0 5 6	Knuckle Joint,	Droint	0 0 8
AXLE FRONT, complete with Steering			" Сар	- ,,	Flycap	0 2 6	Knuckle Joint	Drever Dovernarm	0 2 6
Joints and Connections	Faxle	26 10 0	CARBURETTER -		Carburetter	9 0 0	Cylinder Plug Interior Washer - each	Dexed	0 1 0
Axle only each	Faxoner	7 5 0	Float		Float	0 4 0	Cylinder Flug Interior Washer - each , , , Exterior Castle Plug Washer Comp. Tap Washer Cylinder Washer Exhaust Receiver	Durter	0 0 3
Swivels and Axle Arms	Faxivel Faxipot	3 12 0 0 5 0	Needle Valve		Fleedle Fauto	0 4 0	Plug Washer	Dast Dest	0 0 3
Bottom Swivel Bearing	Faxiottom	0 5 0	,, ,, Cover	- "	Fautocover	0 15 0	Comp. Tap Washer	Dession	0 0 I 0 0 2
Swivels and Axie Arms Top Swivel Bearing Bottom Swivel Bearing Swivel Brass (ap Steering Ball Arm Single Steering Arm Steering Link Rod Li	Fax	0 10 0	", Valve ", Cover ", Valve ", Spring ", Valve Seat Choke Tube - Spray Heater Pipe ", Valve Spray	,	Falve	0 17 6	Cylinder Washer	Dasher	0 0 2
Single Steering Arm	Faxarm Faxingle	1 0 0 0 12 6	Valve Seat	,	Falvring Falveating	0 0 6	Inlet	Dollector Dlange	1 15 O
Steering Link Rod	Faxodd	1 15 0	Choke Tube	- ,,	Flub	0 3 0	Inlet ", ", Exhaust Flange , Inlet ", ",	Dunlet	0 1 0
Link Rods Jaws Link Pins Spindle Nuts	Faxaws	0 13 6	Spray		Flet	0 5 0	Inlet ,, ,,	Dlanging	0 2 6
Spindle Nuts	Faxins Faxuts	0 1 6	Atmospheric Funnel and Gauze	* **	Flipe Flinnel	0 8 0	FRAME, complete with Spring Hangers -	Drame	30 0 0
" Collets "	Faxollet	0 5 6	Almospheric Funnei and Gauze Inlet Pipe - Fibre Washers - Depressor, complete - Nod - Fixing Bracket - Float Chamber - Mixing Chamber - Screws -	- 11	Flinlet	0 12 6	Side Frame each False	Dide	4 10 0
ARBORSHAFT, with Jaw and Cup Brazed	Farbor	3 0 0	Perressor complete	- ++	Flasher Flessor	0 0 6	Cross Members	Dame Dember	I 2 0 I 2 0
Shaft only each	Faftole	1 10 0	Rod		Flessod	0 2 6	Front Spring Hanger ,,	Danger	0 8 6
ACCELERATOR, Hand set, complete	Daccelerator	2 0 0	Fixing Bracket	,	Flacket	0 3 6	Back ,, ,,, Undersheeting ,,	Dinger	0 9 0
Lever	Dacclever	0 3 6	Mixing Chamber	.,	Floatambe · Fixingamber	2 0 0		Deeting	1 15 O
Lever	Dacbracket	0 6 6	Screws	- 4	Flews	0 0 6	FAN, complete, less Bracket ,,	Dan	1 7 6
Rods	Dacrod Dacbell	0 2 3 0 4 0			D 1		Bracket Belt Spindle Cups Blades Camshaft Pulley	Dracket Delt	0 4 0
" Bracket	Dacrank	0 4 6	DASH, complete with Brackets - Brackets -		Fash Fasher	0 5 6	Spindle ,,	Drindle	0 2 0
Operating Fork,	Dacfork	0 2 6					Cups	Drups Dlades	0 1 0
Pedal Set complete	Daccoper Dacedale	0 6 6	ENGINE, 45 L-S. Aster, complete	each	Dengine Damber	166 o o	Camshaft Pulley	Dulley	0 2 6
Bracket -	Daceda	0 11 0	ENGINE, 45 L-S. Aster, complete Top Half Crank Case Bottom Half Cap of Back Bearing Middle Bolt of Bearing Lubricator Union Release Valve		Dambottom	12 0 0	GEAR ROX complete	Dear	46 5 0
Rod	Daccord	0 4 6	Cap of Back Bearing	- ,,	Dapper	0 14 6	GEAR BOX, complete each Half Case, with Lid each Bottom Half Case	Deraffe	7 15 0
Lever	Dacera Dacring	0 2 6	Bolt of Bearing	,	Dapiddle Dabolt	0 6 8	Bottom Half Case ,,	Damium	II II O
			Lubricator Union	,	Dunion	0 2 0	Reverse Pinion Sliding ,, Mainshaft	Derverse Dliding	1 15 0
BRAKES, SIDE, each wheel set each	Dybrake Doe	0 6 0	Release Valve	· 11	Drealve	O I O	Mainshaft ,,	Daneshaft	1 0 0
Toggles	Dyggle	0 3 9	Tap	- ,,	Drain Drop	0 1 0	Secondary Shatt complete with Gears	Dafteet	6 10 0
Spreaders,	Dreader	o 1 9	Bolt for Fixing Crank Case		Drabolt	0 0 9	Shaft only First Speed Gear Wheel Second Third	Daft Dist	1 7 6
Cranks ,, Drums ,,	Dyrank Dyrum	0 3 9 3 0 0	Gear Case Cover	,	Daser	2 0 0	Second,,,,,,	Dend	0 17 6
Shield	Drield	0 5 0	Screw		Dide Drew	0 7 6	Third "," ",",	Derd)	22 - 23 - 2
Compensating Link	Dyconip	0 2 9	Lubricator Union Release Valve - Plug for Draining Oil Tap Bolt for Fixing Crank Case Gear Case Cover Tappit Guide ", Screw Tappit Male Portion Female	- "	Drale	0 2 9	Free Wheel Clutch, complete Third Speed Clutch Wheel	Dutchitted Dutchell	5 10 0 1 13 6
Turnbuckle ,,	Dyruckle Dylever	0 2 9 1 13 6	,, Female ,, Roller for Tappit	A 11	Drile	0 3 6	Reverse Plate - ', Top Speed Spindle - ', Pawls for Free Wheel - ', Free Wheel Centre - ',	Dawlate	0 17 0
Lever Cross Brake Rod Brackets for same Pinbolts	Dycross	0 5 0	Ayle of Roller	- "	Doller Draxle	0 I 6 0 3 0	Top Speed Spindle,	Dawnale	1 5 6
Brackets for same,	Dyrinket	0 7 6	Regulating Screw of Tannit		Drappit	0 0 9	Free Wheel Centre	Dutching Dap	0 1 6
Cross Rod Cranks	Dyrolt Dyrink	0 0 6	Tappit, complete Inlet Camshaft Exhaust Camshaft Washers	- ,,	Domplet	1 0 0		Distance	0 2 0
Compensating Link Bracket, Connecting Rods,	Dyconack	0 2 0	Exhaust	- ,,	Draft Decaft	3 16 0 3 16 0	Operating Fork with Rod	Doper Doperon	0 10 6
Connecting Rods ,,	Dyrod	0 3 6	Camshaft Washers	- "	Da tasher	0 0 8	Ball Bearings for Mainshaft	Doball	0 7 0 1 3 6
BRAKE FOOT, complete, less drum -	Dobrom	4 0 0	Front Inlet Camsnatt Bearing -	-	Dram	0 13 6	Ball Thrust Bearings	Drust	0 17 6
Band each	Doband	1 7 6	Intermediate ,, ,,	- "	Drush D riddl e	0 8 0	End Bearing Caps ,	Denber Dever	0 4 6
Drum	Doodrum Doobell	1 5 0 0 2 6	Back ,, ,,	- ",	Dack	0 8 0	Spindle	Dindle	2 5 0 1 13 6
"Bracket "	Doobracket	0 3 0	Inlet Timing Wheel	- ",	Dinweel	2 8 0	,, Bracket,	Dracket	0 2 6
Bell Crank Spindle,	Doopindle	0 2 6	Crankshaft only	- "	Dexell Deshaft	2 5 0 31 0 0	Quadrant ,,	Dudrant Doperarm	0 17 6
Eve Bolts	Doobridge Dybolt	0 13 6 0 1 0	Peg for Starting Handle		Dandle	0 0 4	Operating Lever Arm - ,, Split Collars , Backnuts - ,	Doperaller	0 2 6
Operating Crank	Dopercrank	0 4 0	Front Bearing	- 0	Drinion Dearing	0 18 6		Doperut	OIO
Turnbuckle	Dadlink	0 2 9	Middle ,,	0 "	Dintering	I 0 0	Ioint for Operating Arm	Dotter Doperocut	0 0 9
Pedal	Dooconer Dooedal	0 3 6	Back	,,	Dacking	1 6 o	Cotter Pin for Change Speed Lever Joint for Operating Arm	Doperigger	0 4 6
Toggles	Doggle	0 2 3	Dig End Connecting Bed Bearing	- ,,	Domplete Dush	3 1 6	" Levers "	Dopprever	0 3 6
Band Slippers	Doolip Doolipper	0 1 0	Little End ,, ,, ',	- "	Doot	0 3 0	Gland for Operating Rod	Dopering Doperland	0 0 6
Cast Iron Lining	Doolin	0 7 6	Bolt for Connecting Rod	- ,,	Drolt	0 0 6	Dummy Gland ,,	Dopercap	0 2 6
Spring	Dooring	0 0 6	Cylinder Casting	- ,,	Donnecting Dyasting	2 0 0 5 10 0	HIIRS Front complete -	Drub	2 10 0
BRAKE FOOT, complete, less drum Band	Doodolt	0 0 9	Big End Connecting Rod Little End , Bolt for Connecting Rod Connecting Rod or Cylinder Casting Castle Plug Inlet or Exhaust Valve, complete -	- ,,	Dyastle	0 6 8	Hind Hub - " Front Hub Cap - ","	Drump	6 5 0
BUNNET	Donnet	5 5 0			Dyanst	0 12 0		Duxcap	0 2 6
Middle Rest Dash ,,	Donest Donash	0 11 0	Valve Stem	- ,,	Dyom Dyalve	0 10 0	Front Hub Bushes (2 to each Wheel)	Draxcup Daxush	0 5 6
Bonnet Strap,	Donast	0 5 6		- ,,	Dyake	0 0 4	Hind ,, ,, ,,	Draxbush	0 18 0
Plates	Donat	0 5 6	Valve Key Top Valve Cap Bottom Valve Cap Valve Guide Double Water Union Single Interior Cylinder Plug Exterior Compression Tap	- ,,	Dytop Dyottom	0 0 8	TONITION Control Set complete	Dignition	0 18 0
CLUTCH, complete, less pedal	Flutch	10 5 0	Valve Guide	- ,,	Dyottom	0 3 6	Lever each ,, Bracket, Rods, long, Bell Cranks, Short Rod and Joints,	Digever Digracket	0 1 6
Balance Weight	Falance	I 2 0	Double Water Union	- ,,	Dydouble	0 10 0	Rods, long	Digracket	0 3 0
Plate	Fluplate Fluemale	I I 0 I I2 0	Interior Cylinder Plug	- ,,	Dyingle Dyplug	0 6 6	Bell Cranks	Dirand	0 I 9
Male Part,	Fale	2 5 0	Exterior ,, ,,	- ,,	Dyterior	0 4 0	Short Rod and Joints	Dibell Diboint	0 2 0
Leather,	Fleather	0 10 0		2.2	Dyession	0 4 8			
Pedal	Fluedale Fluedaft	1 5 0 0 6 6	Oleo Sparking Plug	- ,,	Dyark Dyplete	0 2 6 2 0 0	JOINTS, Clutch, Universal Joint, complete	Duniverse Dunicup	3 IO O
,, Shaft ,, ,, Brackets ,, Phosphor Bronze Slippers pair	Fludafac	0 4 6	Piston, complete	- ,,	Dyston	I 10 0	Cup each Clutch Square ,, Sliding Square ,,	Dunicut	0 10 0
Phosphor Bronze Slippers pair	Flufos	0 10 0	,, Axle	- ,,	Dynaxle	0 4 0	Sliding Square ,,	Duncut	0 10 0

Arborshaf,t Universal Joint, complete -	Daraft Darivel	1 17 6 0 7 6	Primary Carbon and Spring - , Milled Button for same - ,	, Magpie , Magbut	0 0 9	Rod only each Spring Buffer (less Clip) ,,	Donly Daduffer	0 12 6 0 14 6
Swivel each	Darjoint Darbolt	0 10 0	Earth Carbon and Spring Screw for ditto Secondary Carbons and Spring s	Mageart	h 0 0 9	Spring Buffer (less Crip) " Springs " Springs " Slotted Pieces - " Brass Caps - " Buffer Tube - "	Druffer	0 10 0
Bolt and Pin ,, {	Darpin	0 2 0	Secondary Carbons and Springs	Mage Magcarb		Slotted Pieces ,,	Drings Dotted	0 I 0 0 I 0
Bushes	Darbush Darcup	0 2 0 0 1 6			0 0 5	Brass Caps ,, Buffer Tube	Dap Dube	0 I 0 0 4 6 0 5 0
Grease Cup	Dardan Duare	1 7 6	Frimary Wall Plug Nut	Magmill	0 0 5	CERTIFIC CEAR	Deering	10 10 0
		0 10 0	Fixing Screw for Magnets Fixing Screw for Cheeks	Magnetr Magret	0 0 3	Wheel Column ", Spindle Gear Case - " Worm Sector Spindle - " Spindl	Dwheel Dolum	1 12 6
LUBRICATOR, complete, Ball Eccentric	Dubricator Deccentric	0 17 6	Fixing Screw for Condenser ,	Magretti Magear	ng 0 0 2 0 5 6	Spindle	Dolindle	0 4 6 0 4 6
Ball Eccentric - , Mechanical Pump - ,	Decump	I 2 0	Axle for ditto Axle for ditto Ball Bearing for ditto Cam Fixing Screw for same Spindle of Link Piece Lubricator	Magaxle	0 1 9	Worm	Dear Dorm	3 0 0
Mechanical Pump Hand Pump Gauge Glass Drip Pump Oil Pipes Unions Washers Rocker Arm """ """ Filler Cap "" Mudguards, complete with Stays """ Mudguards, complete with Stays "" """ """ """ """ """ """ "	Dacump Dage	0 15 0	Ball Bearing for ditto , Cam	Magball Magcam		Sector ,,	Dector	I 10 0
Drip ,,	Drip Drump	0 0 6 0 I 6	Fixing Screw for same	Magame	0 0 3	Steering Ball Arms	Dectingle Dectarm	0 15 0
Oil Pipes ,,	Doilipe	0 12 6	Lubricator	Magindl Magrica		General Arms Connecting Rod Brass Caps Springs Ball Cones	Dectrod Dectrap	I 0 0
Unions ,, Washers ,	Doiling Doilasher	O I 3 O O 2	DEEDOT MANUE	T 1	4 0 0	Springs	Dectring	0 4 6 0 1 0
Rocker Arm	Doilocker	о 1 6	PETROL TANK Filler Cap Gauze Strainer Petrol Pipe to Filter ,, , Carburetter Petrol Filter Unions Filter Bracket	Driller	0 5 6	Ball Cones Steering Column Dash Bracket	Dectrones Dectracket	0 10 0
Filler Cap "	Doilpins Dillercap	0 0 6 0 1 6	Petrol Pipe to Filter	Drauze Dipe	0 3 6	,, Gear Bracket, Leather Covers,	Dearacket	0 10 0
Mudguards, complete with Stars "	Dillerauze Du d guard	o 1 6	Point Filter, Carburetter ,	Dripe	0 10 0	STARTING HANDLE, complete	Deacover Dandle	0 7 6
Stays per pair	Dudgarp	1 15 o o 5 o	Unions	Dilter Danion	0 17 6 0 1 6	Handle only each	Danonly	0 3 6
Stays per pair Brackets each Mudguards only ,,	Dudracket Dudget	0 2 0 1 10 0	Filter Bracket	Diltac	о 1 б	Spring	Danidle Danring	0 4 6 0 I 0
			PUMP, complete with Pinion	- Dump	4 10 0	Spring, Bracket,	Dack	0 3 6
MAGNETO, complete with Coil - each	Magneto Magcoil	18 0 0 2 15 0	Aluminium Clip eac Spindle	ch Dlip Dumpin	0 7 6 dle 0 10 0	SILENCER	Dilencer Dilclip	4 IO O
Check Ignition side fitted with Ball Bearing.	Mageek	1 17 0	Vane ,	Dumpan	089	End Caps	Dilcap	I 7 6
Cheek Driving ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,,	Mageeking Magbase	1 2 0 1 4 0	Gland	Dlush Dumpan		Exhaust Pipe ,,	Dike Donit	I 5 0 0 I 0
Armature complete, Primary Collector with Insulation,	Magarm Magumary	2 13 0 0 2 6	PUMP, complete with Pinion Aluminium Clip Spindle Vane Vane Bush Gland Flange Pinion Cover Drain Tap	Dlange Dumpin	0 2 9	SILENCER "" Silencer Clips "" End Caps "" Exhaust Pipe "" Cylinders (r set of 4) "" Rods and Nuts ""	Dasinder	I 5 0
Nut at end of Spindle ,, Washer at end of Spindle ,	Magasher	0 0 3	Cover	Dover	0 15 0	CDDINGC Front	Dasdum Dodings	0 I 6
Washer at end of Spindle Advance with Squares and Columns	Magut Madvance	0 0 3 2 16 0	Cover Drain Tap Inlet Water Pipe Outlet Fibre Joints Grease Cup Pump Booy	Dap Dinlet	0 2 6	Hind Clips Clips, Front Spring Bolts	Dinding	4 0 0
Fixing Spring for ditto - ,, Milled Socket for Bayonet Mounting ditto ,,	Magise	0 0 6	Outlet ,, ,,	Doutlet Dumire	0 8 0	Hind Clips	Dlip Doulip	0 3 0 0 2 9
Cover for ditto ,,	Magille Magover	o 1 6	Grease Cup	Dumpur		Spring Bolts ,,	Dolt	0 0 9
Roller Link Piece ,,	Magroller Magring	0 12 0 0 0 8	Pump Body ,	Dumpod	ly 1 5 0	" Shackle Plates " WHEELS, Hind, less Tyres and Rims	Dackle Dind	0 0 9
Cover for ditto	Magrew	0 0 3	QUADRANT. See Gear Box.			Front , , , , , , , , , , , , , , , , , , ,	Dont	6 10 0
Tightening Screw of same	Magnum Magame	0 10 0	RADIATOR ea	ch Dadiator	27 10 0		Dontire	37 º º
Magnets	Magnet	0 14 6	Drain Plug ,	, Drainlug	0 2 6	Front Wheels with 34 by 4 in. Single De Nevers Tyres and Rims fitted -		
Connecting Bar for ditto ,,	Magenser Magect	0 15 0	Bracket	Divelac Divil	0 10 0	Hind Wheels with 34 by 3½ in. Twin De	Durdire	18 10 0
Nuts for ditto - ,, Four Cylinder Secondary Distributor with	Magectut	0 0 2	Filler Cap	Diller Dauze	0 5 6	Nevers Tyres and Rims fitted - Front Wheels with 34 by 3\frac{1}{2} in. Single De	Dundee	32 8 0
Cover each Fixing Nuts for ditto ,	Magbuter	0 13 6	Inlet Pipe	Drinlet	080	Nevers Tyres and Rims fitted	Dundree	16 4 o
Cover for ditto,	Magtun Magover	0 0 8	Fricket Filler Cap Strainer Inlet Pipe Outlet Hose Clips Rubber Hose	Droutlet Doselip		34 by 4 in. De Nevers Rubbers only each 34 by 3½ in. ", ", ", ", ", ", ", ", ", ", ", ", ",	Dundubber Dundub	10 10 0 8 9 0
Fibre Pinion and Carbon Holder ,,	Maginion	0 14 0	Rubber Hose	ot Dose	0 1 6	34 by 3 in. ,, ,, ,, ,,	Dundrubey	7 1 0
	2-TC	ON VAI			DENNIS "			
AXLE, BACK, less Horn Brackets and Brakes each	Baxlev	110 0 0	AXLE FRONT, complete with Steering Joints and Rods	g ch Axley	26 5 o	BRAKE, SIDE, each wheel set - ,,	Sybrakey Shoey	0 7 6
Half Casing	Basingi	7 5 0	Axle only	. Axonery	7 3 0	Shoe	Syggley	0 3 9
End Caps	Basovery Basappi	0 3 6	Swivels and Axle Arms , Top Swivel Bearing	Axively Axipoty	3 I2 O O 5 O	Spreader	Speady Syranky	o 1 9 o 3 9
Spring and Brake Brackets,	Brin1 etv	1 12 6	Bottom Swivel Bearing ,	Axiotton Axy		Drum ,,	Srummy Shieldev	4 0 0
Distance Piece for Slipper Sleeve - ,, Horn Brackets - ,,	Baseevey Borney	0 3 0 1 2 0	Top Swivel Bearing Bottom Swivel Bearing Brass Cap for Swivel Steering Ball Arm Grease Cups	Axarmy	1 0 0	Connecting Rods	Syrody	0 3 6
,, Slippers,	Bipperey Bleevy	0 5 6	Grease Cups - , , Single Steering Arm - ,	Axcupy Axingly	0 2 6 0 12 6	Connecting Rods Compensating Link Turnbuckles Racket	Sycompy Syrac	0 3 0
,, Stay ,,	Bay	0 14 0	Steering Link Rod ,	Axoddy	I 15 "	Turnbuckles ,,	Syruckley	0 2 6
", Slipper Sleeves ", Stay ", Stay ", Tube Casing, Screwed one end ",	Balivery Batubey	1 12 6	Grease Cups Single Steering Arm Steering Link Rod Link Rod Jaws Pins Spindle Nuts	Axawsy Axiny	0 13 6 0 1 0	Cross Brake Rod	Sylevey Syrossy	1 1 3 6 0 5 0
	Bronzy	2 5 0 14 0 0	Spindle Nuts	Axulty	0 0 6	,, ,, Cranks ,,	Syrinkety Syranky	0 3 6
Steel Worm , , , , Differential Case with Pins - , ,	Bormey Bifferentey	6 10 0 4 12 6	ARBORSHAFT, complete with Jaw ar		0 2 0	Pin Bolts - Bracket "	Syrolty	0 0 6
Half Differential Case	Bovery	2 4 0	Cup, Brazed up eac Shaft only ,	h Arbory	3 0 0	Shoe Bolt	Syracy	о 1 6
Star Pinion ,,	Biniony Blanety	I 2 0 0 II 0	AGGERTH AMOR II I			FOOT BRAKE, complete with Fittings, less	F-1	
Planet Pinion - ,, Pins - , ,	Blaniney	0 1 0	ACCELERATOR. Hand set, complete , Lever	Accellere Aclevery	0 3 6	Band each	Fobroony Fobandy	4 0 0 I 7 6
Driving Stars ,, Ball Journal Bearings	Barsey Bournaly	0 12 6	,, Bracket ,	Acbrace Acrody	y 0 6 6 0 2 3	Drum ,,	Fodrumy Fobelly	I 5 0 0 2 6
Ball Journal Bearings ,, Single Compound Bearings ,,	Bompoundy Boubley	12 0 0	Bell Crank	Acbelly	0 4 0	"Bracket "	Foorackey	0 3 0
Double ,,,,,,,,,,	Bompinioney	6 10 0 0 2 6	Pedal Set, complete	Acranky Acedaley		Bridge , Spindle ,,	Forindly Foridgy	o 2 6 o 13 6
Live Axle Castle Nut ,,	Bombuty Boltaxley	0 I 6 0 2 6	Pedal	Acceday	0 11 0	Eye Bolts ,,	Fybolty	0 I 0
Bolt for Axle Case	Bomnutey	0 I 0	ACCELERATOR. Hand set, complete Lever , Bracket - , Bell Crank Pedal Set, complete Pedal - , Rod - , Lever Take-off Spring - ,	Accordy Acevary	0 4 6 0 2 6	Band	Fopercrany Fadliny	0 4 0
Lock Nut for Compound Bearing ,,	Bally	0 3 6	Take-off Spring ,	, Acringy	0 0 6	Connecting Rods ,,	Foconey	0 3 6
			78					
			10					

End Clips for Band		гопрру	0 1 0	Studs for Lid of Gear Cover ,,	Стапкпу	0 0 0	Inlet Pipe ", and Water Pipe Studs ", Steady Bush ", Steady Bush ", Steady Bush ", Oil Pump, complete ", Oil Pump Body ", Bottom Cover ", Top Gear Wheel for Oil Pump ", Bottom	Collindey	0 0 6
Band Slippers	- ,,	Folippery	o 1 9	Bolts ", ", magneto side ", ", Nob ", ", ", Studs for Inside Half Gear Cover - ",	Crankoly	0 0 8	Inlet Pipe	Cunlety	1 18 0
Cast Iron Lining		Foliney	0 7 6	,, Nob ,, ,, ,,	Crankidy	0 0 6	,, and Water Pipe Studs	Cyangey	0 0 6
Spring	- ,,	Foringy	0 0 6	Studs for Inside Half Gear Cover - "	Crankludy	0 0 6	,, Steady Bush,	Clangey	0 0 4
Pin Bolts	- ,,	Fodolty	0 0 9	Dowel Bush for Gear Cover and Oil Pipe " Washer and Stop Screw Inside Gear Cover	Crankowey	0 0 2	Oil Pump Body	Coilomey	6 0 0
				each	Crankasey	0 0 4	Bottom Cover	Coiley Cumpey	0 17 10
BONNET Middle Rest	. ,,	Bonney	7 15 0	Adaptor Screw for Cover Plate	Cranaftoy	0 I 0	Top	Cumpotey	0 5 10
Middle Rest	- ,,	Bonesty	0 11 0	Castle Nuts for Studs	Cranastley	0 0 8	Top Gear Wheel for Oil Pump	Cumearey	0 7 0
Dash Rest	- 11	Bonasty Bontrapy	2 5 0 0 5 6	Dowel Tube for Gear Cover	Crankowey	0 0 3	Bottom ,, ,, ,	Cotearey	0 9 0
Ronnet Plates	- ,,	Bonaty	0 5 6	Dowel Tube for Gear Cover ,, in. Plug for Gear Cover ,,	Cranluy	0 0 8	Collar for Spindle,	Cakoley	0 1 8
CLUTCH, complete	- "	Clutchey	10 5 0	Cap for Blind Bushes ,, Outside Bolt for Crank Case ,,	Cranrusy	0 0 4	Oil Pump Studs, 5 in	Coiludey	0 0 6
Strap - Bonnet Plates - CLUTCH, complete Balance Weight - Plate - Female Part - Male - Leather - Pedal - ,,, Shaft - ,,, Shaft - ,, Brackets - Clutch Shaft - ,, Brackets - Thrust Bearings - Extension Piece - Spring -		Balancy	I 2 0	Outside Bolt for Crank Case ,,	Cranboly	0 0 8	Top Gear Wheel for Oil Pump Bottom Collar for Spindle Oil Pump Studs, \$\frac{3}{16}\$ in Bolts First Shaft Second Cap for Blind Bush Adaptor Bush Oil Union, complete Union Back Pressure Valve Nut for ditto Nipple Clutch for Spindle Distributor Spindle Distributor Spindle "Bush "Washer Steel Tube for Contact Breaker, \$\frac{1}{2}\$ in. Steel Tube for Contact Breaker, \$\frac{1}{2}\$ in. "Steel Tube for Contact Breaker, \$\frac{1}{2}\$ in.	Coilotey	0 2 0
Plate	- 11	Cluplaty	I 2 0	Back ,, ,, ,, ,, Front Long Bolt ,, Cylinders ,	Crankoly	0 1 10	First Shaft	Coilafty	0 4 4
Female Part	- ,,	Clusinaly	I 12 0	Front Long Bolt ,,	Cranbolety	0 0 8	Second ,,	Colicafty	0 5 6
Male	- 11	Maly	2 5 0	,, complete with all Fittings - ,,	Cyastey Cyastomey	10 17 0 15 10 0	Adaptor Rush	Capindey Cadapey	0 0 2
Leather	- 11	Leathey	0 10 0	Pieton	Cystey	1 10 0	Oil Union complete	Curioney	0 4 4
Pedal	- ,,	Cluedaly	1 5 0	Rings "	Cyringey	0 3 6	Union Back Pressure Valve	Cacumey	0 0 4
" Snart	- ,	Cluedevery Cledalac	0 6 6	Gudgeon Pin	Cyraxtey	0 8 6	Nut for ditto	Cacutey	0 0 2
Clutch Shaft	- "	Cluafty	0 4 6	Bushes	Cyrushey	0 6 10	Nipple,	Cacipiley	0 0 2
Brackets	,,,	Clurackety	0 4 0	Piston Rings Gudgeon Pin Bushes Retaining Ring for Gudgeon Pin	Cykey	0 2 2	Clutch for Spindle,	Caluctey	0 3 0
Thrust Bearings	,,,	Cluthrusy	0 12 6	Cylinder Valve Caps , , Cover for Core Holes , , Studs , , , , ,	Cyakey	0 6 4	Distributor Spindle	Calindley	0 18 0
Extension Piece	- "	Clextensy	0 7 6	Cover for Core Holes,	Cyorey	0 3 8	,, Bush,	Crushey	0 3 0
Spring	- "	Sprutchy	0 5 6	Studs ,, ,,,	Crudey	o 1 8	Washer	Calashey	0 0 4
Cap for Spring	- ,,	Clycapy	0 2 6	Plug ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,,	Crupey	0 2 0	Steel Tube for Contact Breaker, 12 in.,	Conkey	0 6 10
Phosphor Bronze Slippers -	- pair	Cluphosy	0 10 0	Value Plunger complete	Cyressey	0 1 10	Thrust Washer for Spiral Gear	Casiray Caspiray	0 6 10
Extension Fleee Spring Cap for Spring Phosphor Bronze Slippers Fork Brake, complete Band Clutch Bolts	each	Clorky	0 4 6	varve Fluiger, complete	Crewey Tidey	0 12 10	Spiral Wheel on Camshaft	Caspiraley	0 8 6
Brake, complete	- ,,	Cloakey	I 2 0	Body of Valve Lifter	Traley	0 7 10	on C. Breaker Shaft	Casbribitey	0 13 6
Band	- ,,	Clarendey	0 10 6	Valve Sockets	Triley	0 2 4	Clutch for Distributor Spindle "	Cadushey	0 4 0
Clutch Bons	- "	Clolty	о 1 б	Plunger Set Screws	Trewey	0 5 4	Adaptor Bush for C. Breaker	Calevey	0 6 2
		Combunator		Axle for Plunger Roller "	Traxley	O I 10	Lever for C. Breaker,	Caxeley	0 4 0
GARBURETTER, W. & P. Body - Body - Mixing Chamber - Needle Valve - Needle Needle - Needle Needle - Needle The Needle The Needle - Needle The Needle The Needle - Needle The	,	Carburetet Cloatambet	7 0 0 3 14 6	Valve Plunger, complete Body of Valve Lifter Valve Sockets Plunger Set Screws Axle for Plunger Roller Nut for Set Screw Fibre Set Screws Plunger Roller "" "" "" "" "" "" "" "" ""	Trompley	0 0 8	Steel Tube for Contact Breaker, 1½ in. Thrust Washer for Spiral Gear Spiral Wheel on Camshaft , , , , on C. Breaker Shaft Clutch for Distributor Spindle Adaptor Bush for C. Breaker Lever for C. Breaker Magneto Pinion Fixing Plate for Magneto Magneto Clamp Driving Fork , Spindle , Bolt , Bolt , Roller , Pin Stud for Clamp Driving Fork Bolt Washer Liner Peg for Starting Shaft Clutch Inlet Water Pipe connecting Piece for	Cagixey	0 7 10
Mirring Chamber	,	Clixinget	0 12 3	Fibre Set Screws,	Trappety	0 I 0	Fixing Plate for Magneto,	Calampy	0 10 0
Mixing Chamber		Clixush	0 0 4	Plunger Roller,	Tolley	0 0 10	Magneto Clamp	Calorky	0 2 6
Float	,,,	Cloatet	0 4 0	Valves	Cyaney	0 10 10	Driving Fork	Calindley Calolty	0 6 10
Needle Valve		Cleedlet	0 I 0	,, Spring	Cyalvety Cytopey	0 0 8	Bolt -	Calolley	0 7 4 6
., Seat	- "	Cleseatet	0 I 3	Cotter	Cyakey	0 1 10	Roller	Calpiny	0 1 4
Heater Pipe, complete		Clipet	I 0 0	Inlet Camshaft	Taftey	1 11 6	Pin	Casudy	0 0 4
,, only	- ,.	Clipeyet	0 5 0	Exhaust ,, complete, less bushes - ,,	Taftomey	5 0 0	Stud for Clamp	Casorky	0 0 6
Aluminium Case for Exhaust -		Clipallet	0 15 0	Exhaust	Ecaftey	1 11 6	Driving Fork Bolt Washer,	Casegey	0 0 4
Inlet Pipe	- 1,	Cluetet	0 9 0	,, Camshaft complete, and with Spiral			in. Peg for Starting Shaft Clutch - ,,	Contacey	0 0 1
" Washers	~ ,.	Clasheret	0 0 6	Gear Wheel, less Bushes - each	Ecaftomey	5 12 0	Inlet Water Pipe connecting Piece for		
Pixing Bracket	**	Clacket Carpet	0 4 0	Exhaust Cams,	Camey	0 10 4		Cunvatey	0 5 4
Outside Throttle		Carthrot	0 5 9	Inlet	Camevey	0 10 4	Outlet Water Pipe connecting Piece for	C - 1	
Inside Throttle	- ,,	Carintot	0 15 4	Back Bushes	Tactey	0 6 0	Cylinder each	Cowatey	0 5 4
Lid for Float Chamber	- ',	Carlid	0 7 0	Middle ,, ,,	Tiddey	0 6 0	Cylinder each Bolts for Pinions Woodruf Keys Contact Breaker with Gear, Complete	Casopely Caswodey	0 1 10
Lid for Throttle Chamber		Carlith	0 6 6	Camshaft Collar	Tarney Exalley	0 1 6	Contact Breaker with Gear Complete	Casconey	5 0 0
Lever for Outside Throttle		Carloat	0 0 11	Adaptor for Middle Bearing	Caditey	0 10 6	Contact Breaker with Gear, Complete	Casconey	5 0 0
,, Inside ,,	- ,,	Carlinth	OII	Front	Cadorey	1 10 0			
,, Inside ,, Bracket for Tumbler Shaft Flange for Inlet Tube	- ,,	Carack	0 1 10	60 T Camshaft Timing wheel	Inweey	0 17 4	FRAME, complete with Fittings	Framy	30 0 0
Flange for Inlet Tube	,	Carlange	0 5 4	Front Bearing Adaptor Studs,	Camweary	0 0 8	FAMILE, complete with Fittings Side Frame, False Frame, Cross Member, Front Spring Hanger, Back ,, ,,, Undersheeting,	Samy Famey	4 IO O I 2 O
,, Hot Air Inlet End Cover for Mixing Chamber -	- "	Carlair	0 5 2	,, ,, Screw,	Camrewey	0 0 4	Cross Member	Fembery	I 2 0
End Cover for Mixing Chamber -	- ,,	Carlend Carlube	O 4 2 O 2 I	,, ,, Washers,	Camashey	0 0 2	Front Spring Hanger	Fangery	0 8 6
Regulator Tube	- ,,	Carlush	0 0 7	Bracket ,,	Camrackey	0 0 4	Back	Furgery	0 9 0
Rush for Mixing Chamber Large Fixing Nut Stock Pin for Tumblers Cheek Head Screw for Lids	- 11	Carlix	0 1 1	Long Polt and Washer,	Camrashey	0 0 6	Undersheeting ,,	Feetiny	1 15 0
Stock Pin for Tumblers	- "	Carloc	0 0 2	Craphabaft	Camasley Cranaftey	0 0 8			
Cheek Head Screw for Lids	- 17	Carlees	0 0 2	Back Bearing	Crusey	29 0 0	FAN, complete, less Bracket ,,	Fany	1 7 6
Position Pin for Regulator	- ,,	Carlos	O O I	Front	Crufesy	1 17 0	Bracket	Frackety	0 4 0
Quarter Nut for Inside Throttle -	- ,,	Carlut	0 0 6	Middle	Criddley	1 15 4	Belt (Twisted)	Felty	0 5 0
Position Pin for Regulator Quarter Nut for Inside Throttle - Stop Pin for Inside Throttle - Key Screw for Outside Throttle - Stop Screw for Throttle Chamber-	- ,,	Carlot	0 0 I	Exhaust ,, Camshaft complete, and with Spiral Gear Wheel, less Bushes each Exhaust Cams - Inlet Back Bushes - Middle Back Back Bearing Mapped Back Back Back Back Back Back Back Back	Crusoiley	0 12 4	FAN, complete, less Bracket Bracket Belt (Twisted) - " Spindle - " Cups - " Blades Camshaft Pulley for Round Belt - " Rush for Spindle "	Frindley	0 2 0
Key Screw for Outside Throttle -	- ,,	Carley	0 0 1	Middle Bearing Bottom Plate ,,	Cappey	0 2 6	Cups ,,	Fruppy	0 I 0
Stop Screw for Throttle Chamber- Nut for Stop Screw	- "	Carlew Carlor	0 0 5	Back Bearing Bottom Plate ,,	Cuprey	0 3 4	Blades ,,	Fladey	0 2 6
Washer for ditto	"	Carlash	0 0 4 0 0 I	Bottom Half Middle Bearing,	Culvey	0 10 0	Camshaft Pulley for Round Belt ,,	Fulley	1 7 10
Plug Screw	. "	Carlug	0 0 2	,, ,, Back, Intermediary Pinion ,,	Culvray	0 15 0	Camshaft Pulley for Flat Belt - ,, Castle Nut Camshaft Pulley for Flat Belt - ,, GEAR BOX, complete - ,, Half Case with Lid - , ,, Payers Pinjon	Fushindley Fushindey	0 4 4 0 0 6
Dunlop Cap	- "	Carlup	0 0 2	Castle Nut for Middle Bearing	Cinioney Caftasley	0 17 6	Camshaft Pulley for Flat Relt	Flulley	0 5 0
Plug under Jet	- "	Carlund	o o Io	Costle Nut for Middle Bearing 5 in. Dowel Tube for Bottom Halves	Cartasicy	0 0 0	GEAR ROX complete	Geary	46 5 0
Collar for Needle	- ,,	Carleedle	0 0 2	of Bearings each	Caftoney	0 0 4	Half Case with Lid	Geraffey	7 15 0
Tumblers	- ,,	Carlumb	0 0 9	in. Dowel for Crankshatt and Gear	our tone,		Half Case Bottom	Gamumy	0 11 11
Shaft for Tumblers Petrol Jet	- ,,	Carlaft	0 0 I	Cover Bearings each	Caforey	0 0 2	Reverse Pinion	Gerversey	I 15 0
Petrol Jet	- "	Carlet	0 2 6	Washer for Long Bolt of Middle Bearing ,,	Caftearey	0 0 4	Sliding Pinion	Glidingy	2 2 0
Washer for Spring	- "	Carling	0 0 1	in. Dowel Tube for Crankshaft Bottom			Mainshaft	Gamafty	I O O
Spring for Incide Throttle	. "	Carlate Carbring	0 1 9	Bearing each	Caftubey	0 0 3	Secondary Shaft, complete with Gears	C	6
Petrol Jet Washer for Spring - Regulator Tube Spring for Inside Throttle Bush for Tumbler Bracket 5 in. Stud	- "	Carlrush	0 0 4	Bolts for Back Bearing ,,	Caftacy	0 2 0	and Bearings	Gafteety	6 10 0
5- in Stud	- "	Carlrud	0 8 0	in. Bolts for Middle Bearing,	Caftoley	0 3 4		Gafty Gisty, Gendy,	I 7 6
16 111. Otud	- 11	J	2 2 9	connecting Rods	Connectey Coneccomitey	2 0 0 4 0 0	1st, 2nd, and 3rd Speed Wheel: ,,	Girdy, Gendy,	0 17 6
DASH, complete with Brackets -		Dashy	2 0 0	Connecting Rods ", complete Big End Bearings ", Bolts	Conbigey	1 7 4	Free Wheel Clutch, complete	Glutchitty	5 10 0
Brackets	. "	Dashery	0 5 6	Bolts	Conoltey	0 I IO	Third Speed Clutch Wheel	Glutcheely	1 13 6
			- 3 -	Connecting Rod Castle Nut	Conastley	0 0 10	Reverse Plate	Gawlatey	0 17 0
ENGINE, complete, 28-h.p. Dennis	-	Enginey	215 0 0	wasner	Conastey	0 0 4	Reverse Plate	Glutchiny	o 1 6
Top Half Crank Case	- ,,	Chambey	33 0 0	Quarter Dowel Peg for Bearing	Cowey	0 0 I	Top Speed Spindle ,,	Gawndley	1 5 0
Top Half Crank Case Bottom Half Drum Plug	- ,,	Chamboty	13 10 0	Exhaust Pipe, Midule ,,	Collectey	0 7 4	Distance Piece for Top Speed Spindle	Gistancy	0 2 0
Drum Plug	- ,,	Cramey	0 0 5	,, ,, Front ,,	Collontey	0 4 10	Free Wheel Centre	Gentery	0 12 0

Mainshaft Ball Bearings	Gobally	1 3 6	Washer at End of Spindle	Magasher	0 0 3	Swivel	Rively	
Mainshaft Ball Bearings	Grusty	0 17 6	Advance with Squares and Columns	Madvance	2 16 0	Swivel	Rillery	0 9 0
Change Speed Lever	Genbery Levery	0 4 6 1 13 6	Fixing Spring for ditto - ,, Milled Socket for Bayonet Mounting do. ,,	Magix Magille	0 0 6	Strainer Inlet Pipe Outlet Pipe Rubber Hose Drain Plug Hose Pipe Clips	Ranzey	0 3 6
" " Spindle,	Gindley	0 3 0	Cover for ditto,	Magover	0 6 6	Outlet Pipe	Rinlety Routlety	0 7 6 0 10 0
Quadrant	Grackety Quadranty	0 2 6	Spring for ditto	Magroller Magring	0 14 0	Rubber Hose	Rosy	0 1 6
Operating Lever Arm	Operarmy	0 12 6	Screws for ditto	Magrew	0 0 3	Hose Pipe Clips	Rainy Roselipy	0 2 6 0 I 3
Back Nuts	Operallery Operuty	0 2 6 0 I 0	Cover for ditto Roller Link Piece	Magnum	0 0 6		210001147	0 1 3
Cotter Pin for Lever,	Opermy	0 0 9	Magneto	Magame Magnet	0 0 2 0 14 6	RADIUS ROD, complete with Buffer each	Ralluy	1 16 o
Joint for Operating Rod ,,	Operonty	0 6 0	Condenser,	Magenser	0 15 0	Pod only	Ronli	0 12 6
End Bearing Caps Change Speed Lever , , , Spindle , , , , Bracket Operating Lever Arm Split Collars Back Nuts Cotter Pin for Lever Joint for Operating Rod Triggers , Levers , Springs Gland for Operating Rod Dummy Gland	Opriggery Oprevery	0 2 6	Tightening Screw of same Magneto Condenser Connecting Bar of ditto Nuts for ditto	Magect Magectut	0 0 6	Spring Buffer, less Clip	Raduffey Ruffery	0 14 6
" Springs	Operingy	0 0 6				Springs	Ringy	0 IO 0
Dummy Gland	Operglandy Opercapy	0 2 0	Cover each Fixing Nuts Cover of ditto	Magbuter Magtun	o 13 6 o o 8	Slotted Pieces ,,	Rottey	0 1 0
HURS FRONT	Ruby	2 10 0	Cover of ditto,	Magover	0 2 6	Buffer Tube only	Rappy Rubey	0 4 6
HUBS. FRONT Hind Hubs , Cap Front Front Bushes to cock wheel	Rumpy	9 0 0	Fibre Pinion and Carbon Holder Wall Plug Nut - Primary Carbon and Spring - Milled Button for same - Earth Carbon and Spring - Screw for ditto - Secondary Carbon and Spring - Milled Buttons of Ignition Cover - Primary Wall Plug Nut - Milled Button - Fixing Screw of Magneto - Condenser - Intermediate Gear - Axle for ditto - Ball Bearing for ditto - Exing Screw of same - Spindle of Link Piece - Lubricator - DETHOL TANK	Maginion Magall	0 14 0			
Front ,, Cap,	Haxcay	0 10 0	Primary Carbon and Spring ,,	Magpie	0 0 9	STEERING GEAR, complete Wheel only Column , Spindle Gear Case Worm Sector Sector Spindle Steering Ball Arm Connecting Rod Brass Caps Springs Ball Cones Column Bracket Gear	Steering Stweely	25 15 0 2 5 0
Tront Busiles (2 to each wheel)	Raxcay Raxcusy	o 2 6 o 12 6	Milled Button for same,	Magbut Magearth	0 0 5	Column	Stolumy	0 4 0
Hind ,, (,, ,,) ,,	Haxcusy	1 5 0	Screw for ditto	Mage	0 0 4	Gear Case	Stolindly Steary	0 4 6
IGNITION CONTROL, complete - ,,	Ignitiony	2 0 0	Secondary Carbon and Spring ,,	Magcarbon	0 0 7	Worm	Stormy	8 17 6
Lever Bracket Rods, Long Bell Cranks , Brackets , Brackets	Igevery	0 3 6	Primary Wall Plug Nut	Magic Magplug	0 0 5	Sector Spindle	Sectory Sectingly	2 5 0 3 7 6
Rods, Long	Igrackety Irody	0 6 6	Milled Button ,,	Magmill	0 0 5	Steering Ball Arm ,,	Sectarmy	1 10 0
Bell Cranks ,,	Iranky	0 4 6	Cheeks	Magnetrew Magret	0 0 3	Connecting Rod ,,	Sectrody	1 10 0
Short Rods and Joints	Ibelly	0 2 6	Condenser,	Magretting	0 0 2	Springs	Sectrapy Sectringy	0 4 6 0 I 0
	Ibointy	0 4 6	Axle for ditto	Magear Magaxle	o 5 6	Ball Cones,	Sectony	0 2 0
JOINTS, Clutch Universal, complete - ,,	Universey	3 10 0	Ball Bearing for ditto ,	Magball	0 2 3	Gear ,,	Sectracy Stearacy	0 6 0
Cups - Clutch Square - Sliding Square - Grease Cups - Cup Centre Plate	Unicuppy Unicutty	0 I2 0 0 I0 0	Cam ,,	Magcam	0 2 0 0 0 3	Gear ,, ,, Leather Covers ,,	Seacovy	0 7 0
Sliding Square,	Untuppy	0 10 0	Spindle of Link Piece	Magaune Magindle	0 0 3	STARTING HANDLE	Stanly	
Cup Centre Plate	Untutty	0 I 6 0 I2 0	Lubricator ,,	Magricator	0 0 7	Clutch	Stanlety	0 3 6
Arborshaft, Universal Joint, complete - ,.	Arafty	I 17 6		Tany	4 4 0	Shaft - Spring - Ist Collar of Spring of Clutch	Stinley	0 8 6
Swivel ,,	Arivey Arjoiney	0 7 6	Filter Cap ,,	Tilley Tauzey	0 5 6	ist Collar of Spring of Clutch	Stringley Starcolley	0 0 6
Bolt ;	Arboly	0 2 0	Filter Cap	Tressor	0 3 3 1 5 0	2nd " " " " " " " " " " " " " " " " " " "	Starcotty	0 5 0
Pin ,,	Arpiy	0 2 0	,, Pipe ,,	Tressoripe	0 7 6	Peg for Starting Clutch ,,	Starpeg _k y	0 1 4
			Delining	T	0	Bush for Bracket		
Grease Cup	Arbusey	0 2 0 0 I 6	,, Pump, Gauge	Tressump Tregage	0 18 0	Bracket for Lever	Starbussy Starevery	0 6 4 I 4 0
Grease Cup	Arcuppy Carday	o 1 6 1 7 6	,, Pump	Tregage Tiltery	1 10 0 0 17 6	and Peg for Starting Clutch Bush for Bracket Bracket for Lever in. Bolts for Bracket and Gear Cover Ston Head Screw for Second Collar	Starevery Starolly	I 4 0 0 0 IO
Antorsnart, Universal Joint, complete Swivel	Arcuppy	o 1 6	Pump	Tregage Tiltery Tipilter	1 10 0 0 17 6 0 6 0	Stop Head Screw for Second Collar	Starevery Starolly Stready	1 4 0 0 0 10 0 0 6
THERTAMOR Tank	Arcuppy Carday Squary Lubritank	0 I 6 I 7 6 0 I0 0	,, Pump	Tregage Tiltery Tipilter Tipaler Tipaust	1 10 0 0 17 6	Stop Head Screw for Second Collar Bracket for Starting Hand, complete	Starevery Starolly Stready Strandey	I 4 0 0 0 IO
THERTAMOR Tank	Arcuppy Carday Squary Lubritank Pangy	0 I 6 I 7 6 0 I0 0 2 0 0 0 8 6	Pump Gauge Silver Silve	Tregage Tiltery Tipilter Tipaler Tipaust Tipalter	1 10 0 0 17 6 0 6 0 0 10 0 0 10 0 0 1 3	Stop Head Screw for Second Collar Bracket for Starting Hand, complete	Starevery Starolly Stready Strandey	1 4 0 0 0 10 0 0 6 2 10 0
THERTAMOR Tank	Arcuppy Carday Squary Lubritank Pangy Gassy Cappy	0 I 6 I 7 6 0 I0 0 2 0 0 0 8 6 0 I 0 0 4 6	,, Pump, Gauge	Tregage Tiltery Tipilter Tipaler Tipaust Tipalter Tipon	1 10 0 0 17 6 0 6 0 0 10 0 0 10 0 0 1 3 0 0 6 0 13 6	SILENCER End Caps:	Starevery Starolly Stready Strandey Silencey Sendey Sadidy	1 4 0 0 0 10 0 0 6 2 10 0
THERTAMOR Tank	Arcuppy Carday Squary Lubritank Pangy Gassy Cappy Oilgaizy	0 I 6 I 7 6 0 I0 0 2 0 0 0 8 6 0 I 0 0 4 6 0 3 3	Pressure Valve ,, Pipe - ,, Pump ,, Gauge Filter Pipe to Filter - ,, Carburetter - ,, Exhaust - ,, Exhaust - ,, Three-Ways Union, complete PIIMP, complete	Tregage Tiltery Tipilter Tipaler Tipaust Tipalter Tipon Tiptree	1 10 0 0 17 6 0 6 0 0 10 0 0 10 0 0 1 3 0 0 6 0 13 6	SILENCER End Caps:	Starevery Starolly Stready Strandey Silencey Sendey Sadidy Sippey	1 4 0 0 0 10 0 0 6 2 10 0 4 10 0 1 7 6 0 6 6 1 5 0
THERTAMOR Tank	Arcuppy Carday Squary Lubritank Pangy Gassy Cappy Oilgalzy Pressgay Olippy	0 I 6 I 7 6 O IO 0 2 O O O S 6 O I O O O 4 6 O 3 3 I IO O O O 6 6	,, Pump , Gauge, Gauge, Gauge, Carburetter, Exhaust, Exhaust, Exhaust, Unions, Three-Ways Union, complete, PUMP, complete, 5, T Pinion,,,,,,,	Tregage Tiltery Tipilter Tipaler Tipaler Tipaust Tipalter Tipon Tiptree Pumpy Pumpiny	1 10 0 0 17 6 0 6 0 0 10 0 0 10 0 0 1 3 0 0 6 0 13 6	SILENCER End Caps:	Starevery Starolly Stready Strandey Silencey Sendey Sadidy	1 4 0 0 0 10 0 0 6 2 10 0 4 10 0 1 7 6 0 6 6 1 5 0 0 1 0
	Arcuppy Carday Squary Lubritank Pangy Gassy Cappy Oilgaizy Pressgay	0 I 6 I 7 6 0 I0 0 2 0 0 0 8 6 0 I 0 0 4 6 0 3 3 I I0 0	,, Pump , Gauge , Gauge , Filter , Carburetter , Exhaust , Exhaust , Filter Bracket , Unions , Three-Ways Union, complete , Ty Pinion , Washer for ditto , Wane Bush , Sales ,	Tregage Tiltery Tipilter Tipaler Tipaust Tipalter Tipon Tiptree Pumpy Pumpiny Pumpastery	1 10 0 0 17 6 0 6 0 0 10 0 0 10 0 0 1 3 0 0 6 0 13 6	SILENCER End Caps:	Starevery Starolly Stready Strandey Silencey Sendey Sadidy Sippey Somey Sasindey Sadoduney	1 4 0 0 0 10 0 0 6 2 10 0 4 10 0 1 7 6 0 6 6 1 5 0 0 1 0 1 5 0 0 1 6
LUBRICATOR Tank - each Gauge	Arcuppy Carday Squary Lubritank Pangy Gassy Cappy Oilgalzy Pressgay Olippy	0 1 6 1 7 6 0 10 0 2 0 0 0 8 6 0 1 0 0 4 6 0 3 3 1 10 0 0 6 6 0 3 6	,, Pump, Gauge Filter Pipe to Filter , Carburetter , Exhaust Filter Bracket Unions Three-Ways Union, complete PUMP, complete 15 T Pinion Washer for ditto Vane Bush Vane	Tregage Tiltery Tipilter Tipaler Tipaler Tipalust Tipalter Tipon Tiptree Pumpy Pumpiny Pumpastery Plipy Pumpany	1 10 0 0 17 6 0 6 0 0 10 0 0 10 0 0 1 3 0 0 6 0 13 6	SILENCER End Caps:	Starevery Starolly Stready Strandey Silencey Sendey Sadidy Sippey Somey Sasindey Sasindey Sadoduney Rodiny	1 4 0 0 0 10 0 0 6 2 10 0 4 10 0 1 7 6 0 6 6 1 5 0 0 1 0 1 5 0 0 1 6 3 0 0
LUBRICATOR Tank - each Gauge	Arcuppy Carday Squary Lubritank Pangy Gassy Cappy Oligarzy Pressgay Olippy Olifix Mudgardy Mudgayt	0 1 6 1 7 6 0 10 0 2 0 0 0 8 6 0 1 0 0 4 6 0 3 3 1 10 0 0 6 6 0 3 6	", Pump Gauge Filter Pipe to Filter - Carburetter - Exhaust Filter Bracket - Unions Three-Ways Union, complete PUMP, complete - FT Pinion Washer for ditto Vane Bush Vane - Spindle Gland Gland	Tregage Tiltery Tipilter Tipaler Tipaler Tipaler Tipon Tiptree Pumpy Pumpiny Pumpastery Plipy Pumpany Pumpany Pumpindly	1 10 0 0 17 6 0 6 0 0 10 0 0 10 0 0 1 3 0 0 6 0 13 6	SILENCER End Caps:	Stareverý Starolly Stready Strandey Silencey Sadidy Sippey Somey Sasindey Sadoduney Rodiny Rindiny Slippey	1 4 0 0 0 10 0 0 6 2 10 0 4 10 0 1 7 6 0 6 6 1 5 0 0 1 0 1 5 0 0 1 6 3 0 0 6 0 0 5 0
LUBRICATOR Tank - each Gauge	Arcuppy Carday Squary Lubritank Pangy Gassy Cappy Oilgaizy Pressgay Olippy Olifix Mudgardy Mudgayt Mudracey	0 I 6 I 7 6 O IO 0 2 0 0 0 O 8 6 O I 0 0 4 6 O 3 3 I 10 0 O 6 6 O 3 6 I 15 0 O 2 0	", Pump Gauge Filter Pipe to Filter Pipe to Filter Pipe to Filter Pipe to Filter Stabust Filter Bracket Unions Three-Ways Union, complete PUMP, complete Stabust Pinion Washer for ditto Vane Bush Vane Spindle Gland Cover	Tregage Tiltery Tipler Tipaler Tipaler Tipaler Tipaler Tipaler Tipon Tiptree Pumpy Pumpiny Pumpastery Plipy Pumpany Pumpindly Pumpandy Povery	1 10 0 0 17 6 0 6 0 0 10 0 0 10 0 0 1 3 0 0 6 0 13 6	SILENCER End Caps:	Starevery Starolly Stready Strandey Silencey Sendey Sadidy Sippey Somey Sasindey Sadoduney Rodiny Rindiny Slippey Sloppey	1 4 0 0 0 10 0 0 6 2 10 0 4 10 0 1 7 6 0 6 6 1 5 0 0 1 6 3 0 0 6 0 0 0 5 0 0 2 6
LUBRICATOR Tank each Gauge Gauge Glass	Arcuppy Carday Squary Lubritank Pangy Gassy Cappy Oligaizy Pressgay Olippy Olifix Mudgardy Mudgayt Mudgay Mudgay	0 I 6 I 7 6 O IO 0 2 0 0 O 8 6 O I 0 O 4 6 O 3 3 I IO 0 O 6 6 O 3 6 I I5 0 O 2 6 O 2 0 I IO 0	", Pump Gauge Filter Pipe to Filter - Carburetter - Exhaust Filter Bracket - Unions Three-Ways Union, complete PUMP, complete - Fy Pinion - Washer for ditto Vane Bush Vane - Spindle Gland Cover Body - Union Gauge - Gauge	Tregage Tiltery Tiplater Tipaler Tipaler Tipaler Tipon Tiptree Pumpy Pumpiny Pumpastery Plipy Pumpany Pumpandy Pumpandy Powery Pumpody	1 10 0 0 17 6 0 6 0 0 10 0 0 10 0 0 1 3 0 0 6 0 13 6	SILENCER End Caps:	Starevery Starolly Stready Strandey Silencey Sendey Sadidy Sippey Sasindey Sasindey Sasindey Sadoduney Rodiny Rindiny Slippey Soltey Soltey Soltey	1 4 0 0 0 10 0 0 6 2 10 0 4 10 0 1 7 6 0 6 6 1 5 0 0 1 6 3 0 0 6 0 0 0 5 0 0 2 6 0 3 6
LUBRICATOR Tank - each Gauge Gauge Glass	Arcuppy Carday Squary Lubritank Pangy Gassy Cappy Oilgaizy Pressgay Olippy Olifix Mudgardy Mudgayt Mudracey	0 I 6 I 7 6 O IO 0 2 0 0 0 O 8 6 O I 0 0 4 6 O 3 3 I 10 0 O 6 6 O 3 6 I 15 0 O 2 0	Gauge Filter Pipe to Filter Pipe to Filter Carburetter Exhaust Filter Bracket Unions Three-Ways Union, complete PUMP, complete Ty Pinion Vasher for ditto Vane Bush Vane Spindle Gland Cover Body Inlet Water Pipe Outlet	Tregage Tiltery Tipliter Tipaler Tipaler Tipaler Tipon Tiptree Pumpy Pumpy Pumpastery Plipy Pumpany Pumpandy Pumpandy Povery Powery Pumpody Punelty Pontlety	1 10 0 0 17 6 0 6 0 0 10 0 0 10 0 0 1 3 0 0 6 0 13 6	SILENCER SILENCER End Caps: Brackets Exhaust Pipe Washers, Copper and Asbestos Set of Four Cylinders Rods and Nuts Springs, Front Hind Hind Clips Front Shackles, Front Hind Wheels, Hind less Tyre and Rim Wheels, Hind less Tyre and Rim Wheels, Hind less Tyre and Rim	Starevery Starolly Stready Strandey Silencey Sendey Sadidy Sippey Somey Sasindey Sadoduney Rodiny Rindiny Slippey Solrey Solrey Shackley Shuntey	1 4 0 0 0 10 0 0 6 2 10 0 4 10 0 1 7 6 0 6 6 1 5 0 0 1 6 3 0 0 6 0 0 0 5 0 0 2 6 0 3 6 0 3 6
LUBRICATOR Tank each Gauge Gauge Glass	Arcuppy Carday Squary Lubritank Pangy Gassy Cappy Oilgaizy Pressgay Olippy Olifix Mudgardy Mudgayt Mudracey Mudgay Magneto Magcoil	0 1 6 1 7 6 0 10 0 2 0 0 0 8 6 0 1 0 0 4 6 0 3 3 3 1 10 0 0 6 6 0 3 6 1 15 0 0 2 6 0 2 0 1 10 0	Gauge Filter Pipe to Filter Pipe to Filter Carburetter Exhaust Filter Bracket Unions Three-Ways Union, complete PUMP, complete Ty Pinion Washer for ditto Vane Bush Vane Spindle Gland Cover Body Inlet Water Pipe Outlet Spring	Tregage Tiltery Tipaler Tipaler Tipaler Tipaust Tipalter Tipon Tiptree Pumpy Pumpastery Plipy Pumpanty Pumpandy Pumpandy Powery Pumpody Pumpody Pumelty Pomlety Puming	I 10 0 0 17 6 0 6 0 0 10 0 0 10 0 0 1 3 0 0 13 6 0 13 6 5 0 0 0 4 0 0 8 0 3 4 0 9 10 0 9 10 0 11 6 1 12 0 0 8 0 0 8 0 0 8 0 0 8 0 0 8 0 0 8 0	SILENCER SILENCER End Caps: Brackets Exhaust Pipe Washers, Copper and Asbestos Set of Four Cylinders Rods and Nuts Springs, Front Hind Hind Clips Front Shackles, Front Hind Wheels, Hind less Tyre and Rim Wheels, Hind less Tyre and Rim Wheels, Hind less Tyre and Rim	Starevery Starolly Stready Strandey Silencey Sendey Sadidy Sippey Sasindey Sasindey Sasindey Sadoduney Rodiny Rindiny Slippey Soltey Soltey Soltey	1 4 0 0 0 10 0 0 6 2 10 0 4 10 0 1 7 6 0 6 6 1 5 0 0 1 6 3 0 0 6 0 0 0 5 0 0 2 6 0 3 6
LUBRICATOR Tank each Gauge Gauge Glass	Arcuppy Carday Squary Lubritank Pangy Gassy Cappy Oilgalzy Pressgay Olippy Olifix Mudgardy Mudgayt Mudgayt Mudgay Magneto Magcoil	0 1 6 1 7 6 0 10 0 2 0 0 0 8 6 0 1 0 0 4 6 0 3 3 1 10 0 0 6 6 0 3 3 1 15 0 0 2 6 0 2 0 1 10 0	Gauge Filter Pipe to Filter Pipe to Filter Carburetter Exhaust Filter Bracket Unions Three-Ways Union, complete PUMP, complete Ty Pinion Vane Bush Vane Spindle Gland Cover Body Inlet Water Pipe Outlet Spring Spindle Thrust Washer Coverbolts	Tregage Tiltery Tipler Tipaler Tipaler Tipaler Tipaler Tipalter Tipon Tiptree Pumpy Pumpiny Pumpastery Plipy Pumpany Pumpandy Pumpandy Povery Pumpody Pumelty Puming Puming Puming Puming Puming Patty	I 10 0 0 17 6 0 6 0 0 10 0 0 10 0 0 10 0 0 1 3 0 0 6 0 13 6 5 0 0 0 4 0 0 8 0 3 4 0 9 0 0 9 10 0 6 0 0 11 6 1 12 0 0 8 0 0 8 0 0 0 2 0 0 8	SILENCER SILENCER End Caps: End Caps: Exhaust Pipe Washers, Copper and Asbestos Set of Four Cylinders Rods and Nuts- Springs, Front Hind Clips Front Shackles, Front Hind, less Tyre and Rim Front Front Front Front Hind, less Tyre and Rim Front Front Front Hind, Less Tyre and Rim Front Front Hind, Less Tyre and Rim Front Hind, Less Tyres	Starevery Starolly Stready Strandey Silencey Sendey Sadidy Sippey Sasindey Sadoduney Rodiny Rindiny Slippey Soltey Soltey Shackley Shuntey Roney	1 4 0 0 0 10 0 0 6 2 10 0 4 10 0 1 7 6 0 6 6 1 5 0 0 1 0 1 5 0 0 1 0 1 5 0 0 1 6 3 0 0 0 5 0 0 2 6 0 3 6 0 3 6 0 3 6 0 3 6 0 3 6 0 0 0 6 10 0
LUBRICATOR Tank Gauge Gauge Glass Filter Cap Gauze Strainer Pressure Gauge Oil Pipe to Gauge Fixing Brackets MUDGUARDS, complete with Stays Brackets Mudguard only MAGNETO, B. & M., No. 11 Bis and Coil Coil Cheek Ignition Side fitted with Eall Bearings Cheek Driving Side fitted with Ball Bearings	Arcuppy Carday Squary Lubritank Pangy Gassy Cappy Oilgaizy Pressgay Olippy Olifix Mudgardy Mudgayt Mudracey Mudgay Magneto Magcoil Mageek Mageeking	0 1 6 1 7 6 0 10 0 2 0 0 0 8 6 0 1 0 0 4 6 0 3 3 1 10 0 0 6 6 0 3 3 6 1 15 0 0 2 6 0 2 0 1 10 0 18 0 0 2 15 0	PUMP, complete 15 T Pinion Washer for ditto Vane Bush Vane - Spindle Gland Cover Body - Inlet Water Pipe Outlet Spring Spindle Thrust Washer - Coverbolts Spindle Nuts	Tregage Tiltery Tipaler Tipaler Tipaler Tipaler Tipaler Tipon Tiptree Pumpy Pumpiny Pumpastery Plipy Pumpindly Pumpandy Pumpody Povery Pumpody Punlety Pontlety Puming Patty Powerolty Powerolty Pumputy Pumputy Pumputy Pumputy Powerolty Pumputy Pumputy Pumputy Pumputy Pumputy	I 10 0 0 17 6 0 0 6 0 0 10 0 0 0 10 0 0 0 0 0 0 0 0	SILENCER End Caps: End Caps: Expracket for Starting Hand, complete SILENCER End Caps: Exhaust Pipe Washers, Copper and Asbestos Set of Four Cylinders Rods and Nuts- Springs, Front - Hind Clips Front Bolts Shackles, Front - Hind Clips Front Hind Hand Rim - Front Hind Hand Rim Ha	Starevery Starolly Stready Strandey Silencey Sendey Sadidy Sippey Sadoduney Rodiny Rindiny Silippey Soltey Soltey Shackley Shuntey Riney Roney	1 4 0 0 0 10 0 0 0 6 2 10 0 4 10 0 1 7 6 0 6 6 1 5 0 0 1 0 1 5 0 0 1 6 3 0 0 0 1 6 3 0 0 0 2 6 0 0 2 6 0 3 6 0 3 6 0 3 6 1 0 0 0 0 3 6 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0
LUBRICATOR Tank Gauge Gauge Gauge Glass Filter Cap Gauze Strainer Pressure Gauge Oil Pipe to Gauge Fixing Brackets MUDGUARDS, complete with Stays Brackets Mudguard only MAGNETO, B. & M., No. 11 Bis and Coil Cheek Ignition Side fitted with Eall Bearings Cheek Driving Side fitted with Ball Bearings Each Base Plate with 2 Polar Masses	Arcuppy Carday Squary Lubritank Pangy Gassy Cappy Oilgalzy Pressgay Olippy Olifix Mudgardy Mudgayt Mudgayt Mudgay Magneto Magcoil	0 1 6 1 7 6 0 10 0 2 0 0 0 8 6 0 1 0 0 4 6 0 3 3 1 10 0 0 6 6 0 3 6 1 15 0 0 2 2 6 0 2 0 1 10 0 18 0 0 2 15 0	PUMP, complete 15 T Pinion Washer for ditto Vane Bush Vane - Spindle Gland Cover Body - Inlet Water Pipe Outlet Spring Spindle Thrust Washer - Coverbolts Spindle Nuts	Tregage Tiltery Tipilter Tipaler Tipaler Tipaler Tipaler Tipon Tiptree Pumpy Pumpiny Pumpastery Plipy Pumpandy Pumpindly Pumpandy Povery Pumpody Pumelty Pontlety Puming Patty Powerolty Pumputy Pumputy Pumputy Pumputy Pumputy Pumputy Pumputy Pumputy Pumputy Pumpesty	I 10 0 0 17 6 0 0 17 6 0 0 6 0 0 10 0 0 0 1 3 0 0 0 1 3 6 0 0 13 6 0 0 13 6 0 0 13 6 0 0 13 6 0 0 13 6 0 0 13 6 0 0 0 11 6 1 12 0 0 0 8 0 0 0 11 6 1 12 0 0 0 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SILENCER End Caps: End Caps: Expracket for Starting Hand, complete SILENCER End Caps: Exhaust Pipe Washers, Copper and Asbestos Set of Four Cylinders Rods and Nuts- Springs, Front - Hind Clips Front Bolts Shackles, Front - Hind Clips Front Hind Hand Rim - Front Hind Hand Rim Ha	Starevery Starolly Stready Strandey Silencey Sadidy Sippey Sasindey Sasindey Sasindey Saloduney Rodiny Rindiny Slippey Solrey Shackley Shuntey Roney Rindey Roney	1 4 0 0 0 10 0 0 6 2 10 0 4 10 0 1 7 6 0 6 6 1 5 0 0 1 0 1 5 0 0 1 0 3 0 0 6 0 0 1 0 2 6 0 2 6 0 3 6 0 3 6 0 3 6 0 3 6 1 0 0 1 0
LUBRICATOR Tank Gauge Gauge Glass Filter Cap Gauze Strainer Pressure Gauge Oil Pipe to Gauge Fixing Brackets MUDGUARDS, complete with Stays Brackets Mudguard only MAGNETO, B. & M., No. 11 Bis and Coil Coil Cheek Ignition Side fitted with Eall Bearings Cheek Driving Side fitted with Ball Bearings	Arcuppy Carday Carday Squary Lubritank Pangy Gassy Cappy Oilgalzy Pressgay Olippy Olifix Mudgardy Mudgardy Mudgayt Mudracey Mudgay Magneto Magcoil Mageek Mageeking Magbase	0 1 6 1 7 6 0 10 0 2 0 0 0 8 6 0 1 0 0 4 6 0 3 3 1 10 0 0 6 6 0 3 3 6 1 15 0 0 2 6 0 2 0 1 10 0 18 0 0 2 15 0	Gauge Filter Pipe to Filter Pipe to Filter Carburetter Exhaust Filter Bracket Unions Three-Ways Union, complete PUMP, complete 15 T Pinion Washer for ditto Vane Bush Vane Spindle Gland Cover Body Inlet Water Pipe Outlet Spring Spinde Thrust Washer Coverbolts Spindle Nuts Spindle Nuts Spindle Rest Cover Studs	Tregage Tiltery Tipaler Tipaler Tipaler Tipaler Tipaler Tipon Tiptree Pumpy Pumpiny Pumpastery Plipy Pumpindly Pumpandy Pumpody Povery Pumpody Punlety Pontlety Puming Patty Powerolty Powerolty Pumputy Pumputy Pumputy Pumputy Powerolty Pumputy Pumputy Pumputy Pumputy Pumputy	I 10 0 0 17 6 0 0 6 0 0 10 0 0 0 10 0 0 0 0 0 0 0 0	SILENCER SILENCER End Caps: End Caps: Exhaust Pipe Washers, Copper and Asbestos Set of Four Cylinders Rods and Nuts- Springs, Front Hind Clips Front Shackles, Front Hind, less Tyre and Rim Front Front Front Front Hind, less Tyre and Rim Front Front Front Hind, Less Tyre and Rim Front Front Hind, Less Tyre and Rim Front Hind, Less Tyres	Starevery Starolly Stready Strandey Silencey Sendey Sadidy Sippey Sadoduney Rodiny Rindiny Silippey Soltey Soltey Shackley Shuntey Riney Roney	1 4 0 0 0 10 0 0 0 6 2 10 0 4 10 0 1 7 6 0 6 6 1 5 0 0 1 0 1 5 0 0 1 6 3 0 0 0 1 6 3 0 0 0 2 6 0 0 2 6 0 3 6 0 3 6 0 3 6 1 0 0 0 0 3 6 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0
LUBRICATOR Tank Gauge Gauge Gauge Glass Filter Cap Gauze Strainer Pressure Gauge Oil Pipe to Gauge Fixing Brackets MUDGUARDS, complete with Stays Brackets Mudguard only MAGNETO, B. & M., No. 11 Bis and Coil Cheek Ignition Side fitted with Eall Bearings Cheek Driving Side fitted with Ball Bearings Each Base Plate with 2 Polar Masses	Arcuppy Carday Squary Lubritank Pangy Gassy Cappy Oilgalzy Pressgay Olippy Olifix Mudgardy Mudgardy Mudgardy Mudgayt Mudgardy Mudgay Magneto Magcoil Mageek Mageeking Magbase Magarm	0 1 6 1 7 6 0 10 0 2 0 0 8 6 0 1 0 0 4 6 0 3 3 1 10 0 0 6 6 0 3 6 1 15 0 0 2 6 0 2 2 0 1 10 0 18 0 0 2 15 0 1 17 0	PUMP, complete 15 T Pinion Washer for ditto Vane Bush Vane - Spindle Gland Cover Body Inlet Water Pipe Outlet Spindle Trust Washer Coverbolts Spindle Nuts Spindle Nuts Spindle Rest Cover Studs	Tregage Tiltery Tipaler Tipaler Tipaler Tipaler Tipaler Tipon Tiptree Pumpy Pumpastery Plipy Pumpany Pumpandy Povery Pumpody Pumelty Pontlety Puming Patty Powerolty Pumpesty Powerolty Pumpesty Powerndy	I 10 0 0 17 6 0 0 6 0 0 10 0 0 10 0 0 0 6 0 0 13 6 0 0 0 8 0 0 9 10 0 0 11 6 1 12 0 0 0 8 0 0 8 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0	SILENCER SILENCER End Caps: End Caps: Exhaust Pipe Washers, Copper and Asbestos Set of Four Cylinders Rods and Nuts Springs, Front Hind Clips Front Shackles, Front Hind, Less Tyre and Rim Front Front Front Front Hind, Less Tyre and Rim De Nevers Tyres Front, complete, with Single 34in. by 4in. De Nevers Tyres Set of Nuts Single 34in. by 4in. Leach Squin. by 4in. De Nevers Rubbers, only "" Story Head Cover Supplementaries of Story Head Supplementari	Starevery Starolly Stready Strandey Silencey Sadidy Sippey Sasindey Sasindey Sasindey Saloduney Rodiny Rindiny Slippey Solrey Shackley Shuntey Roney Rindey Roney	1 4 0 0 0 10 0 0 6 2 10 0 4 10 0 1 7 6 0 6 6 1 5 0 0 1 0 1 5 0 0 1 0 3 0 0 6 0 0 1 0 2 6 0 2 6 0 3 6 0 3 6 0 3 6 0 3 6 1 0 0 1 0
LUBRICATOR Tank Gauge Gauge Gauge Glass Filter Cap Gauze Strainer Pressure Gauge Oil Pipe to Gauge Fixing Brackets MUDGUARDS, complete with Stays Brackets Mudguard only MAGNETO, B. & M., No. 11 Bis and Coil Coil Cheek Ignition Side fitted with Eall Bearrings Cheek Driving Side fitted with Ball Bearings Base Plate with 2 Polar Masses Armature, complete	Arcuppy Carday Squary Lubritank Pangy Gassy Cappy Oligaizy Pressgay Olippy Olifix Mudgardy Mudgayt Mudracey Mudgay Magneto Magcoil Mageek Mageeking Magbase Magarm	0 1 6 1 7 6 0 10 0 2 0 0 0 8 6 0 1 0 0 4 6 0 3 3 1 10 0 0 6 6 0 3 3 6 1 15 0 0 2 6 0 2 0 1 10 0 18 0 0 2 15 0 1 17 0 1 2 0 1 4 0 2 13 0	PUMP, complete 15 T Pinion Washer for ditto Vane Bush Vane - Spindle Gland Cover Body Inlet Water Pipe Outlet Spindle Thrust Washer Coverbolts Spindle Rest Cover Studs N CHASSIS. 35-H.	Tregage Tiltery Tipaler Tipaler Tipaler Tipaler Tipaler Tipaler Tipaler Tipaler Tipon Tiptree Pumpy Pumpiny Pumpany Pumpany Pumpandy Povery Pumpody Punelty Pontlety Pontlety Powerolty Pumputy Powerolty Pumpesty Powerolty Pumpesty Powerndy Pumpesty Powerndy	I 10 0 0 17 6 0 0 6 0 0 10 0 0 10 0 0 0 1 3 6 0 0 13 6 0 0 13 6 0 0 13 6 0 0 13 6 0 0 14 0 0 9 10 0 6 0 0 11 6 1 12 0 0 0 8 0 0 0 0 11 6 1 12 0 0 0 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SILENCER SILENCER End Caps: End Caps: Exhaust Pipe Washers, Copper and Asbestos Set of Four Cylinders Rods and Nuts- Springs, Front Hind Clips Front Bolts Shackles, Front Hind Clips Front Shackles, Front Hind Clips Front Bolts Shackles, Front Hind Clips Front Shackles, Front Hind Clips Front Shackles, Front Front Shackles, Front Hind, Bess Tyre and Rim- Front Front Front Shackles, Front Hind, Shackles, Front Hind, Complete with 34in. by 4in. Twin De Nevers Tyres Front, Complete, with Single 34in. by 4in. De Nevers Tyres Front, Complete, with Single 34in. by 4in. De Nevers Tyres Stackles, Front Leach Front, Complete, with Single 34in. by 4in. De Nevers Tyres Stackles, Front Leach Front, Complete, with Single 34in. by 4in. De Nevers Tyres Stackles Front, Complete, with Single 34in. by 4in. De Nevers Tyres Stackles Front, Complete, with Single 34in. by 4in.	Starevery Starolly Stready Strandey Silencey Sadidy Sippey Sasindey Sasindey Sasindey Saloduney Rodiny Rindiny Slippey Solrey Shackley Shuntey Roney Rindey Roney	1 4 0 0 0 10 0 0 6 2 10 0 4 10 0 1 7 6 0 6 6 1 5 0 0 1 0 1 5 0 0 1 0 3 0 0 6 0 0 1 0 2 6 0 2 6 0 3 6 0 3 6 0 3 6 0 3 6 1 0 0 1 0
LUBRICATOR Tank each Gauge Gauge Glass	Arcuppy Carday Squary Lubritank Pangy Gassy Cappy Oilgaizy Pressgay Olippy Olifix Mudgardy Mudgayt Mudracey Mudgay Magneto Magcoil Mageek Mageeking Magbase Magarm	0 1 6 1 7 6 0 10 0 2 0 0 0 8 6 0 1 0 0 4 6 0 3 3 1 10 0 0 6 6 0 3 6 1 15 0 0 2 6 0 2 0 1 10 0 18 0 0 2 15 0 1 17 0 1 2 0 1 4 4 0 2 13 0	PUMP, complete 15 T Pinion Washer for ditto Vane Bush Vane - Spindle Gland Cover Body Inlet Water Pipe Outlet Spindle Thrust Washer Coverbolts Spindle Rest Cover Studs COVER STANS CHASSIS. Differential Case with Pins each	Tregage Tiltery Tiplater Tipaler Tipaler Tipaler Tipaler Tipon Tiptree Pumpy Pumpay Pumpastery Plipy Pumpandy Pumpandy Pumpody Pumelty Pontlety Puming Patty Powerolty Pumputty Pumputty Pumputty Pumpesty Powerndy Pumpetty Pumpetty Pumpetty Pumpetty Pumpetty Pumputty Pumputty Pumpetty Pumpetty Pumpetty Pumpetty Pumpetty Powerndy	1 10 0 0 17 6 0 0 17 6 0 0 6 0 0 10 0 0 0 1 3 0 0 0 1 3 6 0 0 13 6 0 0 0 8 0 0 8 0 0 9 10 0 6 6 0 0 11 6 1 12 0 0 0 8 0 0 0 11 6 1 12 0 0 0 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SILENCER SILENCER End Caps: End Caps: Exhaust Pipe Washers, Copper and Asbestos Syrings, Front Hind Clips Front Hind Wheels, Hind, less Tyre and Rim Pront Hind, complete with Single 34in. by 4in. De Nevers Tyres 34in. by 4in. De Nevers Rubbers, only **ENGINE** AXLE FRONT, complete with Steering	Starevery Starolly Stready Strandey Silencey Sendey Sadidy Sippey Somey Sasindey Sasindey Sadoduney Rodiny Rindiny Slippey Solrey Solrey Shackley Shuntey Roney Riney Roney Rindery Roney Rodery Rubbery	1 4 0 0 0 10 0 0 6 2 10 0 4 10 0 1 7 6 0 6 6 1 5 0 0 1 0 1 5 0 0 1 6 3 0 0 6 0 0 0 2 6 0 2 6 0 3 6 0 3 6 0 3 6 0 3 6 0 3 6 0 3 6 0 1 0 0
LUBRICATOR Tank each Gauge Gauge Glass	Arcuppy Carday Squary Lubritank Pangy Gassy Cappy Oilgarzy Pressgay Olippy Olifix Mudgardy Mudgayt Mudracey Mudgayt Mudgayt Mudgayt Magneto Magcoil Mageek Mageeking Magbase Magarm 3-TC Baxlet Basinget Basovet	0 1 6 1 7 6 0 10 0 2 0 0 0 8 6 0 1 0 0 4 6 0 3 3 1 10 0 0 6 6 0 3 6 1 15 0 0 2 6 0 2 0 1 10 0 1 8 0 0 2 15 0 1 17 0 1 2 0 1 4 0 2 13 0 N VA IIO 0 0 7 5 0 0 3 6	PUMP, complete 15 T Pinion Washer for ditto Vane Bush Vane - Spindle Gland Cover Body - Inlet Water Pipe Outlet Spring Spindle Thrust Washer - Coverbolts Spindle Rest Cover Studs N CHASSIS. Differential Case with Pins Half Differential Case Star Pinion	Tregage Tiltery Tipilter Tipaler Tipaler Tipaler Tipaler Tipaler Tipaler Tiptree Pumpy Pumpiny Pumpastery Plipy Pumpandy Pumpindly Pumpandy Povery Pumpody Punelty Pontlety Puming Patty Powerolty Pumputy Pumpesty Powerolty Pumpesty Poweroldy Pumpesty Poweroldy The before the Boveret Boveret Boveret Boveret Binionet	I 10 0 0 17 6 0 0 10 0 0 10 0 0 10 0 0 0 1 3 6 0 0 13 6 0 0 13 6 0 0 13 6 0 0 13 6 0 0 14 0 9 10 0 0 11 6 1 122 0 0 0 8 0 0 0 11 6 1 122 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 0 8 0 0 0 0 8 0 0 0 0 8 0 0 0 0 8 0	SILENCER SILENCER End Caps: End Caps: Exhaust Pipe Washers, Copper and Asbestos Set of Four Cylinders Rods and Nuts- Springs, Front Hind Clips Front Bolts Shackles, Front Hind, complete with Steering Hind, complete with Single 34in. by 4in. De Nevers Tyres Spring, Leach Hind, complete with Single 34in. by 4in. De Nevers Tyres Spring, Front De Nevers Rubbers, only ENGINE AXLE FRONT, complete with Steering Joints and Rods Axle only	Starevery Starolly Stready Strandey Silencey Sadidy Sippey Sasindey Sasindey Sasindey Saloduney Rodiny Rindiny Slippey Solrey Shackley Shuntey Roney Rindey Roney	1 4 0 0 0 10 0 0 0 6 2 10 0 4 10 0 1 7 6 0 6 6 1 5 0 0 1 0 1 5 0 0 1 0 1 5 0 0 1 6 3 0 0 0 1 6 3 0 0 0 2 6 0 0 2 6 0 3 6 0 2 6 0 3 6 1 0 0 1 0 0 0 0
LUBRICATOR Tank each Gauge Gauge Glass	Arcuppy Carday Squary Lubritank Pangy Gassy Cappy Oilgaizy Pressgay Olippy Olifix Mudgardy Mudgayt Mudracey Mudgay Magneto Magcoil Mageek Mageeking Magbase Magarm 3-TC Baxlet Basinget Basovet Basapet	0 1 6 1 7 6 0 10 0 2 0 0 0 8 6 0 1 0 0 0 4 6 0 3 3 3 1 10 0 0 0 6 6 0 2 0 1 10 0 18 0 0 2 15 0 1 17 0 1 2 0 1 4 0 2 13 0 VA	PUMP, complete 15 T Pinion Washer for ditto Vane Bush Vane - Spindle Gland Cover Body Inlet Water Pipe Outlet Spindle Trust Washer Coverbolts Spindle Nuts Spindle Rest Cover Studs Cover Studs Cover Studs Differential Case with Pins Half Differential Case Star Pinion Planet Pinion	Tregage Tiltery Tipaler Tipaler Tipaler Tipaler Tipaler Tipaler Tipon Tiptree Pumpy Pumpy Pumpastery Plipy Pumpandy Povery Pumpody Pounlety Pontlety Pounlety Puming Patty Powerolty Pumpesty Powerolty Pumpesty Powerndy Pumpesty Powerndy Bifferentet Boyeret Binionet Blanetet	I 10 0 0 17 6 0 0 17 6 0 0 10 0 0 10 0 0 10 0 0 0 1 3 6 0 0 13 6 0 0 13 6 0 0 8 0 0 9 10 0 0 11 6 1 12 0 0 0 8 0 0 8 0 0 0 11 6 1 12 0 10 0 8 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 0 8 0 0 0 0 8 0 0 0 0 8 0	SILENCER SILENCER End Caps: End Caps: End Caps: End Caps: Exhaust Pipe Washers, Copper and Asbestos Set of Four Cylinders Rods and Nuts- Springs, Front Hind Clips Front Shackles, Front Hind, Complete with Steering Front, Complete, with Single 34in. by 4in. De Nevers Tyres Front, Complete, with Single 34in. by 4in. De Nevers Tyres Front, Complete, with Single 34in. by 4in. De Nevers Tyres Front, Complete, with Single 34in. by 4in. De Nevers Tyres Front, Complete, with Single 34in. by 4in. De Nevers Tyres Front, Complete, with Single 34in. by 4in. De Nevers Tyres Front, Complete, with Single 34in. by 4in. De Nevers Tyres Front, Complete, with Single 34in. by 4in. De Nevers Tyres Front, Complete, with Single 34in. by 4in. De Nevers Tyres FRONT, Complete with Steering Joints and Rods Axle only Swivels and Axle Arms	Starevery Starolly Stready Stready Strandey Silencey Sendey Sadidy Sippey Somey Sasindey Sadoduney Rodiny Rindiny Rindiny Slippey Soltey Shackley Shuntey Riney Roney Rindery Rondery Rondery Rubbery Axlet Axonet Axivelet	1 4 0 0 0 10 0 0 10 0 0 6 2 10 0 4 10 0 1 7 6 0 6 6 1 5 0 0 1 0 1 5 0 0 1 0 0 1 6 3 0 0 0 1 6 3 0 0 0 2 6 0 0 2 6 0 3 6 0 2 6 0 3 6 10 0 6 10 0 6 10 0
LUBRICATOR Tank each Gauge Gauge Glass	Arcuppy Carday Squary Lubritank Pangy Gassy Cappy Oilgaizy Pressgay Olippy Olifix Mudgardy Mudgayt Mudracey Mudgay Magneto Magcoil Mageek Mageeking Magbase Magarm 3-TC Baxlet Basinget Basovet Basapet Brinketet Ballet	0 1 6 1 7 6 0 10 0 2 0 0 0 8 6 0 1 0 0 4 6 0 3 3 1 10 0 0 6 6 0 2 6 0 2 0 1 10 0 18 0 0 2 15 0 1 17 0 1 2 0 1 4 0 2 13 0 VA	PUMP, complete 15 T Pinion Washer for ditto Vane Bush Vane - Spindle Gland Cover Body Inlet Water Pipe Outlet Spindle Rest Coverbolts Spindle Rest Cover Studs Cover Studs Cover Studs Cover Body Pinion Pinion Pinion Pinion Triving Stars Torving Stars	Tregage Tiltery Tipaler Tipaler Tipaler Tipaler Tipaler Tipaler Tipaler Tipon Tiptree Pumpy Pumpastery Plipy Pumpandy Powery Pumpody Pumplody Powerly Puming Patty Pometly Powerly Pumpesty Powerndy Powerndy Powerndy Powerndy Powerndy Patty Powerndy Powerndy Powerndy Powerndy The DE	I 10 0 0 17 6 0 6 0 0 10 0 0 10 0 0 1 3 6 0 13 6 0 13 6 5 0 0 0 4 0 0 8 0 0 9 10 0 9 10 0 11 6 1 12 0 0 8 0 0 8 0 0 11 6 1 12 0 0 8 0 0 8 0 0 11 6 1 12 0 0 8 0 0 8 0 0 1 6 0 0 1 7 0 0 1 8 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 2 6	SILENCER Front Solate Servent Brackets Exhaust Pipe Washers, Copper and Asbestos Set of Four Cylinders Rods and Nuts Springs, Front Hind Holes Front Shackles, Front Hind Hind Holes Holes Front Holes Hole	Starevery Starolly Stready Strandey Silencey Sendey Sadidy Sippey Sasindey Sasindey Sadoduney Rodiny Rindiny Slippey Sloppey Soltey Shackley Shuntey Roney Rindery Rodery Rodery Rubbery	1 4 0 0 0 10 0 0 6 2 10 0 4 10 0 1 7 6 0 6 6 1 5 0 0 1 0 1 5 0 0 1 0 1 5 0 0 1 6 3 0 0 0 5 0 0 2 6 0 3 6 0 3 6 0 3 6 0 3 6 0 3 6 0 3 6 10 0 18 10 0 18 10 0 18 10 0 19 10 10 0
LUBRICATOR Tank each Gauge Gauge Glass	Arcuppy Carday Squary Lubritank Pangy Gassy Cappy Oilgaizy Pressgay Olippy Olifix Mudgardy Mudgayt Mudracey Mudgay Magneto Magcoil Mageek Mageeking Magbase Magarm 3-TC Baxlet Basinget Basovet Basapet Brinketet Ballet Bornet	0 1 6 1 7 6 0 10 0 2 0 0 0 8 6 0 1 0 0 2 0 0 0 8 6 0 1 0 0 0 4 6 0 3 3 1 10 0 0 6 6 0 3 6 1 15 0 0 2 6 0 2 0 1 10 0 18 0 0 2 15 0 1 17 0 1 2 0 1 4 0 2 13 0	PUMP, complete 15 T Pinion Washer for ditto Vane Bush Vane - Spindle Gland Cover Body Inlet Water Pipe Outlet Spindle Thrust Washer Coverbolts Spindle Rest Cover Studs COVER Studs COVER SUM CHASSIS Differential Case with Pins Half Differential Case Star Pinion Planet Pinion Pins Driving Stars Ball Journal Bearings	Tregage Tiltery Tipaler Tipaler Tipaler Tipaler Tipaler Tipaler Tipaler Tipaler Tipon Tiptree Pumpy Pumpiny Pumpastery Plipy Pumpandy Pumpandy Povery Pumpody Punelty Pontlety Puming Patty Powerolty Pumputy Pumpesty Poweroldy Pumputy Pumpesty Poweroldy Bifferentet Boveret Binionet Blanetet Blaniet Barset Bournalet	I 10 0 0 17 6 0 0 10 0 0 10 0 0 10 0 0 0 10 0 0 0 10 0 0 0 13 6 0 0 13 6 0 0 0 13 6 0 0 14 0 0 0 11 6 0 0 0 8 0 0 0 0 11 6 0 0 0 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SILENCER Front Solate Servent Brackets Exhaust Pipe Washers, Copper and Asbestos Set of Four Cylinders Rods and Nuts Springs, Front Hind Holes Front Shackles, Front Hind Hind Holes Holes Front Holes Hole	Starevery Starevery Starolly Stready Stready Stready Siencey Sadidy Sippey Sadoduney Rodiny Rindiny Slippey Soltey Shackley Shackley Shackley Shackley Shuntey Roney Roney Roney Rondery Rondery Rondery Rubbery	1 4 0 0 0 10 0 0 0 6 2 10 0 4 10 0 1 7 6 0 6 6 1 5 0 0 1 0 1 5 0 0 1 0 1 5 0 0 1 6 3 0 0 0 2 6 0 3 6 0 2 6 0 3 6 0 3 6 20 0 0 6 10 0 44 0 0 18 10 0 18 10 0 10 10 0 3 10 0 1 15 0 5 0 0 3 10 0 1 15 0 3 10 0 1 15 0 3 3 6
LUBRICATOR Tank each Gauge Gauge Glass	Arcuppy Carday Squary Lubritank Pangy Gassy Cappy Oilgaizy Pressgay Olippy Olifix Mudgardy Mudgayt Mudracey Mudgay Magneto Magcoil Mageek Mageeking Magbase Magarm 3-TC Baxlet Basinget Basovet Basapet Brinketet Ballet Bornet Bipperet Beevet	0 1 6 1 7 6 0 10 0 2 0 0 0 8 6 0 1 0 0 2 0 0 0 8 6 0 1 0 0 0 4 6 0 3 3 1 10 0 0 6 6 0 3 6 0 2 0 1 10 0 18 0 0 2 15 0 1 17 0 1 2 0 1 4 0 2 13 0 N VA III0 0 0 7 5 0 0 3 6 0 6 0 1 12 6 0 3 0 1 12 6 0 3 0 1 12 6 0 3 0 1 2 0 0 5 6 0 14 0	PUMP, complete 15 T Pinion Washer for ditto Vane Bush Vane - Spindle Gland Cover Body - Inlet Water Pipe Outlet Spindle Rust Spindle Rust Coverbolts Spindle Nuts Spindle Rust Cover Studs N CHASSIS. Differential Case with Pins Half Differential Case Star Pinion Planet Pinion Pins Driving Stars Ball Journal Bearings Single Compound	Tregage Tiltery Tipaler Tipaler Tipaler Tipaler Tipaler Tipaler Tipaler Tipon Tiptree Pumpy Pumpastery Plipy Pumpandy Powery Pumpody Pumplody Powerly Puming Patty Pometly Powerly Pumpesty Powerndy Powerndy Powerndy Powerndy Powerndy Patty Powerndy Powerndy Powerndy Powerndy The DE	I 10 0 0 17 6 0 6 0 0 10 0 0 10 0 0 1 3 6 0 13 6 0 13 6 5 0 0 0 4 0 0 8 0 0 9 10 0 9 10 0 11 6 1 12 0 0 8 0 0 8 0 0 11 6 1 12 0 0 8 0 0 8 0 0 11 6 1 12 0 0 8 0 0 8 0 0 1 6 0 0 1 7 0 0 1 8 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 2 6	SILENCER Bracket for Starting Hand, complete SILENCER End Caps End Caps Exhaust Pipe Washers, Copper and Asbestos Set of Four Cylinders Rods and Nuts Springs, Front Hind Clips Front Bolts Shackles, Front Hind John John John John John John John John	Starevery Starolly Stready Stready Strandey Silencey Sendey Sadidy Sippey Sadidy Sippey Sasindey Sadoduney Rodiny Rindiny Slippey Sloppey Sloppey Shackley Shuntey Roney Rindery Roney Rodery Rubbery Rodery Rubbery	1 4 0 0 0 10 0 0 6 2 10 0 4 10 0 1 7 6 0 6 6 1 5 0 0 1 0 1 5 0 0 1 6 3 0 0 6 0 0 0 2 6 0 3 6 0 3 6 0 3 6 0 3 6 0 3 6 0 10 0 18 10 0 18 10 0 18 10 0 10 10 0
LUBRICATOR Tank Gauge Gauge Glass Filter Cap Gauze Strainer Pressure Gauge Oil Pipe to Gauge Fixing Brackets MUDGUARDS, complete with Stays Brackets Mudguard only MAGNETO, B. & M., No. 11 Bis and Coil Coil Cheek Ignition Side fitted with Eall Bearings Cheek Driving Side fitted with Ball Bearings Armature, complete AXLE BACK, complete, less Horn Brackets Half Casing Armature, complete AXLE BACK, complete, less Horn Brackets Half Casing Inspection Cover End Caps Spring and Brake Brackets Distance Piece for Slipper Sleeve Horn Brackets """ Slippers """ Slippers """ Slippers """ Stay "" Sipper Sleeve "" "" Stay "" "" "" "" Stay "" "" "" "" "" "" "" "" "" "" "" "" ""	Arcuppy Carday Squary Lubritank Pangy Gassy Cappy Oligaizy Pressgay Olippy Olifix Mudgardy Mudgayt Mudracey Mudgay Magneto Magcoil Mageek Mageeking Magbase Magarm 3-TCC Baxlet Basinget Basapet Basapet Basapet Barlet Bornet Bipperet Beevet Bayet	0 1 6 1 7 6 0 10 0 2 0 0 0 8 6 0 1 0 0 2 0 0 0 8 6 0 1 0 0 0 4 6 0 3 3 1 10 0 0 6 6 0 3 6 0 2 0 1 10 0 1 2 0 1 17 0 1 2 0 1 4 0 2 13 0 N VA IIO 0 0 7 5 0 0 3 6 0 6 0 0 3 6 0 6 0 0 3 6 0 1 12 6 0 3 6 0 1 2 0 1 12 6 0 3 6 0 1 2 0 0 3 6 0 1 2 0 0 3 6 0 1 3 0 0 3 6 0 1 1 2 0 0 3 6 0 1 3 0 0 5 6 0 1 4 0 0 3 6 0 6 0 1 4 0 7 5 6 0 1 4 0 7 5 6 0 1 4 0 7 5 6 0 1 4 0 7 5 6 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PUMP, complete 15 T Pinion Washer for ditto Vane Bush Vane - Spindle Gland Cover Body - Inlet Water Pipe Outlet ,, Spindle Thrust Washer - Coverbolts Spindle Rest Cover Studs N CHASSIS. 35-H. Differential Case with Pins Half Differential Case Star Pinion Planet Pinion , Pins Driving Stars Ball Journal Bearings Single Compound , Double , Lock Nut for Star Pinion	Tregage Tiltery Tipler Tipler Tipler Tipaler Tipon Tiptree Pumpy Pumpiny Pumpany Pumpindly Pumpandy Povery Pumpody Punelty Pontlety Puming Patty Poverolty Pumputy Pumpesty Poveroldy Pumpesty Poverndy Bifferentet Boveret Blaninet Blanetet Blaninet Blanetet Blaninet Barset Bournalet Bompoundet Boublet Bombimonet	I 10 0 0 17 6 0 0 10 0 0 10 0 0 10 0 0 0 1 3 6 0 0 13 6 0 0 13 6 0 0 13 6 0 0 13 6 0 0 13 6 0 0 13 6 0 0 11 6 1 12 0 0 0 11 6 0 0 0 8 0 0 8 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 0 11 6 0 0 0 6 0 0 0 8 0 0 0 0 0 0 0 0 0 0 0	SILENCER Front Solate of Starting Hand, complete SILENCER End Caps End Caps Exhaust Pipe Washers, Copper and Asbestos Set of Four Cylinders Rods and Nuts Springs, Front Hind Hind Hind Hind Hind Hind Hind Hind Hind Wheels, Hind, less Tyre and Rim Front Hind De Nevers Tyres Front, complete with 34in. by 4in. Twin De Nevers Tyres Front, complete, with Single 34in. by 4in. De Nevers Tyres Spring, Complete with Steering Joints and Rods AXLE FRONT, complete with Steering Joints and Rods Axle only Swivels and Axle Arms Double Steering Arm Single Screwed Collars Cups Spindle Collets- Castle Nuts	Starevery Starolly Stready Stready Stready Strandey Silencey Sadidy Sippey Sadidy Sippey Sadoduney Rodiny Rindiny Slippey Soltey Shackley Shuntey Roney Rindery Roney Rodery Roney Rindery Roney Rindery Rondery Rubbery	1 4 0 0 0 10 0 0 6 2 10 0 4 10 0 1 7 6 0 6 6 1 5 0 0 1 0 1 5 0 0 1 0 1 5 0 0 1 0 0 2 6 0 3 6 0 2 2 6 0 3 6 0 3 6 20 0 0 6 10 0 6 10 0
LUBRICATOR Tank Gauge Gauge Glass Filter Cap Gauge Strainer Pressure Gauge Oil Pipe to Gauge Fixing Brackets MUDGUARDS, complete with Stays Brackets Mudguard only MAGNETO, B. & M., No. 11 Bis and Coil Coil Cheek Ignition Side fitted with Ball Bearings Cheek Driving Side fitted with Ball Bearings Cheek Driving Side fitted with Ball Bearings Armature, complete AXLE BACK, complete, less Horn Brackets Half Casing Inspection Cover End Caps Spring and Brake Brackets Distance Piece for Slipper Sleeve Horn Brackets United Stays Slippers Slipper Sleeve Horn Brackets Slipper Sleeve Horn Brackets United Stays Slipper Sleeve	Arcuppy Carday Squary Lubritank Pangy Gassy Cappy Oilgaizy Pressgay Olippy Olifix Mudgardy Mudgayt Mudracey Mudgay Magneto Magcoil Mageek Mageeking Magbase Magarm 3-TC Baxlet Basinget Basovet Basapet Brinketet Ballet Bornet Bipperet Beevet	0 1 6 1 7 6 0 10 0 2 0 0 0 8 6 0 1 0 0 2 0 0 0 8 6 0 1 0 0 0 4 6 0 3 3 1 10 0 0 6 6 0 3 6 0 2 0 1 10 0 1 2 0 1 4 0 2 15 0 N VA 110 0 0 7 5 0 0 3 6 0 6 0 1 12 6 0 3 0 1 12 6 0 3 6 0 1 12 6 0 3 6 0 1 12 6 0 3 6 0 1 12 6 0 3 6 0 1 12 6 0 3 6 0 1 12 6 0 3 6 0 1 12 6 0 3 6 0 1 12 6 0 3 6 0 1 12 6 0 3 6 0 1 12 6 0 3 6 0 1 12 6 0 3 6 0 1 12 6 0 3 6 0 1 12 6 0 3 6 0 1 12 6 0 3 6 0 1 12 6 0 3 6 0 1 12 6 0 3 6 0 1 12 6 0 3 6 0 1 12 6 0 3 6 0 1 12 0 0 5 6 0 14 0 0 3 6 1 12 5 5 0	PUMP, complete 15 T Pinion Washer for ditto Vane Bush Vane - Spindle Gland Cover Body Inlet Water Pipe Outlet Spindle Thrust Washer Coverbolts Spindle Rest Cover Studs N CHASSIS. 35-H. Differential Case with Pins Half Differential Case Star Pinion Planet Pinion N Pins Driving Stars Ball Journal Bearings Single Compound Double Live Ayle Castle Nut Spilt Collars	Tregage Tiltery Tipaler Tipaler Tipaler Tipaler Tipaler Tipaler Tipaler Tipon Tiptree Pumpy Pumpany Pumpastery Plipy Pumpandy Povery Pumpody Pumplody Powerotty Pumping Patty Powerotty Pumpesty Powerndy Powerndy P. ** DF Bifferentet Boveret Binionet Blaninet Blannetet Blannetet Blannetet Blannetet Blannetet Bournalet Bompoundet Bombimonet Bombitet Bombimonet Bombutet	I 10 0 0 0 17 6 0 0 6 0 0 10 0 0 10 0 0 1 3 6 0 0 13 6 0 0 0 13 6 0 0 0 8 0 0 9 10 0 0 11 6 1 12 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 0 8 0	SILENCER SILENCER End Caps: End Caps: Exhaust Pipe Washers, Copper and Asbestos Set of Four Cylinders Rods and Nuts Springs, Front Hind Hind Wheels, Hind, less Tyre and Rim Front Hind, complete with 34in. by 4in. Twin De Nevers Tyres Front, complete, with Single 34in. by 4in. De Nevers Tyres Springs, Front De Nevers Tyres Springs, Front Wheels, Hind, less Tyre and Rim Front Bolts Front Bolts Front Front Wheels, Hind, less Tyre and Rim Front De Nevers Tyres Seach Front, complete, with Single 34in. by 4in. Bolts ENGINE AXLE FRONT, complete with Steering Joints and Rods Axle only Swivels and Axle Arms Double Steering Arm Single Screwed Collars Cups Spindle Collets Castle Nuts Steering Link, Rod, and Jaws	Starevery Starolly Stready Stready Strandey Silencey Sendey Sadidy Sippey Somey Sasindey Sadoduney Rodiny Rindiny Rindiny Slippey Soltey Shackley Shuntey Roney Rindery Rondery Rubbery Axlet Axonet Axivelet Axivelet Aximet Axipotet Axipotet Axibotet Axoletet Axole	1 4 0 0 0 10 0 0 10 0 0 16 2 10 0 4 10 0 1 7 6 0 6 6 1 1 5 0 0 1 6 3 0 0 0 1 6 3 0 0 0 2 6 0 3 6 0 3 6 20 0 0 6 10 0 18 10 0 18 10 0 10 10 0 18 10 0 10 10 0 11 5 0 0 3 6 0 0 0 1 5 0 0 1 5 0 0 1 5 0 0 1 5 0 0 1 5 0 0 1 6 0 0 1 7 0
LUBRICATOR Tank each Gauge Gauge Glass	Arcuppy Carday Squary Lubritank Pangy Gassy Cappy Oilgaizy Pressgay Olippy Olifix Mudgardy Mudgayt Mudracey Mudgay Magneto Magcoil Mageek Mageeking Magbase Magarm 3-TC Baxlet Basinget Bassovet Basapet Brinketet Basapet Brinketet Bornet Bipperet Beevet Bayet Bayet Balivet	0 1 6 1 7 6 0 10 0 2 0 0 0 8 6 0 1 0 0 2 0 0 0 4 6 0 3 3 3 1 10 0 0 6 6 6 0 2 6 0 2 0 1 10 0 18 0 0 2 15 0 1 17 0 1 2 0 1 4 0 2 13 0	PUMP, complete 15 T Pinion Washer for ditto Vane Bush Vane - Spindle Gland Cover Body - Inlet Water Pipe Outlet ,, Spindle Thrust Washer - Coverbolts Spindle Rest Cover Studs N CHASSIS. 35-H. Differential Case with Pins Half Differential Case Star Pinion Planet Pinion , Pins Driving Stars Ball Journal Bearings Single Compound , Double , Lock Nut for Star Pinion	Tregage Tiltery Tipler Tipler Tipler Tipaler Tipon Tiptree Pumpy Pumpiny Pumpany Pumpindly Pumpandy Povery Pumpody Punelty Pontlety Puming Patty Poverolty Pumputy Pumpesty Poveroldy Pumpesty Poverndy Bifferentet Boveret Blaninet Blanetet Blaninet Blanetet Blaninet Barset Bournalet Bompoundet Boublet Bombimonet	I 10 0 0 17 6 0 0 10 0 0 10 0 0 10 0 0 0 1 3 6 0 0 13 6 0 0 13 6 0 0 13 6 0 0 13 6 0 0 13 6 0 0 13 6 0 0 11 6 1 12 0 0 0 11 6 0 0 0 8 0 0 8 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 8 0 0 0 0 11 6 0 0 0 6 0 0 0 8 0 0 0 0 0 0 0 0 0 0 0	SILENCER Front Solate of Starting Hand, complete SILENCER End Caps End Caps Exhaust Pipe Washers, Copper and Asbestos Set of Four Cylinders Rods and Nuts Springs, Front Hind Hind Hind Hind Hind Hind Hind Hind Hind Wheels, Hind, less Tyre and Rim Front Hind De Nevers Tyres Front, complete with 34in. by 4in. Twin De Nevers Tyres Front, complete, with Single 34in. by 4in. De Nevers Tyres Spring, Complete with Steering Joints and Rods AXLE FRONT, complete with Steering Joints and Rods Axle only Swivels and Axle Arms Double Steering Arm Single Screwed Collars Cups Spindle Collets- Castle Nuts	Starevery Starolly Stready Stready Stready Strandey Silencey Sadidy Sippey Sadidy Sippey Sadoduney Rodiny Rindiny Slippey Soltey Shackley Shuntey Roney Rindery Roney Rodery Roney Rindery Roney Rindery Rondery Rubbery	1 4 0 0 0 10 0 0 6 2 10 0 4 10 0 1 7 6 0 6 6 1 5 0 0 1 0 1 5 0 0 1 0 1 5 0 0 1 0 0 2 6 0 3 6 0 2 2 6 0 3 6 0 3 6 20 0 0 6 10 0 6 10 0

Cup each Shaft only ,,	11100101	3 10 0	Washers -	Clasheret	0 0 6	less Busheseach Exhaust Cams	Ecaftomtet	
Shaft only - ,, ACCELERATOR, Hand Set, complete - each	Shafolet	0 10 0	", Washers - "," Fixing Bracket ","	Clacket	0 4 0	Exhaust Cams	Camet	5 12 0 0 10 4
Lever	Acceleratet Aclevet	2 0 0 0 0 3 6	DASH, complete with Brackets Brackets Petrol Regulator Outside Throttle Inside Throttle Lid for Float Chamber Lid for Throttle Chamber Lever for Outside Throttle Lever for Inside Throttle Bracket for Tumbler Shaft Flange for Inlet Tube Hot Air Inlet End Cover for Mixing Chamber Regulator Tube	Dashet Dasheret	2 0 0 0 5 6	Inlet ". Back Bushes	Camexet Tactet	0 10 4
Lever Bracket Rods	Acdracketet	0 6 6	Petrol Regulator ,,	Carpet	0 5 9	Middle ,,	Tiddet	0 6 0
Bell Crank	Acrodet Acbellet	0 2 3 0 4 0	Inside Throttle	Carthrot Carintot	0 15 4	Camshaft Collar	Tamet Exallet	0 6 0
,, ,, Bracket, Operating Fork Bracket,	Acranket	0 4 6	Lid for Float Chamber,	Carlid	0 7 0	Adaptor for Mid Bearing	Caditet	0 10 6
,, Fork	Accoperet Acforket	0 6 6	Lever for Outside Throttle	Carlith Carlout	0 6 6	Front ,,	Cadoret Inweet	1 10 0 0 17 4
Pedal Set, complete	Acedalet	1 2 6	Lever for Inside Throttle ,,	Carlinth	o I I	Front Bearing Adaptor Studs	Camwear	0 0 8
Pedal	Acedat Accordet	0 11 0	Flange for Inlet Tube	Carack Carlange	0 I I0 0 5 4	" Screw Washers -	Camrew Camashet	0 0 4
Operating Lever Spring	Acevet	0 2 6	,, Hot Air Inlet ,,	Carlair	0 5 2	", ", Bracket	Camracket	0 0 2
Spring ,,	Acringet	0 0 6	End Cover for Mixing Chamber	Carlend Carlube	0 4 2 0 2 I	Washers Bracket Standard Washer Stracket Standard Washer Stracket Standard	Camrasher Camaslet	0 0 6
BRAKE SIDE, each Wheel Set complete	Sybraket	I 15 O	Regulator Tube Bush for Mixing Chamber Large Fixing Nut Stock Pin for Tumblers Cheese Head Screw for Lids Position Pin for Regulator Quarter Nut for Inside Throttle Stop Pin for Inside Throttle	Carlush	0 0 7	Crankshaft ,,	Cranaftet	0 0 8
Shoe Toggle	Shoet Sygglet	0 7 6	Large Fixing Nut ,,	Carlix Carloc	0 I I 0 0 2	Back Bearing ,,	Cruset Crufest	2 0 0
Spreader	Spreaderet	0 1 9	Cheese Head Screw for Lids-	Carlees	0 0 2	Middle ,, ,,	Criddlet	1 17 0 1 15 4
Drum	Syranket Syrumet	0 3 9	Position Pin for Regulator	Carlos Carlut	0 0 1	Oil Guard for Back Bearing ,, Middle Bearing Bottom Plate ,,	Crusoilet	0 12 4
	Shieldet	0 5 6	Stop Pin for Inside Throttle	Carlot	0 0 1	Back ,, ,, ,,,	Cappet Capret	0 2 6
Connecting Rods Compensating Link Compensating Link Bracket	Syrodet Syconipet	0 3 6	Stop Pin for Inside Throttle, Key Screw for Outside Throttle, Stop Screw for Throttle Chamber,	Carley	0 0 I	Back Back Back Back Back Back Back Back	Culvet	0 10 0
Compensating Link Bracket	Syracet	0 3 0	Nut for Stop Screw	Carlew Carlor	0 0 5	Intermediary Pinion	Culvrat Cinionet	0 15 0
Compensating Link Bracket Turnbuckles Lever Cross Brake Rod Tranks	Syrucket	0 2 6	Washer for Stop Screw ,,	Carlash	OOI	Castle Nut for Middle Bearing ,,	Caftaslet	0 0 8
Cross Brake Rod	Syleveret Sycrosset	2 5 0 0 5 0	Plug Screw	Carlug Carlup	0 0 2 0 0 2	bearings each	Caftonet	0 0 4
,, ,, Cranks	Syranket	0 3 6	Plug under Jet	Carlund	0 0 10	bearings each in Dowel for Crankshaft and Gear Cover		
Pin Bolt	Syprinket Syrolet	0 7 6	Collar for Needle ,,	Carleedle Carlumb	0 0 2	Bearings - each Washer for Long Bolt of Middle Bear-	Caforet	0 0 2
Shoe Bolt	Syroeinet	о 1 6	Shaft for Tumblers ,,	Carlaft	0 O I	ing each in. Dowel Tube for Crankshaft Bottom	Caftearet	0 0 4
DDAKE TOOM			Stop Screw for Throttle Chamber - Nut for Stop Screw Nut for Stop Screw Plug Screw Plug Screw Plug Screw Plug Index Jet Collar for Needle Tumblers Shaft for Tumblers Petrol Jet Washer for Spring Regulator Tube Spring for Inside Throttle Bush for Tumbler Bracket & Stud	Carlet Carling	0 2 6 0 0 I	Bearing each	Caftube	0 0 3
less Drum each	Fobronet	7 15 0	Regulator Tube	Carlate	0 1 9	Bolts for Back Bearing,	Caftack	0 2 0
Band ,,	Fobander Foddrumet	2 5 0 I IO 0 •	Spring for Inside Throttle	Carlring Carlrush	0 0 5	in. Bolts for Middle Bearing,	Caftolet Connecomtet	0 3 4
Bell Crank ;	Fobellet	0 4 6	5 Stud	Carlrud	0 0 8	Connecting Rods only	Connectet	4 0 0 2 0 0
"Bracket "	Fobracket Fopindlet	0 4 6	ENCINE complete of h n Dennis	Enginet	230 0 0	Big End Bearings	Conbiget Conoltet	174
Bridge Eyebolt	Fobridget	0 I 3 I I 0	ENGINE, complete, 35 h.p. Dennis ,, Top Half Crank Case ,, Bottom Half ,, Drain Plug ,, Inside Valve Gear Cover ,, Outside Half ,, Studs for Lid of Gear Cover ,	Chambet	33 0 0	Bearing - each Bolts for Back Bearing - each Bolts for Bor Middle Bearing - , in. Bolts for Middle Bearing - , connecting Rod, complete - , Connecting Rods only - , Big End Bearings - , , , , Bolts Connecting Rod Castle Nut - , Washer - ,	Conastle	0 0 10 0 1 10
Eyebolt	Fyboltet	о 1 6	Bottom Half ,, ,,	Chambotet	13 10 0	Washer	Conasher Cowel	0 0 4
Operating Crank Turnbuckles Connecting Rods Pedal Toggle End Clips for Band Band Slippers	Fopercranket Fadlinket	0 3 9 0 2 6	Inside Valve Gear Cover	Crainet Covereat	0 0 5	Exhaust Pipe, Middle	Collectet	0 0 1
Connecting Rods ,,	Foconeret	0 3 6	Outside Half	Caset	6 16 0	,, ,, Front	Collontet	0 4 10
Toggle	Foedalet Foglet	0 3 9	Bolts ", ", Magneto Side ",	Crankud Crankolt	0 0 6	,, Piston Rings	Collacket Collinget	0 9 6
End Clips for Band	Folipet	0 2 3	Studs for Inside Half Gear Cover-	Crankid	0 0 6	Inlet Pine ,, Studs ,,	Collindet	0 0 6
	Folippet Folinet	0 5 0 0 I 0	Dowel Bush for Gear Cover and Oil	Cranklud	0 0 6	Inlet and Water Pipe Studs	Cunletet Cyanget	0 0 6
Spring	Foringet	0 0 6	Pump each	Crankowel	0 0 2	Steady Bush	Clanget	0 0 4
Pin Bolts	Fodolted Bonetet	0 0 6 7 15 0	Washer and Stop Screw inside Gear Cover each	Crankasher	0 0 4	Oil Pump Body	Coilomlet Coilet	6 o o o 17 10
Middle Rest ,,	Bonestet	0 11 0	Adaptor Screw for Cover Plate,	Cranaftor	0 1 0	Bottom Cover,	Cumpet	0 6 8
Spring	Bonastet Bontrapet	2 5 0 0 5 6	Castle Nuts for Studs Dowel Tube for Gear Cover	Cranastle Crankowet	0 0 8	Connecting Rod Castle Nut Washer Jin. Dowel Peg for Bearing Exhaust Pipe. Middle For Back For	Cumpotet Cumearet	0 5 10
Plates "	Bonatet	0 5 6	in. Plug for Gear Cover	Cranlug	0 0 8	Bottom ,, ,, ,, ,,	Cotearet	0 9 0
CLUTCH	Clutchet	70 7 8	Cap for Blind Bushes , Outside Bolt for Crank Case ,	Cranrush Cranbolt	0 0 4	Collar for Spindle	Cukolet Coiludet	0 0 6
Balance Weight	Balancet	10 5 0 1 2 0	Back "Front Long Bolt "	Crankolt	0 1 10	., ,, Bolts, 16 in	Coilotet	0 2 0
Plate	Cluplatet Cluemalet	I 2 0		Cranbolet Cyastet	0 0 8	First Shaft	Coilaft Colicaft	0 4 4 0 5 6
Plate - " Female Part - " Male Part - " Leather - " Pedal - "	Malet	I I2 0 2 5 0	complete with all Fittings	Cyastomtet	15 10 0	Cap for Blind Bush -	Capindet	0 0 2
Leather ,	Leatheret Cluedalet	0 10 0	Piston, ,, Rings, Gudgeon Pin,	Cystet Cyunget	0 3 6	Adaptor Bush	Cadapet Cunionet	0 4 4
"Shaft	Cledafet	0 6 6	Gudgeon Pin	Cyraxtet	0 8 6	Union Back Pressure Valve	Cacunet	0 0 10
Pedal , Shaft , Brackets Clutch Shaft , Brackets Thrust Bearing Extension Piece Spring Cap for Spring Phosphor Bronze Slippers	Claracket	0 4 6	" " " Bushes " Retaining Ring for Gudgeon Pin "	Cyrushet Cyket	0 6 10	Top Gear Wheel for Oil Pump Bottom , " Collar for Spindle - " Oil Pump Studs, fain " Bolts, fain " Bolts, fain " First Shaft Second Shaft Cap for Blind Bush - " Adaptor Bush - " Oil Union, complete Union Back Pressure Valve - " Nut " Nipple ", "	Cacutet Cucipilet	0 0 2
,, ,, Brackets "	Cluaftet Cluracket	0 2 6	Cylinder Valve Caps ,, Cover for Core Holes ,,	Cyastet	0 6 4	Nipple ', ',' Clutch for Spindle - ', Distributor Spindle - ', Bush - ', Washer - ', Steel Tube for Contact Breaker, 15in,	Caluctet	0 0 2
Thrust Bearing ,,	Cluthrustet	0 12 6	Cover for Core Holes,	Cyoret	o 3 8	Distributor Spindle	Calindlet Crushet	0 18 0
Spring	Clextenset Sprutchet	0 7 6 0 5 6	Studs	Crudet Crupet	0 2 0	,, Washer	Calashet	0 3 0
Cap for Spring Phosphor Bronze Slippers - pair	Clycap	0 2 6	Compression Cock ,,	Cyresset	0 1 10	Steel Tube for Contact Breaker, 11in	Contactet	0 6 10
Fork each	Clufoset Clorket	0 10 0	Valve Plunger, complete ,, Valve Plunger only ,,	Crewet Tidet	1 7 0 0 12 10	Thrust Washer for Spiral Gear	Contet Casiral	0 6 10 0 I 10
Brake, complete,	Clracket	I 2 0	Body of Valve Lifter ,,	Tralet	0 7 10	Spiral Wheel for Camshaft	Caspiralet	0 8 6
,, Band Clutch Bolts	Clrandet Cloltet	0 10 6 0 1 6	Valve Sockets , Plunger Set Screw ,	Trilet Trewet	0 2 4 0 5 4	Olutch for Distributor Spindle	Caspiral Castribitet	0 13 6
			Axle for Plunger Roller ,,	Traxlet	O I IO	Adaptor Bush for Contact Breaker	Cadushet	0 6 2
CARBURETTER W. & P	Carburettet Cloatambet	7 0 0 3 14 6	Nut for Set Screw ,, Fibre Set Screw,	Tromplet Trappetet	0 0 8	Lever for Contact Breaker,, Magneto Pinion,	Calevet Caxul	0 4 0
Mixing Chamber	Clixinget	0 12 3	Plunger Roller	Tollet	0 0 10	Fixing Plate for Magneto	Cagixet	0 10 0
,, Bush Float	Clixush Cloatet	0 0 4	Values	Cyanet Cyalvet	0 0 8	Clamp for Magneto, Driving Fork,	Calamp Calork	0 2 6
Needle Valve	Cleedlet	0 4 0 0 I 0	, Spring , , , , Collars , , , , , , , , , , , , , , , ,	Cytopet	0 0 8	,, ,, Spindle ,,	Calindle	0 7 4 0 5 6
,, Seat ,, Heater Pipe, complete	Cleseatet	O I 3	,, Cotters ,, Inlet Camshaft ,,	Cyaket Taffet	0 1 10	,, ,, Bolt ,, Roller	Calolt Calloller	o 5 6
Heater Pipe, complete	Clipet Clipeyet	I 0 0 0 5 0	Inlet complete, less Bushes,	Taftomtet	5 0 0	Driving Fork	Calpin	0 0 4
Aluminium Case for Exhaust ,,	Clipallet	0 15 0	Exhaust ,, only ,,	Ecaftet	1 11 6	Stud for Clamp ,,	Casud	0 0 6
			81					

Description.	Code W. r.l.	£ s. d.	Descripti m.	Code Word.	£ s. d.	Description.	Code Word.	£ s. d.
Driving Fork Bolt Washer each	Casork	0 0 4	Description:	Araftet	1 17 6	Vane Bush each	Plipet	0 3 4
in. Peg for Starting Shaft Clutch - ,,	Caseg	0 0 1	Swivel	Arivet	0 7 6	Vane Bush each Spindle	Pumpindlet	0 9 10
Inlet Water Pipe Connecting Piece for	Cinwatet	0 5 4	Bolt	Arjawet Arbolet	0 IO 0 0 2 0	Gland	Pumpanet Pumpandet	0 9 0
Cylinder - each Outlet ditto	Cowatet	0 5 4	Pin	Arpet	0 2 0	Cover	Poveret	o II 6
Bolt for Pinions ,,	Casopet	O I 10	Bushes ,,	Arbushet	0 2 0	Body ,,	Pumpodet	I 12 0
Woodruf Keys	Caswood	0 0 4	Grease Cup	Arcupet Cardanet	o 1 6	Inlet Water Pipe,	Pinlet	0 8 0
Contact Breaker with Gear, complete - ,,	Casconet	5 0 0	Square	Squaret	1 7 6	Spring	Poulet Pirmiret	0 8 0
FRAME, complete with Fittings,	Framet	20 0	" - 1			Spindle Thrush Washer,	Pattet	0 0 8
Side Frame ,,	Samet	10 0 0	LUBRICATOR TANK,	Lubricat	2 0 0	Cover Bolts	Plushet	0 0 8
Cross Members	Famet Femberet	5 0 0 2 5 0	Gauge Glass ,,	Gasset	0 I 0	Spindle Rest	Pinderset Pindleset	0 0 8
Front Spring Hangers	Faugeret	0 8 6	Filler Can	Gaget Oilcapet	0 8 6	Cover Studs	Poverudet	0 0 6
Back ,, ,, ,,	Fingeret	0 9 0	Gauze Strainer ,,	Oilgauzet	0 3 3		P. 11	
Frame	Feltet Fosmem	2 0 0	Pressure Gauge	Pressget	1 10 0	RADIATOR, complete ,,	Radiate Rivelacet	30 0 0
	rosmem	2 5 0	Gauge Glass	Olippet Olifixet	o 6 6 o 3 6	RADIATOR complete	Rivelet	0 10 0
FAN, complete less Bracket ,,	Fanet		Fixing Diackets	Office	0 3 0	Filler Cap,	Rilleret	0 5 6
Bracket	Fracketet	0 4 0	MUDGUARDS, complete with stays	Mudguardet	1 15 0	Strainer ,,	Raizet	0 3 6
Spindle	Freltet Frindlet	0 5 0	Stays	Mudgate	0 2 6	Outlet Pipe	Rinlet Routlet	0 7 6
Belt	Frupet	0 I 0	Stays, Mudguard only, Brackets,	Mudget	I 10 0	Outlet Pipe ft.	Roset	0 1 6
Blades	Fladet	0 2 6	Brackets ,,	Mudret	0 2 0	Drain Plug each	Rainet	0 2 6
Camshaft Pulley for Round Belt ,,	Fullet Fushindle	1 7 10 0 4 4	MAGNETO, B.M., 11 Bis and Coil ,,	Magneto	18 0 0	Hose Pipe Clips ,,	Roselet	0 1 3
Castle Nut-	Fushindet	0 0 6	Coil	Magcoilet	2 15 0	RADIUS ROD, complete	Radiut	I IO 0
Camshaft Pulley for Round Belt	Fallet	0 5 0	Cheek Ignition side fitted with Ball Bearings	Mageek	1 17 0	Rod only	Roulet	OIIO
	Cooret		Cheek Driving ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,,	Mageeking	I 2 0	Spring Buffer	Raduffet	0 17 0
Aluminium Half Case	Gearet Gammit	80 0 0	Armature complete	Magbase Magarm	I 4 0 2 I3 0	Springs ,, Bracket ,,	Rufferet Ringet	0 3 6 0 I 0
Phosphor Bronze ditto	Gabronzet	19 15 0	Primary Collector and Insulation	Magarmary	0 2 6	Slotted Pieces :	Rotteret	0 I 0
Inspection Cover ,,	Goveret	0 8 9	Nut at end of Spindle Washer at end of Spindle	Magut	0 0 3	Brass Cap	Rappet	0 4 6
GEAR BOX. complete	Gerverset Glidinget	1 12 6 6 6 o	Washer at end of Spindle Advance with Squares and Columns	Magasher Madvance	0 0 3 2 16 0	RADIUS ROD, complete Rod only	Rubet	0 5 0
			Fixing Spring for ditto	Magex			Steerinet	25 15 0
Spindle - each Secondary Shaft only	Gafteetet	12 17 6	Milled Coalest for Pananat Mounting ditta	Magille	o 1 6	STEERING GEAR, complete Wheel only Column , Spindl Gear Case Worm Sector Sector Spindle Steering Ball Arm Connecting Rod Brass Caps Springs Ball Cones Column Bracket Gear Bracket	Stweet	2 5 0
Secondary Shaft only ,,	Gaftet Gaftindet	1 17 6 1 0 0	Roller Link Piece	Magover Magroller	o 6 6 o 14 o	Column ,,	Stolumet Stolindlet	0 4 0
First, Second, and Third Speed Wheels	Gistet, Gendet,		Springs for ditto	Magring	0 0 8	Gear Case	Stearet	4 10 0
The statement of the property of the statement of the sta	Girdet	2 5 0	Cover for ditto	Magrew	0 0 3	Worm,	Stormet	8 17 6
Third Speed Clutch Wheel	Glutchet Glutcheelet	8 0 0 3 15 0	Tightening Screw of same	Magnum Magame	0 0 6	Sector	Sectoret Sectinglet	2 5 0 3 7 6
Reverse Clutch Plate	Gawlatet	2 15 0	Magneto	Magnet	0 14 6	Steering Ball Arm	Sectarmet	1 10 0
Top Speed Spindle	Gawndlet	6 0 0	Condenser	Magenser	0 15 0	Connecting Rod,	Secrodet	I 10 0
Clutch Spring,	Glutchinget Goperet	0 5 6	Connecting Bar of ditto ,, Nuts for ditto ,,	Magect Magectut	0 0 6	Brass Caps ,,	Sectrappet	0 4 6 0 I 0
operating Fork with Rod	Goperonet	0 12 0	Four-Cylinder Secondary Distributor and	Magectut	0 0 2	Ball Cones	Sectringet Sectonet	0 2 0
Mainshaft ,,	Gamshaftet	1 0 0	Cover each Fixing Nuts,, Cover for ditto,,	Magbu'er	0 13 6	Column Bracket,	Sectracket	0 6 0
Ball Bearings for Mainshaft ,,	Goballet	I 12 0	Fixing Nuts ,,	Magtun	0 0 8	Gear Bracket ,,	Searacket	0 7 0
Cap for Third Speed Spring	Grustet Gapet	1 12 0	Cover for ditto ,, Fibre Pinion and Carbon Holder ,,	Magover Maginion	0 2 6 0 I4 0	Leather Covers,	Seacovet	0 7 0
End Bearing Caps ,,	Genberet	0 12 0	Wall Plug Not -	Magall	0 0 3	STARTING HANDLE only	Stanet	0 3 6
Change Speed Lever ,,	Geveret	2 5 0	Frimary Carbon and Spring - ,, Milled Button for same ,, Earth Carbon and Spring - ,, Screw for ditto - ,	Magpie	0 0 9	Shaft	Standlet	0 11 2
Operating Lever Arm	Guadrantet Operarmet	1 15 0 0 10 0	Earth Carbon and Spring	Magbut Magearth	0 0 5	Spring	Stindet Stringet	0 0 6
Split Collars ,,	Operallet	0 2 6	Screw for ditto ,,	Mage	0 0 4	ist Collar for Spring of Clutch	Starcol	0 2 8
Back Nuts ,,	Operatet	o I 9	Secondary Carbon and Spring ,,	Magcarbon	0 0 7	2nd ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,,	Starcot	0 5 0
Rocker Levers	Otteret Operomtet	0 0 9	Secondary Carbon and Spring Milled Buttons of Ignition Cover Primary Wall Plug Nut Milled Button	Magic Magplug	0 0 5	2nd ,, Peg for Starting Clutch - , , , , , , , , , , , , , , , , , ,	Starpeg Starbush	0 1 4
Gland for Operating Rod ;	Operglandet		Milled Button	Magmili	0 0 5	Bracket for Starting Lever	Starever	I 4 0
End Cap for ,, ,, ,,	Opercapet	0 2 6	Fixing Screw of Magnets ,,	Magnetrew	0 0 3	Bolts for Bracket and Gear Cover	Starolt	0 0 10
Levers ,,	Operiget Oprevet	0 4 6	of Condenser	Magret Magretting	0 0 3	Stop Head Screw for Second Collar - ,, Bracket for Starting Handle, complete - ,,	Stread Strandet	0 0 6
Free Wheel Clutch, complete Third Speed Clutch Wheel Reverse Clutch Plate Top Speed Spindle Clutch Spring Operating Fork with Rod , , only Mainshaft Ball Bearings for Mainshaft Ball Bearings for Mainshaft Ball Trust Bearings Cap for Third Speed Spring Cap for Third Speed Spring Change Speed Lever Quadrant Operating Lever Arm Split Collars Back Nuts Cotter Pins for Levers Gland for Operating Rod End Cap for Triggers Levers Springs Springs Distance Piece for Top Speed Spindle Clearer Cap Lever Spring Distance Piece for Top Speed Spindle	Operinget	0 0 6	Fixing Screw of Magnets " " of Cheeks - " " " of Condenser - " Intermediate Gear - " Axle for ditto - " Ball Bearing for ditto - "	Magear	0 5 6			
Distance Piece for Top Speed Spindle - ,.	Gistancet	0 1 0	Axle for ditto ,,	Magaxle	0 1 9	SILENCER,	Silencet	4 10 0
Change Speed Lever Spindle ,,	Gindlet Gracket	0 3 6	Cam	Magball Magcam	0 2 3	End Caps ,,	Sendet Sandet	i 7 6 o 6 6
Change Speed Lever Spindle , , Shaft Brackets , Pawls for Free Wheel , ,	Gastawl	o 2 6 o 1 6	Fixing Screw for same	Magame	0 0 3	Exhaust Pipe	Sippet	1 5 0
			Fixing Screw for same	Magindle	0 0 6	SILENCER	Somet	OIO
HUBS, Front, complete,	Rubet Rumpet	3 0 0	Lubricator ,,	Magricator	0 0 7	Set of 4 Cylinders set Rods and Nuts each	Sasindet Sasodunet	1 5 0 0 1 6
Hind, complete	Haxcat	9 0 0		1472		Rous and Nuts each	Sasoddilet	0 1 0
Front Hub Cap Back	Axcat	0 10 0	PETROL TANK,	Tanet	4 4 0	SPRINGS, Front,	Rodinget	3 10 0
Front Bushes, two to each Hub ,,	Axushet	0 12 6	Gauze Strainer	Tillet Tauzet	0 5 6 0 3 3	Hind	Rindet	7 0 0
Back ,, ,, ,,,,,	Haxushet	1 5 0	Pressure Valve	Tresset	I 5 0	Front ,,	Slippet Sloppet	0 5 0 0 2 6
IGNITION CONTROL, set, complete	Ignet	2 0 0	,, Pipe ,,	Tressipet	0 7 6	Bolts	Soltet	0 2 6
Lever each ,, Bracket	Igevet	0 3 6	,, Pump ,,	Tressumpet Tregaget	0 18 0	Shackels Back	Shacklet	0 3 6
Bell Crank	Igracket Iranket	0 6 6	Filter	Tilteret	0 17 6	Hind Spring Bracket Axles	Shuntet Rindaxlet	0 3 0
,, ,, Bracket	Ibellet	0 4 6	Pipe to Filter,	Tipiltet	0 6 0			
Rod Long	Irodet	0 2 6	,, Carburetter ,,	Tipabet Tipauset	0 10 0	WHEELS, Hind, less Tyre and Rim - ,,	Rinet	20 0 0
Short Rod and Joints	Iboinet	0 4 6	Filter Bracket	Tipaliset	0 10 0	Front, less Tyre and Rim Hind, complete with 34in. × 5in. Twin	Ronet	10 0 0
JOINTS, Universal, for Clutch	Universit	3 10 0	PETROL TANK Filler Cup Gauze Strainer Pressure Valve ,, Pipe - ,, Pump ,, Gauge Filter Pipe to Filter ,, Carburetter - ,, Exhaust Filter Bracket - Unions Three-way Union Connection	Tipouet	0 0 6	De Nevers Tyres each	Rinderet	53 II 6
Cup, Clutch Square ,,	Unicupet	0 12 0	Three-way Union Connection ,,	Tiptret	0 13 6	De Nevers Tyres Front, complete with 34in. × 5in. Single De Nevers Tyres Rubbers only, 34in. × 5in. De Nevers	Dondonst	
Sliding Square	Uncutet Uncupet	0 10 0	PIIMP complete	Pumpet	5 0 0	Rubbers only, 34in, × sin. De Nevers	Ronderet Rubberet	26 15 9 15 0 0
Sliding Square, Cup Centre Plate ,,	Unentret	0 12 6	PUMP, complete ,,	Pumpinet	0 4 0	,, ,, 34 in. by 5 in. Frome - ,,	Rubberomet	12 8 6
Springs ,,	Unringet	о 1 6	Washer for ditto ,,	Pumpinaser	0 0 8	(unguaranteed).		

4 AND 5 TON CHASSIS.

D. delete	i m							
AYLE BACK complete less Horn Brackets	ode Word.	\pounds s. d.	Description. Eyebolt - each Operating Crank Turnbuckles Connecting Rods Pedal Toggle End Clips for Band Band Slippers Cast Iron Segments (not drilled)	Code Word. Vybolt	£ s. d.	Oil Tank each	Code Word,	£ s. d.
and Brakes Half Casing cach Inspection Cover	Vaxle	110 0 0	Operating Crank	Vopercrank	0 3 9		Vubricato: Vecump	3 0 0
Half Casing each	Vasing	7 5 0	Turnbuckles	Vadluck	0 2 6	Grid for Oil Tank Gear Case Cover Screw for same Crankshaft alone Distributing Pinion Front Bearing Back Middle Connecting Rod complete less bushes	Vaser	2 0 0 2 10 0
Inspection Cover,	Vasover	0 3 6	Connecting Rods,	Vooconer	0 3 6	Screw for same	Vacump	0 0 4
Inspection Cover End Caps - Spring and Brake Brackets - Horn Brackets - , Slippers - , Slipper Sleeve - , Stay Distance Piece for Slipper Sleeve - Half Live Ayle -	Vasaps Vrinket	1 12 6	Toggle	Voodal Voggle	1 5 0	Distributing Pinion	Veshaft	70 0 0
Horn Brackets	Vorn	I 2 0	End Clips for Band	Voolip	0 2 3	Front Bearing	Vrinion Vearing	1 5 0
,, Slippers	Vipper	0 5 6	Band Slippers	Voolipper	0 5 0	Back "	Vacking	1 12 0 2 5 0
,, Slipper Sleeve	Veeve	0 14 0		· OOIIII	0 1 0	Middle ,, ,,	Vintering	2 2 6
Distance Piece for Slipper Sleeve	Vaye Vasleeve	0 3 6	Spring	Vooring V ood olt	0 0 6	Connecting Rod, complete, less bushes Big End Connecting Rod Bearing	Vonnecting	6 0 0
Half Live Axle	Valive	1 12 6	Thi Boils	Voodon	0 0 0	Little	Virsh Voot	1 10 0
Half Live Axle - Tube Casing, Screwed one end Phosphor Bronze Worm Wheel Steel Worm Differential Case with Pins - Half Differential Case - Star Pinion - Planet Pinion - Pins - Driving Stars -	Vatube	2 5 0	BONNET	Vonnet	7 15 0	Little ,,	Vomplets	0 12 0
Phosphor Bronze Worm Wheel ,,	Vronzing	14 0 0	Middle Rest Dash Strap - Plates	Vonest	OIIO	Bottom , Roller for Exhaust Tappit	Vanplets	0 16 0
Differential Case with Pins	Vorm Vifferenti	6 10 0 4 12 6	Dash ,, ,,	Vonast Vontrap	2 5 0	Roller for Exhaust Tappit	Voller	0 3 6
Half Differential Case	Viffcase	2 4 0	Plates	Vonato	0 5 6	Axle of Roller	Valler Volaxle	o 3 6
Star Pinion ,,	Vinion	I 2 0			- 3	Regulating Screw of Tappit	Vrappit	0 0 9
Planet Pinion ,.	Vlanet	o II o	CLUTCH ,,	Vlutch	10 5 0	Lock Nut	Vapnut	0 0 3
Driving Stars	Vlanins Vars	0 I 0 0 I2 6	Plate	Valance Vluplate	I 2 0 I 2 0	Tappit Guide	Vide	0 17 6
Driving Stars	Vournal	2 5 0	Female Part	Vumale	I 12 0	Tappit Spring	Vrew Vapring	0 0 4
Single Compound Bearing ,,	Vombound	12 0 0	Male,	Vale	2 5 0	Inlet Camshaft	Vaft	0 0 7
Double "," ,, Lock Nut for Star Pinion ,, Live Axle Castle Nut ,,	Vouble	6 10 0	Leather	Veather	0 10 0	" Front Bush,	Vain	1 2 0
Lock Nut for Star Pinion ,,	Vombinion Vombut	0 2 6 0 1 6	Pedal	Vuedale Vedaft	1 5 0 0 6 6	Back Spring Exhaust Camshaft	Vack	I O O
Lock Nuts for Compound Bearings	Vomnut	0 3 6	Brackets	Vedafack	0 4 6	Exhaust Camshaft	Vage Vecaft	0 4 0
Split Collars	Valle	0 2 6	Clutch Shaft	Vluaft	0 2 6	Front Bush	Vrush	7 0 0
Axle Case Bolts ,,	Voltaxle	O I O	CLUTCH - Balance Weight - Plate - Female Part - Male - Leather - Pedal - Brackets - Clutch Shaft - Spring Extension Piece - Spring - Phosphor Bronze Slippers - pair - each Brake, complete - Band - Clutch Bolts - March - March - Clutch Bolts - March	Vluracket	0 4 0	Back	Vrash	1 0 0
AVIE EDONE complete with standard			Inrust Bearing ,,	Vluthrust Vlextension	0 12 6	Camshaft Bearing	Viddle	0 10 0
AXLE, FRONT, complete with steering Joints and Rods	Vefaxle	33 0 0	Spring	Vyrutch	0 7 6 0 5 6	Camshaft Bearing Inlet Timing Wheel Exhaust	Vinweel Vexweel	4 0 0
Axle only each	Vaxoner	13 5 0	,, Car ,,	Vylcap	0 2 6	Danadat ,,	vexweer	4 0 0
Curingle and Aula Auma	Vaxivels	5 0 0	Phosphor Bronze Slippers pair	Vlufos	0 10 0	IGNITION Retard Lever	Vigver	2 0 0
Double Steering Arm,	Vaxarm	3 10 0	Fork each	Vlork	0 4 6	Retard Lever Axle Screw	Vigracket	0 2 0
Screwed Collars	Vaxingle Vaxipot	0 3 6	Band	Vrake Vrande	1 2 0 0 10 6	Screw	Virod	OIO
Cups	Vaxiottom	0 3 0	Clutch Bolts	Vlolt	o r 6	Tappit Guide	Virank Vibell	0 13 6
Spindle Collets,	Vaxollet	o i 6				Low Tension Lever Support	Viboint	0 2 6 0 6
Swivers and Axie Arms Double Steering Arm Single Screwed Collars Cups Spindle Collets Castle Nuts Steering Link Red with Laws	Vaxuts	0 0 6	CARBURETTER, with Auto Attachment ,,	Varetter	9 0 0	Low Tension Lever Nut for Lever	Vrip	0 6 0
	Vaxodd	2 0 0	Float	Vloat	0 4 0	Nut for Lever,	Vrump	0 0 3
Link Rod Jaws	Vaxaws Vaxins	0 14 0	Auto Attachment, less Cover ,,	Vleedle Vauto	0 4 0 2 IO 0	Axie Guide for Hammer ,.	Volipe	0 12 0
	v danis	0 2 0	Choke Tube	Vlub	0 3 0	Ignition Hammer (odd) , Ignition Hammer (even) , ,, Rod	Voddham Veveham	0 I0 0 0 I2 0
ARBORSHAFT, with Jaw and Cup brazed	Varbor	3 10 0	Choke Tube	Vlet	0 5 0	,, Rod :	Vigrod	0 0 8
Cup each Shaft only ,,	Vacup	2 0 0	Heater Pipe	Vlipe	0 8 0	Axle of Ignition Tappit	Viguide	0 7 0
Shart only ,,	Vaftoll	0 10 0	Atmospheric Pipe, with Funnel ,,	Vlunnel Vlunlet	0 17 0	Axle of Ignition Tappit	Viaxtap	0 4 0
ACCELERATOR, Hand set, complete ,,	Vacelerator	2 0 0	Fibre Washer	Vlasher	0 12 6	Top	Vocottom Vopcapper	0 0 6
Lever , Bracket	Vaclever	0 3 6	Depressor, complete ,,	Vlessor	0 9 6	Top ,, Lever of Ignition Hammer (even)	Vevelever	0 0 6
Bracket	Vacbracket	0 6 6	Atmospheric Pipe, with Funnel Inlet Pipe Fibre Washer Depressor, complete , Rod only Fixing Bracket Float Chamber Auto Attachment Valve	Vlessod	0 2 6	Key for Cap" (old) Key for Cap"	Vodlever	0 10 0
Rods - Bell Crank , , , Bracket - , , Operating Fork Bracket - , , ,	Vacrod Vacbell	0 2 3	Fixing Bracket ,,	Vlacket	0 3 6	Key for Cap	Veckap	OIO
,, ,, Bracket	Vacrank	0 4 0	Mixing Chamber	Vloatamber Vixing	2 0 0 4 0 0	Ignition Tappit	Vudig Vatapig	0 0 3
Operating Fork Bracket,	Vaccoper	0 6 6	Auto Attachment Valve	Valve	0 17 6		vatapig	0 12 0
Padal ast samplets	Vacfork	0 2 6	Cover	Valvring	0 0 6	Lubrication each Helical Wheel Low Tension Magneto	Vinker	1 10 0
Pedal ,,	Vacedale Vaceda	1 2 6	Cover ,,	Vautcover	0 15 0	Helical Wheel ,,	Velical	2 2 6
Rod	Vaccord	0 11 0	Screws	Valveating Vrews	0 0 6	Gear Case Cover of Magneto ;;	Vageto	
Pedal set, complete	Vaceva	0 2 6	53.51.5	110113	0 0 0	Magneto Support	Vagcover Vagport	0 10 0
Spring ,,	Vacring	0 0 6	DASH, complete with Brackets	Vash	2 0 0	Magneto Support , , Magneto Pinion Crown , ,	Vagpie	0 17 6
DDAKE GIDE 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Valueles		Brackets each	Vasher	0 5 6	Magneto Pinion Crown , Centre Pinion Key Armature Brushes Thestic Poy	Vagpin	1 0 0
Shoe	Vybrake Voe	0 7 6	ENGINE, 46 P. Aster, complete	Vengine	300 0 0	Armature	Vagkey	O I O
Toggle	Vyggle	0 3 9	Cover for Top of Cylinder - " Oil Plug - " Cylinder Washer - " Washer for Plug Interior - " Ulaye Key - " Valve Key - " Valve Key - " ENGINE: 40 P. Aster, complete - " each - " Valve Key - " Engler of Cylinder - " Valve Key - " Valve Key - " Engler of Plug - " Valve Key - " V	Vengine Vyasting	300 0 0 16 0 0	Brushes	Vagarm Vagrush	
Spreaders ,,	Vreader	0 1 9	" Plug	Vyastle	0 2 0	Throttle Box ''	Vrottle	2 0 0
Crank ,,	Vyrank	0 3 9	Cover for Top of Cylinder ,,	Vilider	1 8 o	Brushes Throttle Box Valve Bottom Bearing Side Plate Plug for Regulating Spring of Valve Accelerator Lever	Vaver	1 15 0
Shield ",	Vyrum Vield	4 0 0	Oil Plug ,,	Voil	0 0 9	"Bottom ,,	Vrottom	1 7 6
Connecting Rods	Vyrod	0 5 6	Plug Interior	Vyplug Vyterior	0 0 6	Side Plate -	Vrotear Vrover	0 I 0
Compensating Link ,,	Vyconip	0 3 0	Washer for Plug	Vaster	0 0 4	Plug for Regulating Spring of Valve	Vrotting	080
Turnbuckles ,,	Vyrac	0 2 0	Inlet or Exhaust Valve, complete ,,	Vyom	0 18 0		Vrever	0 2 6
Turnbuckles	Vyruckle	0 2 6		Vyake	0 0 6	Axle	Vrelax	0 2 0
Cross Brake Rod "	Vylever Vycross	2 5 0	,, Spring , Top Valve Cap ,,	Vyalve Vytop	0 3 0 0 1 9	Low Tension Plug ''', Union for Steam Outlet '''	Veten	0 12 0
., ., Cranks	Vyrank	0 3 6	Bottom ,, ,,	Vyottom	0 2 0	Union for Steam Outlet ,, Water ,, ,,	Veatel Vater	0 6 6
Bracket for Cross Rod ;; Pin Bolts ;;	Vyrinket	0 7 6	Valve Guide	Vyids	0 3 6	Flange,, ,, ,,	Vlange	0 4 0
Pin Bolts	Vyrolt	0 0 6	Plug for Exhaust Vaive Box	Vlast	I 0 0	Union	Vatout	0 6 0
Shoe boil	Vyroein	о 1 б	,, Inlet ,,,	Valint	1 0 0	Exhaust Receiver	Vollector	2 10 0
BRAKE, FOOT, complete with Fittings,			Piston, complete ,, ,, Ring ,,	Vyplete Vyring	2 10 0	inet ,, ,,	Vunlet	2 0 0
less Drum	Vobrom	7 15 0	., Axle ,,	Vyraxle	0 7 0	FRAME, complete with Hangers ,,	Vrame	50 6 -
Band each Drum each	Voband	2 5 0	Kev	Vyke	0 0 6	Side Frame	Vidrame	50 0 0 10 0 0
Bell Crank	Voodrum	1 10 0	Nut	Vyut	0 0 9	False ,, Cross Members , ,	Vame	5 0 0
,, ,, Bracket ,,	Voobell Voobracket	0 4 6	Top Half Crank Case ,, Plug for Filling Crank Case ,,	Vamber Vrop	60 0 0	Cross Members ,,	Vember	2 5 0 0 8 6
Bracket ;; ,, ,, Spindle ;;	Voopindle	0 I 3	Bottom Half Crank Case	Vaulbottom	21 0 0	Front Spring Hanger ,,	Vanger	0 8 6

Prom Cross Member each	vosiliene 2 5 0	JUINTS, CHICH Universal John, Com-		RADIUS RUD, complete with duner each	vauium
FAN, complete, less Bracket ,,	Van 1 7 6	plete	Vumverse 3 10 0	Kod only ,	Vonly
Bracket ,,	Vracket 0 4 0	Cup each	Vumcup o 12 o	Spring Buffer	Vadruffer
Belt ,	Velt o 2 6	Clutch, Square,	Vunicut o 10 o	,, Bracket ,,	Vuffer
Spindle,	Vrindle 0 2 0	Sliding ,, ,,	Vuncut o 10 o	Springs	Vrings
Cups	Vrups o 1 o	Cup, centre plate	Vuncentre o 12 6	Slotted Pieces	Vrotted
Blades	Vlades 0 2 6	Arborshaft, Universal Joint, complete	Varaft 1 17 6	Brass Cap	Vrap
Pulley	Vulley o 5 o	Swivel	Varivell o 7 6	Buffer Tube only	Vrube
		Jaw	Varjaw o 10 o		
		At the state of th	(Varnin and)	STEERING GEAR, complete ,,	Veering
		Bolt and Pin ,,	Varbolt 0 2 0	Wheel ,,	Veewheel
GEAR BOX, complete ,,	Vear 80 0 0	Bushes	Varbush 0 2 0	Column ,,	Volum
Aluminium Half Case ,,	Veraffe 14 17 6	Cardan Cup Socket	Vardan 1 7 6	,, Spindle ,,	Volindle
Phosphor Bronze Half Case ,,	Vamium 19 15 o	,, Square ,	Vare 0 10 0	Gear Case	Vear
Inspection Cover ,,	Vinexion o 8 9	Grease Cups	Varcup o 1 6	Worm	Vorm
Reverse Gear Wheel ,,	Ververse 1 12 6	Grease Cups	varcup 0 1 0	Sector	Vector
Sliding Pinion	Vliding 6 6 o			Spindle	Vectingle
Secondary Shaft, complete with Spindle and		MUDGUARDS, complete with Stays	Vudgard 1 15 0	,, Spindle, Steering Ball Arm ,,	Vectarm
Gears -	Vafteet 12 17 6	Stays pair	Vudgarstay o 5 o	Connecting Rod	Vectrod
Secondary Shaft only	Vaftonly 1 17 6	Mudguard only each	Vudget I 10 0	Brass Can	Vecrap
,, ,, Spindle ,,	Vrandle I o o	Brackets	Vudracket 0 2 0	Springs	Vectring
First, Second, and Third Speed Wheels ,,	Vist, Vend, Vird 2 5 0	Didencts	vudracket 0 2 0	Springs	Vectones
Free Wheel Clutch, complete	Vlutchitted 8 o o			Column Bracket	Vectracket
Third Speed Clutch Wheel	Vluicheel 3 15 0	PETROL TANK	Vank 4 4 0	Gear Bracket	Vearuck
Reverse Clutch Plate	Vawlate 2 15 0	Filler Cap each	Viller o 5 6	Leather Covers	Veacover
Top Speed Spindle ,,	Vawndle 6 0 0	Gauge Strainer	Vauze o 3 6	Leather Covers ,,	Veacover
Clutch Spring ;	Vlutching o 5 6	Filter	Vilter 0 17 6	STARTING HANDLE, complete - ,,	Vandle
Pauls	Vrast 0 1 6	Pipe to Filter	Vipe 0 10 0	Bracket	Vack
,, Pawls ,, Operating Fork and Rod ,,	Voper 1 0 0	, Carburetter	Vaupe 0 10 0	Handle only ,	Vanonly
Fork	Voperon 0 12 0	Filter Bracket	Viltac o 1 6	Spindle with Clutch ,,	Vindluck
Mainshaft,	Vaneshaft I 0 0	Unions	Vinions o 1 6	Spring ,,	Varing
Ball Bearings		Onions	vinions 0 1 0	Spring	varing
Garage Carried Carrier				SILENCER, complete,,	Vilencer
Cap for Third Speed Spring ,,	Vap o 5 o	PUMP, complete, with Pinion	Vump 4 10 0	End Caps	Vindap
End Bearing Caps ,,	Venber 0 12 0	Pinion each	Vumpinion I 5 0	Brackets	Vand
Change Speed Lever ,,	Vever 2 5 0	Bracket (aluminium)	Vlip 0 7 6	Exhaust Pipe	Vasipe
,, ,, Spindle,	Vindle o 3 6	Spindle,	Vumpindle o 10 o	Washers, Copper and Asbestos ,,	Vasoit
Quadrant	Vracket 0 2 6	Vane	Vumvan o 8 9	Cylinders, set of 4 ,,	Vasinder
Quadrant ,,	Vadrant 1 15 0	Gland	Vumpand 0 3 0	Rods and Nuts	Vasodun
Split Collars ;;	Voperoller o 2 6	Cover		Rous and Nuts ,,	v asoduli
Back Nuts ,,	Voperut o 1 9	Casing		CDDINGC front	Voding
Lever Cotter Pin ,,	Voperin o o 9	Inlet Water Pipe	Vody I 5 0 Vinlet 0 8 0	SPRINGS, front	Vinding
Rocker Lever ,,	Voperocut o 10 o	Outlet		Hind	Vindelip
Gland for Rod ,,	Vopergland o 2 6	Outlet , , , , Fibre Joint , ,	Voutlet 0 8 0	,, Clips, $2\frac{1}{2}$ by 12 ,, Front ,, $2\frac{1}{2}$ by $4\frac{1}{2}$,. Bolts ,	Vinclop
Dummy Gland	Vopercap o 2 6	Professional	Vumire o o 6	Front ,, 2½ by 4½ ,,	
Triggers	Voperigger o 4 6	Drain Cock ,,	Vat 0 2 6	Bolts ,,	Vinolt
,, Levers ,,	Vopprever o 3 6	Vane Bush	Vlush o 1 9	Back Shackles ,,	Vackles
Springs	Vopering o o 6	Flange ,,	0 2 9	Front	Vackfront
Distance Piece for Top Speed Spindle				Hind Bracket Spindle,	Vindaxet
Bearings each	Vistance o 1 o	DADIAMOD	77 1' 1	HITTEL C Front loss Turn and Pim	Vont
Operating Lever Arm	Voperaller o 10 o	RADIATOR,	Vadiator 30 0 0	WHEELS, Front less Tyre and Rim - ,,	Vind
Operating Lever Him		Swivel Bracket ,,	Vivelace 0 10 0	Hind ", ", ", ", ", ", ", ", ", ", ", ", ",	VIIId
		Swivel,	Vivil o 9 o	Front Wheel, complete with 770 by 100 Peter	37 41
		Filler Cap ,.	Vriller o 5 6	Union Tyre	Vontire
HUBS, Front, complete ,,	Vrub 3 0 0	Strainer,	Vrainer o 3 6	Hind Wheel, complete with twin 1010 by 120	X7: 3:
Hind Hub, complete ,,	Vrump 9 0 0	Inlet Pipe,	Vrinlet o 7 6	Peter Union Tyres	Vindire
,, Hub Cap ,, Front Hub Cap ,,	Vraxcap o 10 o	Outlet Pipe ;	Vroutlet 0 10 0	Rubbers only, 770 by 100 Peter Union each	Vonrub
Front Hub Cap	Vaxcap o 3 o	Rubber Hose foot	Vrose o 1 6	1010 by 120	Vinrub
Hub Bushes (two to each wheel,	Vraxush o 12 6	Drain Plug each	Vrainlug 0 2 6	,, ,, 34 in. by 5 in. Frome ,,	Virum
Hind	Vaxush I 5 o	Hose Pipe Clips ,,	Vroselip o 1 3	(Unguaranteed)	
Hind ,, ,, ,, ,, ,, ,,		Hose Pipe Clips ,,	Vroselip o 1 3	(Unguaranteed)	
Hind ,, ,, ,, ,, ,,		Hose Pipe Clips ,,	Vroselip o 1 3	(Unguaranteed)	

4 IO 0 I 7 6 O 6 6 I 5 O O I O I 5 O O I 6

10 0 0 20 0 0 29 12 0

82 12 0 15 17 0 26 16 0 12 8 6