

DENNIS

For particulars in NEW ZEALAND.

Apply

W. J. FRASER & CO., Ltd.

Agent

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

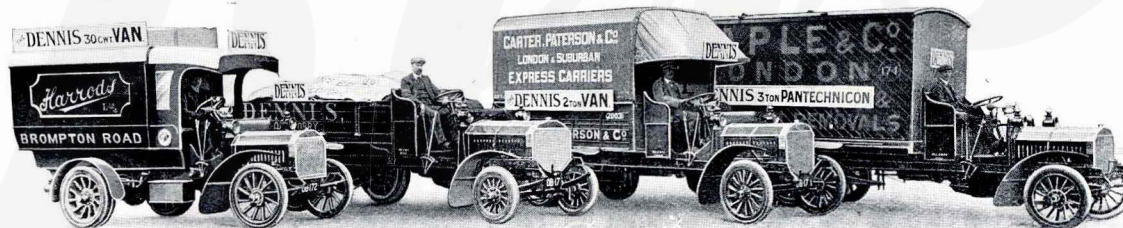
Marama Avenue,

Owen's Road,

Auckland, N.Z.

The Oldest Motor Makers in England.

Patronized by Royalty.



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.

DENNIS
WORM GEAR

(Patent No. 3224.)

Now fitted to over 300 Commercial
Motor Vehicles.



CATALOGUE OF

COMMERCIAL MOTORS.

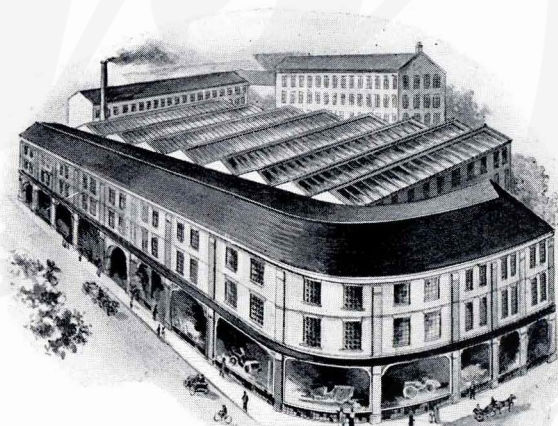
*Manufactured
by*

DENNIS BROS. LTD.

HEAD OFFICE
ON SLOW & BRIDGE ST

GUILDFORD.

TELEGRAMS,
'DENNIS
GUILDFORD.
TELEPHONE,
129, GUILDFORD.
ABC Code, 5th Edition.



Contractors to His Majesty's Government.
Contractors to The Agents for The Crown Colonies.

Additional Factory,
WOODBRIDGE,
Nr. GUILDFORD.

Factory, Guildford.

MAKE ENQUIRIES.

DO 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.**

NOTHING 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%, 10%, 10%, 12½%, 12½%, 12½% 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 $2\frac{1}{2}$ 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,

I 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 Constructors 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, BARNLEY.
 " THE FILTON LAUNDRY, BRISTOL.
 " THE BARNLEY CO-OPERATIVE CO.,
 " BARNLEY.
 MR. TAYLOR, BARNLEY.
 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.

WE 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.

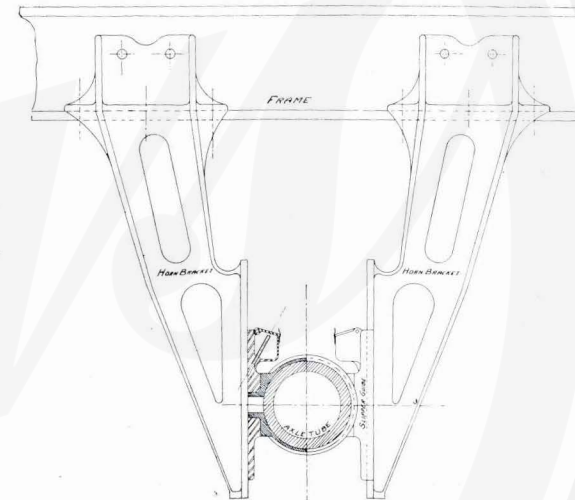
To make a Worm Gear Axle requires both experience and great accuracy. It is possible, as we have proved, to make the worm pinion and wheel of such material, cut them at such an angle and pitch that, when mounted on bearings above suspicion, the friction between the two surfaces are even less than a spur 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.)

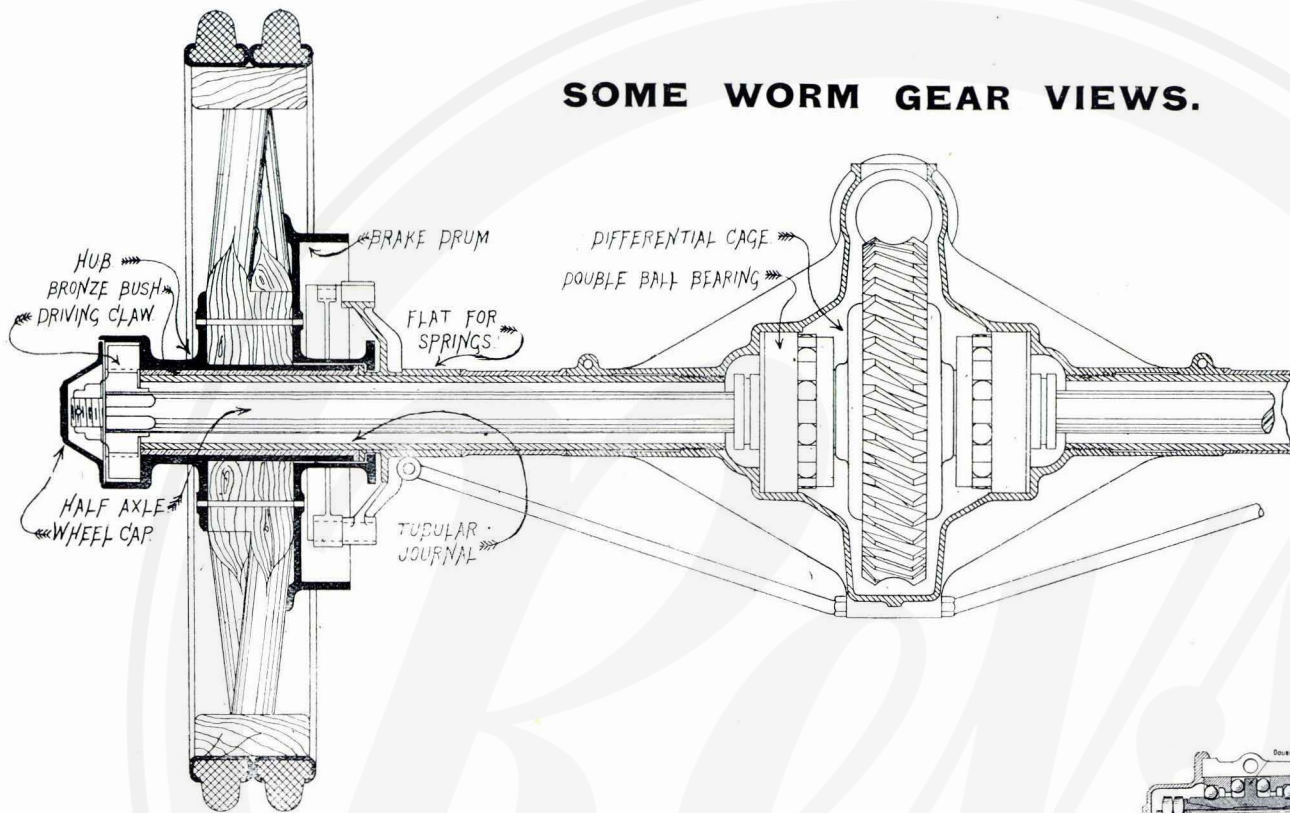
ALL "Dennis" Vehicles are fitted with our Patent Axle, which has now stood the test of thousands of miles with entire satisfaction. It is a perfectly silent drive, and much more efficient than any other system adopted. The efficiency is equally displayed whether the worm pinion is driving the worm wheel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



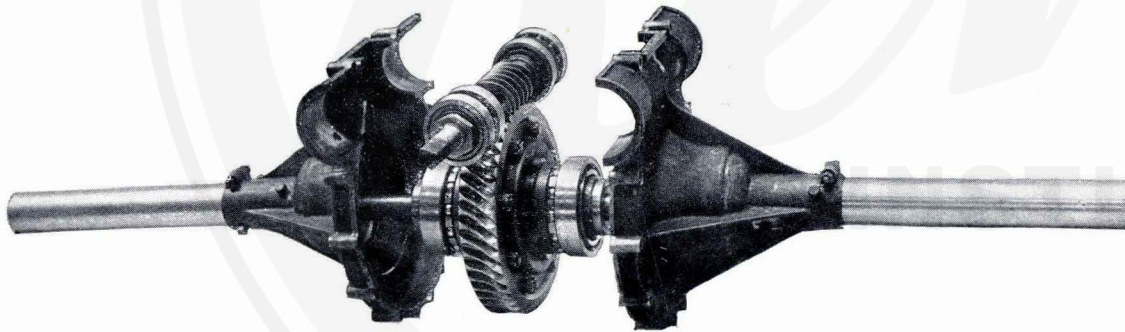
ARRANGEMENT OF HORN BRACKETS ETC.

Horn Brackets.

SOME WORM GEAR VIEWS.

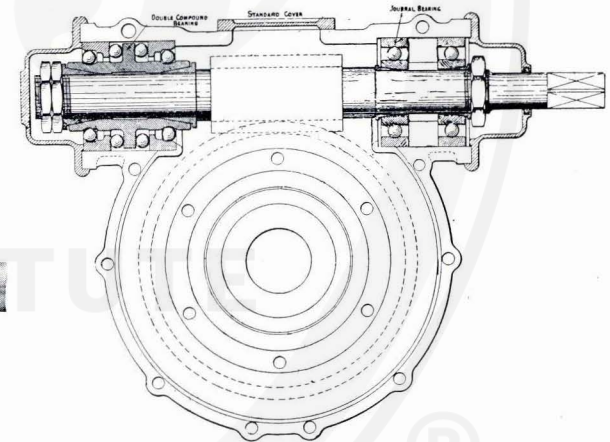


Showing Worm Wheel, Driving Axle, Journal and Thrust Ball Bearings, Double-Spoked Rear Wheels, etc., etc.



Observe the Driving Axle and Worm supported on large diameter combined 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.

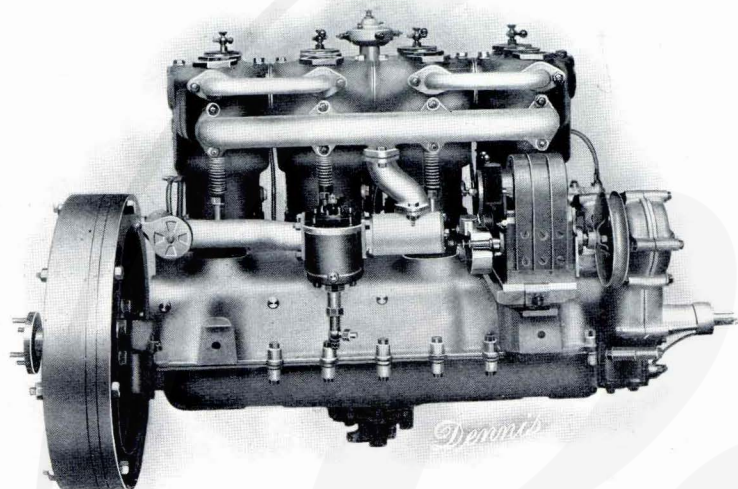


Showing Worm Pinion supported on large diameter Ball Journal and Thrust Bearings.

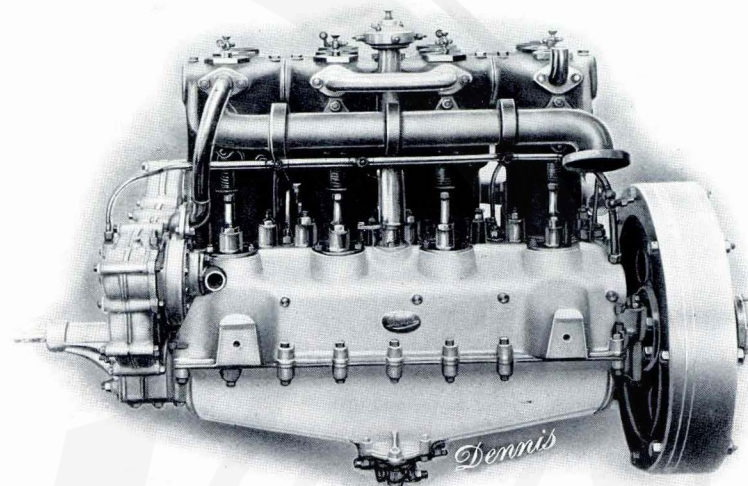
SOME VIEWS OF THE "DENNIS" 35 H.P. ENGINE.

BORE 120^m/_m STROKE 130^m/_m

The 28 H.P. is exactly similar in Design with a Bore of 110^m/_m and Stroke of 130^m/_m

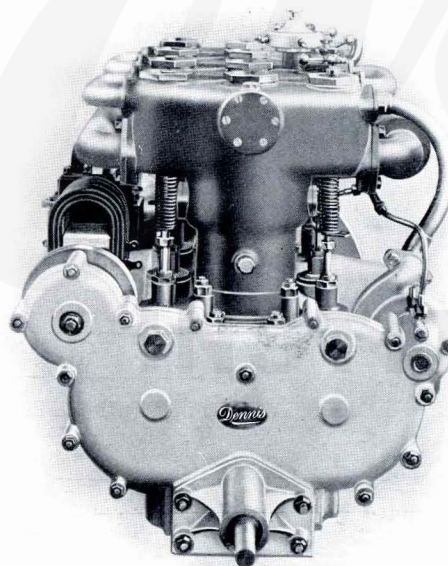


Showing the inlet valve side of the "Dennis" Engine, with carburettor bolted to the inlet pipe. Very accessible. Platform cast with crank case, supporting the High Tension Magneto Machine, which is driven by a wheel in direct mesh with the timing wheels, encased and running in oil.



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

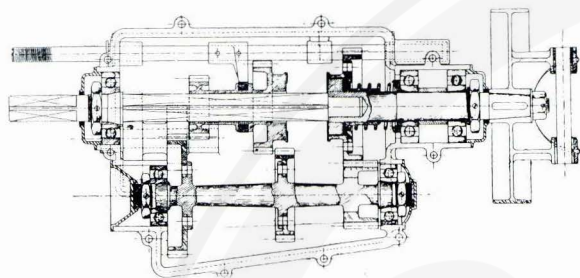
Note the expanding joints in the Exhaust Receiver, and water circulating pump in direct mesh with the timing wheels.



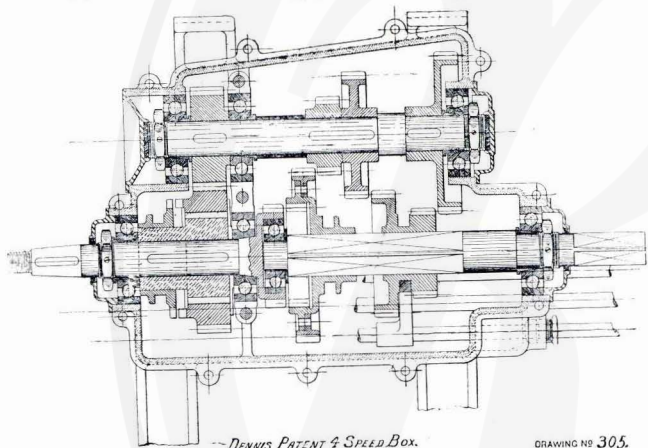
Front View of the "Dennis" Engine, showing timing wheels enclosed, which are lubricated from the sump of the crank chamber.

THE "DENNIS" PATENT GEAR BOXES. (Specially designed for Commercial Vehicles.)

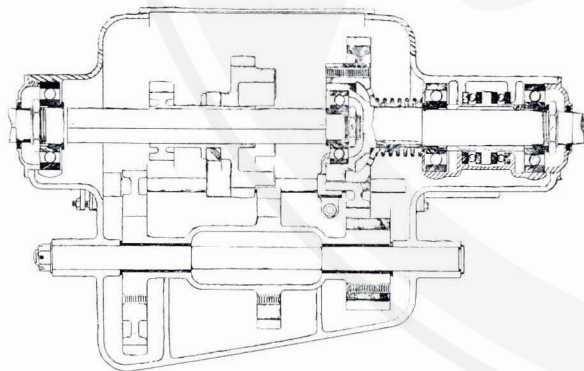
PERFECTLY QUIET ON ALL SPEEDS.



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	4.5
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.

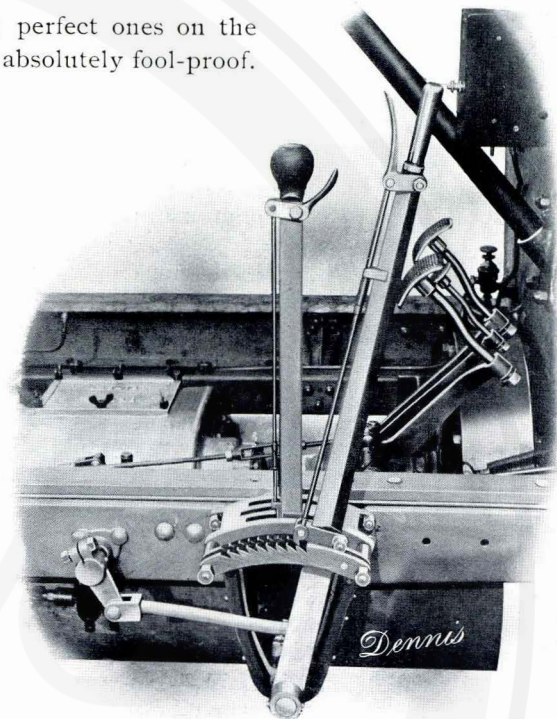
SPEED.	GEAR BOX.	M.P.H.
Low Gear	4.33 to 1	3.7
2nd	3.05 to 1	5.5
3rd	1.665 to 1	9.9
4th	Direct.	16.45

APPROXIMATE SPEED RATIO OF 3-SPEED BOX.

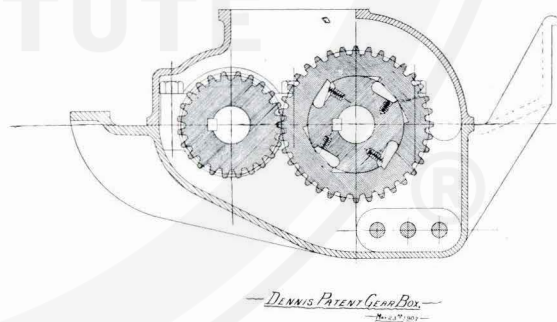
At 1,000 revolutions per minute.

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



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



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 :—

1 Steel petrol tank with gauze strainer	1 Hammer	1 File	Taper pins
1 Accumulator	2 Engine spanners	1 Oil can	Insulation tape
Box Spanners	1 Sparking plug spanner	1 Petrol funnel	Copper and asbestos washers
Screw driver	1 Carburetter key	2 Sparking plugs	Asbestos string
Pliers	1 each large and small adjustable spanner	Spare bolts and nuts	1 Foot steam hose pipe
		Split pins	4 Sparking plug washers
			2 Hose pipe clips

PRICE.—Chassis £400.

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-cylindere, 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 bail 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 3½ 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	1 File	Copper and asbestos washers
Screwdrivers	1 Oil can	Asbestos string
Pliers	1 Petrol funnel	1 Foot steam hose pipe
Hammer	2 Sparking plugs	4 Sparking plugs
2 Engine spanners	Spare bolts and nuts	Washers
1 Sparking plug spanner	Split pins	2 Hose pipe clips
1 Carburetter key	Taper pins	1 Brass or nickel-plated horn
1 each small and large adjustable spanner	Insulation tape	

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

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 500 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	1 File	Copper and asbestos washers
Screwdrivers	1 Oil can	Asbestos string
Pliers	1 Petrol funnel	1 Foot steam hose pipe
Hammer	2 Sparking plugs	4 Sparking plugs
2 Engine spanners	Spare bolts and nuts	Washers
1 Sparking plug spanner	Split pins	2 Hose pipe clips
1 Carburetter Key	Taper pins	1 Brass or nickel-plated horn
1 Each small and large adjustable spanner	Insulation tape	

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 at top 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	1 File	Copper and asbestos washers
Screwdrivers	1 Oil can	Asbestos string
Pliers	1 Petrol funnel	1 Foot steam hose pipe
Hammer	2 Sparking plugs	4 Sparking plugs
2 Engine spanners	Spare bolts and nuts	Washers
1 Sparking plug spanner	Split pins	2 Hose pipe clips
1 Carburetter key	Taper pins	1 Brass or nickel-plated horn
1 Each small and large adjustable spanner	Insulation tape	

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.

HEAVY 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 cans	Taper pins
2 Screwdrivers (1 each large and small)	1 Petrol funnel	Insulation tape
3 Pliers (1 small, 1 cutting, 1 gas)	3 Taper tommyies	Copper and asbestos washers
Hammer	1 Lifting jack	Asbestos string
Complete set engine spanners	2 Taper wedges	1 Foot steam hose pipe
1 Carburetter key	2 Chisels (best quality, 1 cross cut, French and English)	4 Hose pipe clips
1 Each large and small adjustable spanner	Spare bolts and nuts	1 Brass Horn
3 Files	Split pins	2 Clips to compress spring when replacing clutch

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

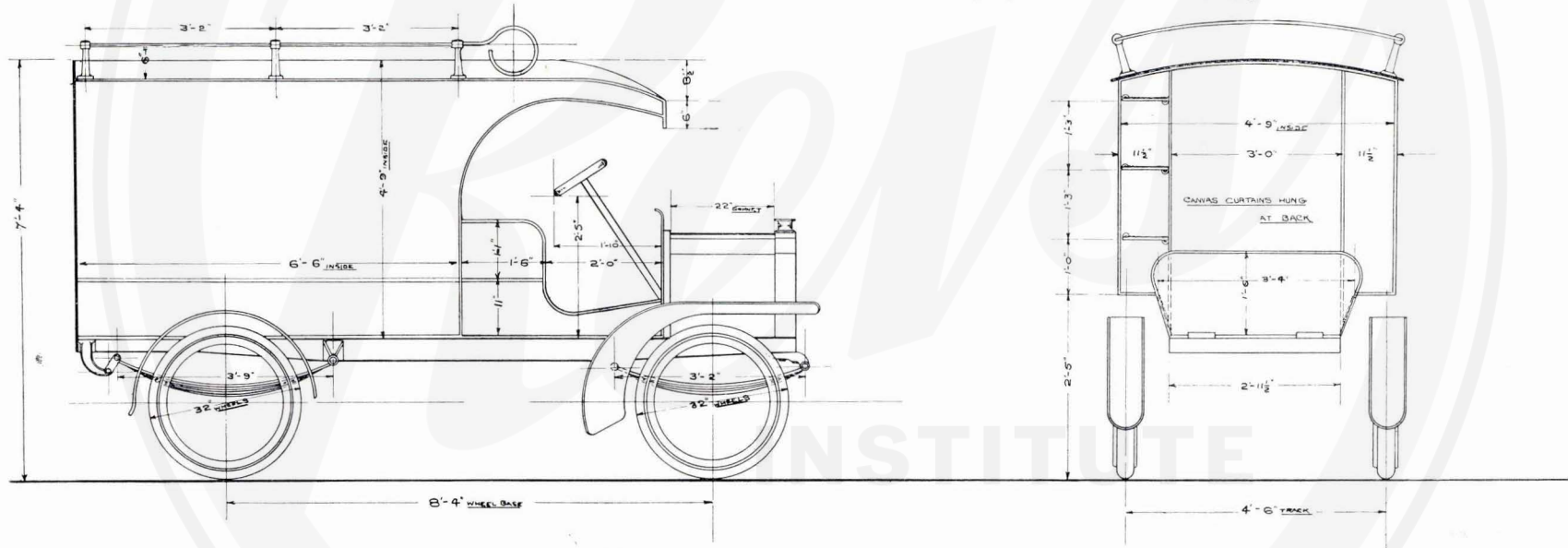
Chassis **£800**, to carry 5 tons, made heavier

"Dennis"

**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.**

	£	s.	d.
Petrol (16 miles to the gallon), price 1s. per gallon	1	13	1 ¹ / ₂
Cylinder oil (160 miles to the gallon), price 1s. 8d. per gallon	0	5	6 ¹ / ₄
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 9s. 0d. per set of four (32 in. by 3 in.) cost £72 17s. 11d. per year, equals per week	1	8	0 ¹ / ₂
Interest on outlay 5 per cent. per annum, equals per week	0	8	6 ¹ / ₂
Insurance £10 per annum, per week	0	3	10
Wages of driver at 30s. per week	1	10	0
TOTAL ...	£7	13	11³/₄

Being the total cost of conveying 15 cwt. 530 miles, which is equal to carrying 1 ton one mile for 4'647 pence.



DENNIS 15CWT VAN.

02181301
J.S.

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

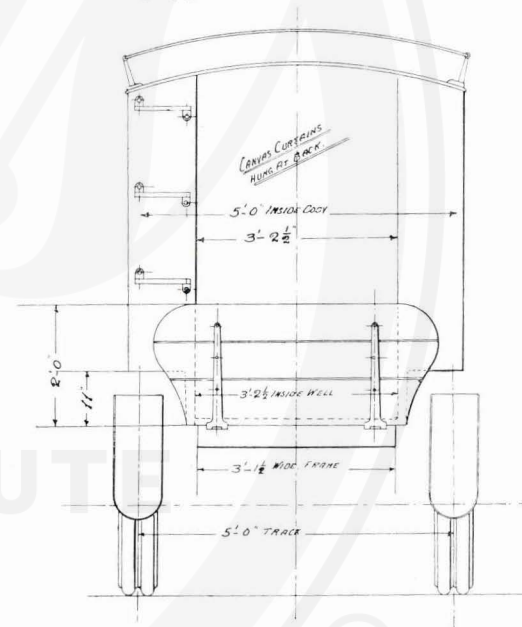
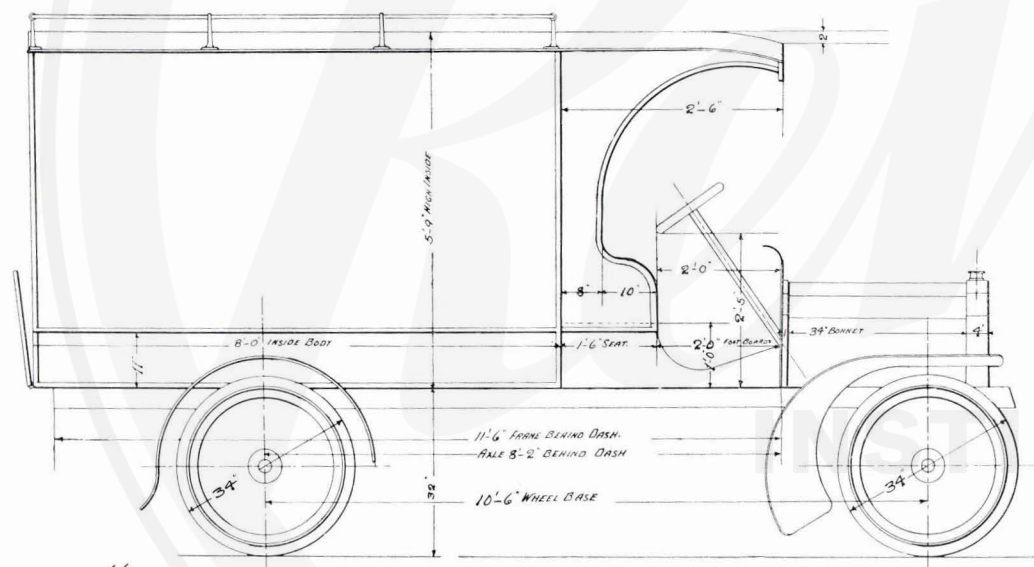
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"Dennis"

**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 £54 16s. od. per set of six (34 in. by 3½ in. 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	0½
Insurance at £15 per annum, per week	0	5	9½
Wages of driver 30s. per week	1	10	0
TOTAL ..	£10	10	1½

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 Brothers Ltd
Guildford.*

DENNIS STANDARD 30CWT DELIVERY VAN

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

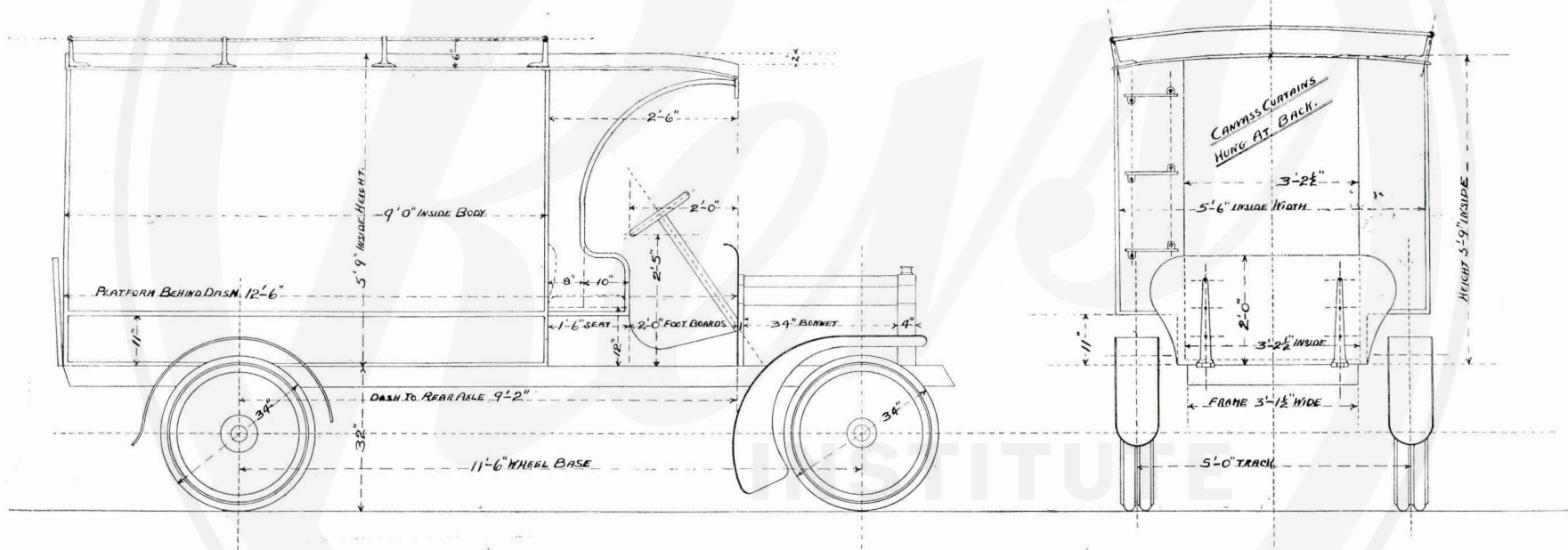
Drawing No. 378

"Dennis"

**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.**

	£	s.	d
Petrol (8 miles to the gallon), price 1/- per gallon	3	6	3
Cylinder oil (200 miles to the gallon), circulated by a geared oil pump, price 1/8 per gallon, equals	0	4	5
Depreciation at 15 per cent. per annum on £650, per week	1	17	6
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 £63 per set of six (34 in. by 4 in. twin back and single front), cost £173 12s. 6d. per year, equals per week	3	6	9
Interest on outlay, at 5 per cent. per annum, equals per week	0	12	6
Insurance at £15 per annum, per week	0	5	9
Wages of driver at 30s. per week	1	10	0
TOTAL	£12	2	4

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 N^o 402

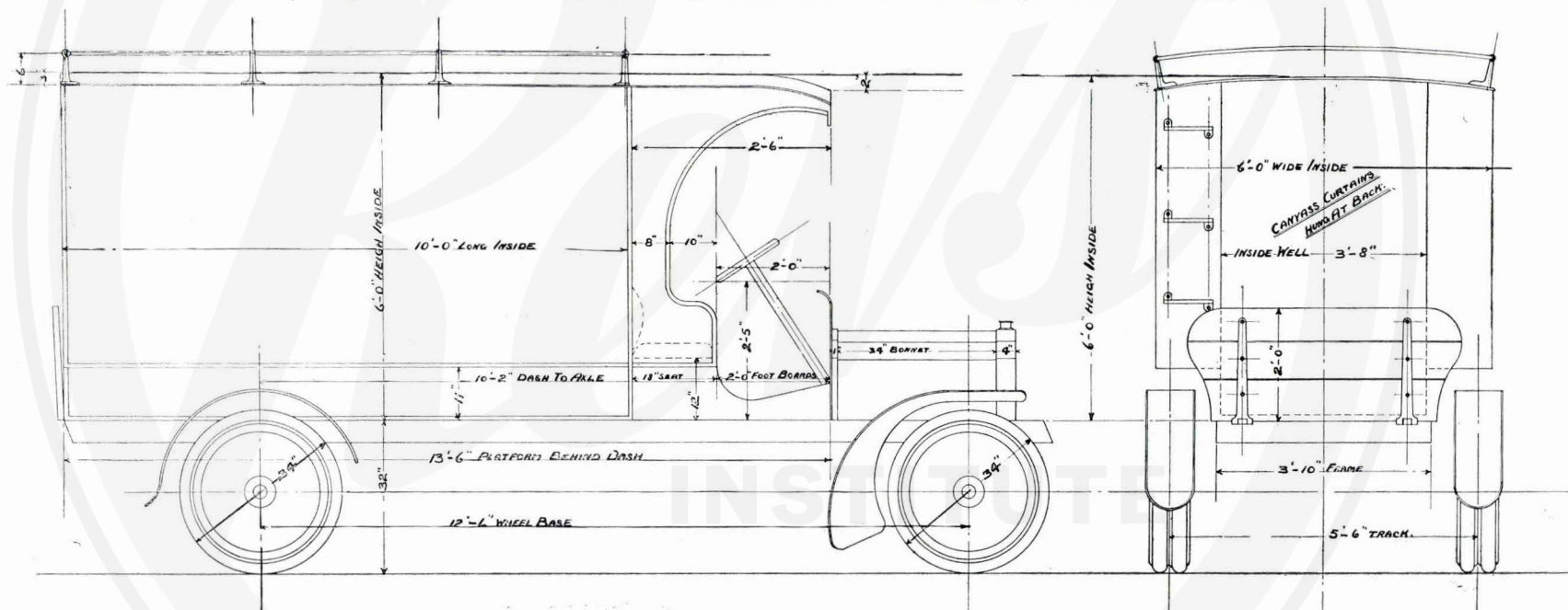
Showing the Standard size of a "Dennis" 2 ton Van. Capacity about 260 cubic feet.
(Special sizes made to order.)

“Dennis”

**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.**

	£	s.	d.
Petrol (6½ miles to the gallon), price 1/- per gallon	2	10	9
Cylinder oil (180 miles to the gallon), circulated by a geared oil pump, price 1/8 per gallon	0	3	0
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 per set of six (34 in. by 5 in. twin back and single front) cost £154 8s. 9d. per year, equals per week	2	19	4
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
TOTAL	£11	5	9

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

DRAWING N^o 403

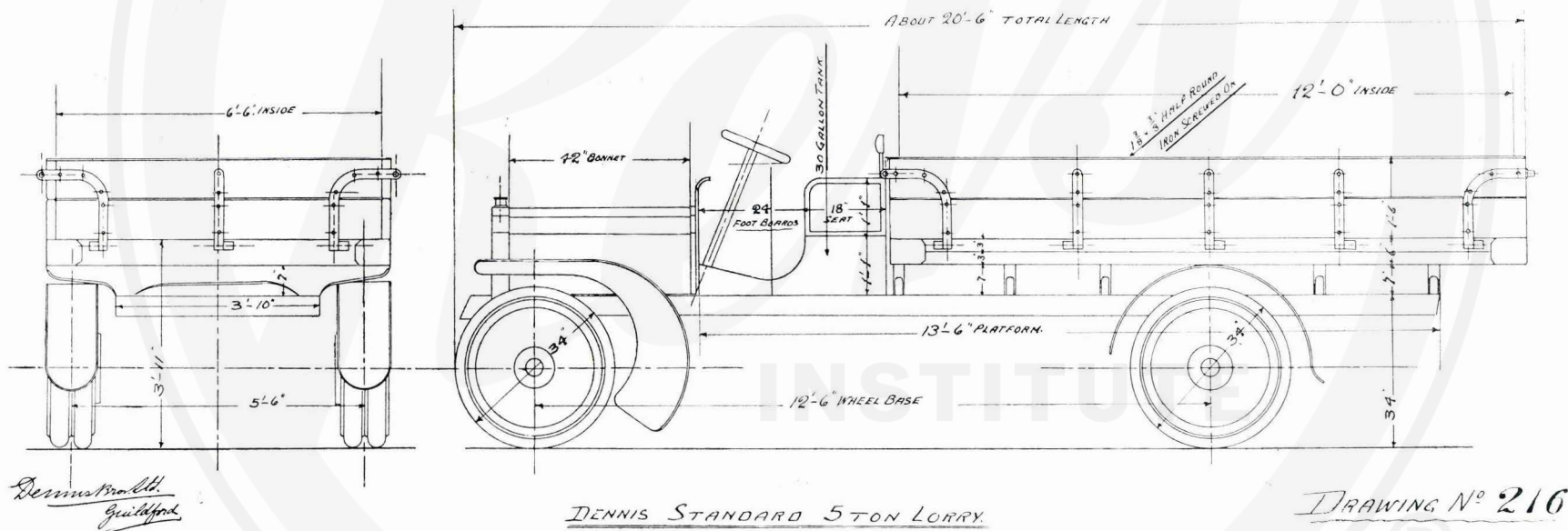
Showing the standard size of a "Dennis" 3 ton Van. Capacity about 330 cubic feet.
(Special sizes made to order.)

“Dennis”

**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.**

	£	s.	d.
Petrol ($4\frac{1}{2}$ miles to the gallon), price 1s. 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 (770 m/m by 100 m/m front, and 1010 m/m by 120 m/m twin back), cost £238 7s. od. per year, equals per week	4	11	8
Interest on outlay at 5 per cent. per annum, equals per week	0	16	0
Insurance at £15 per annum, per week	0	5	9
Wages of Driver at 30s. per week	1	10	0
TOTAL ...	£14	9	7

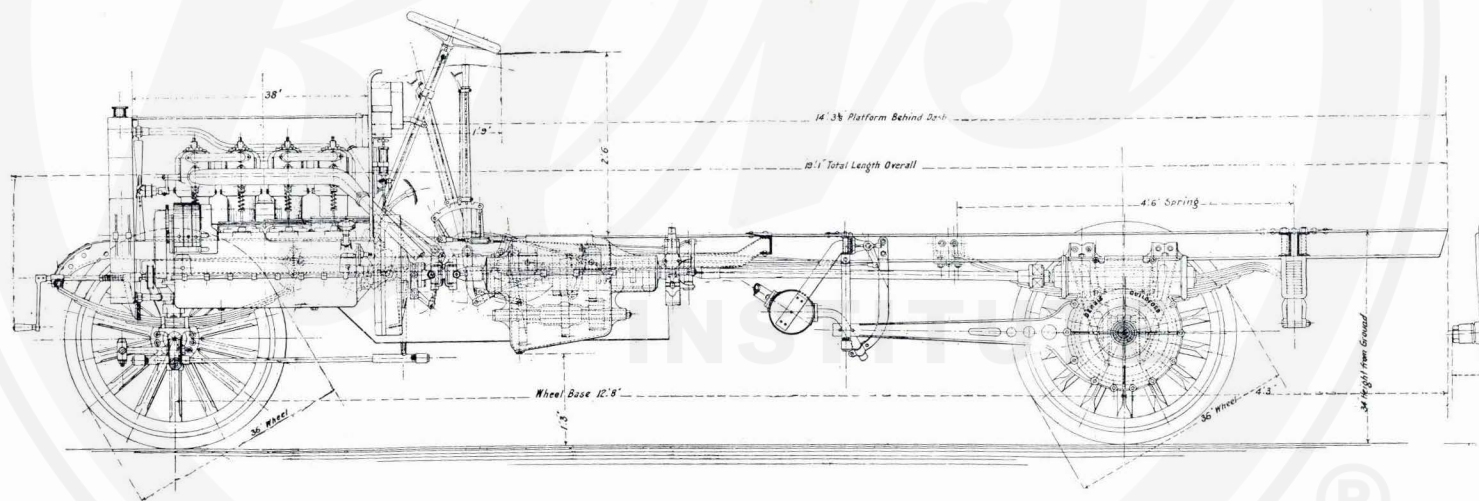
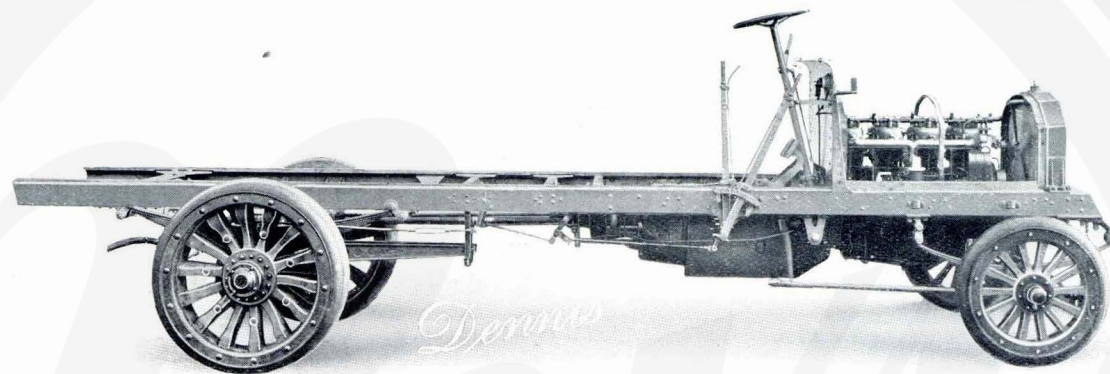
Being total cost of conveying 4 tons 330 miles, which is equal to conveying 1 ton one mile for 2·632 pence.



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

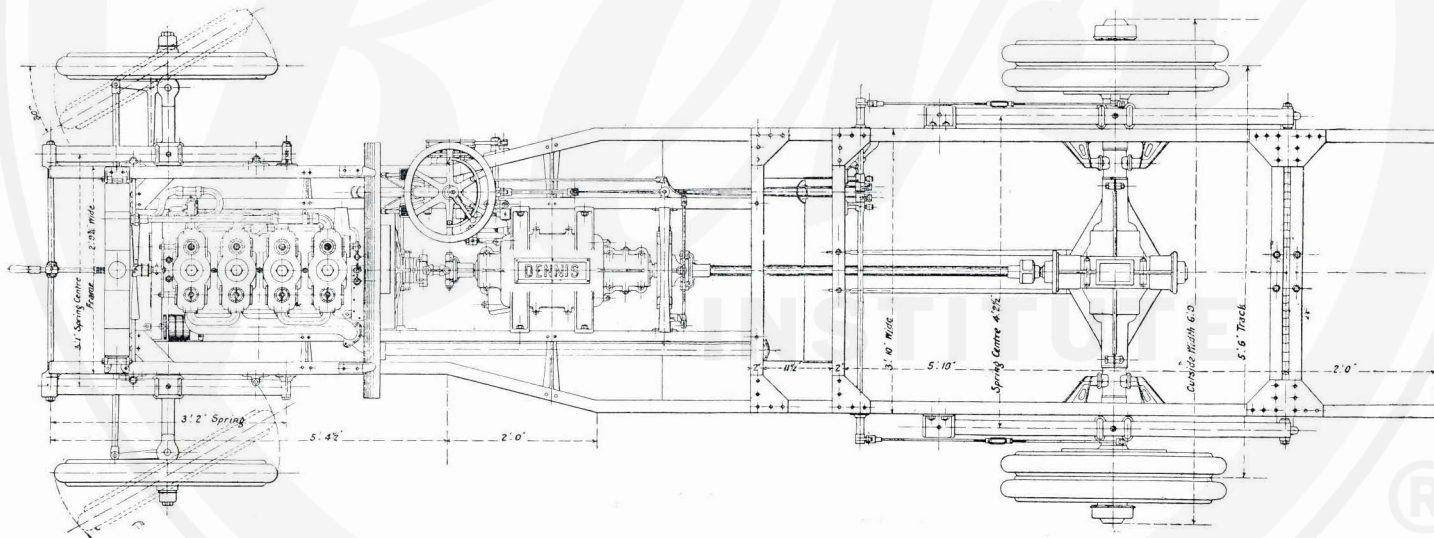
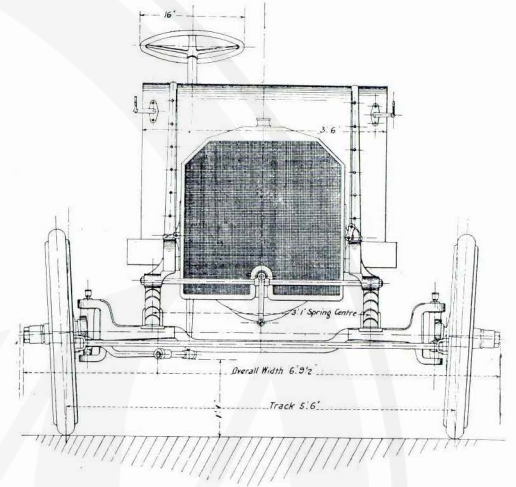
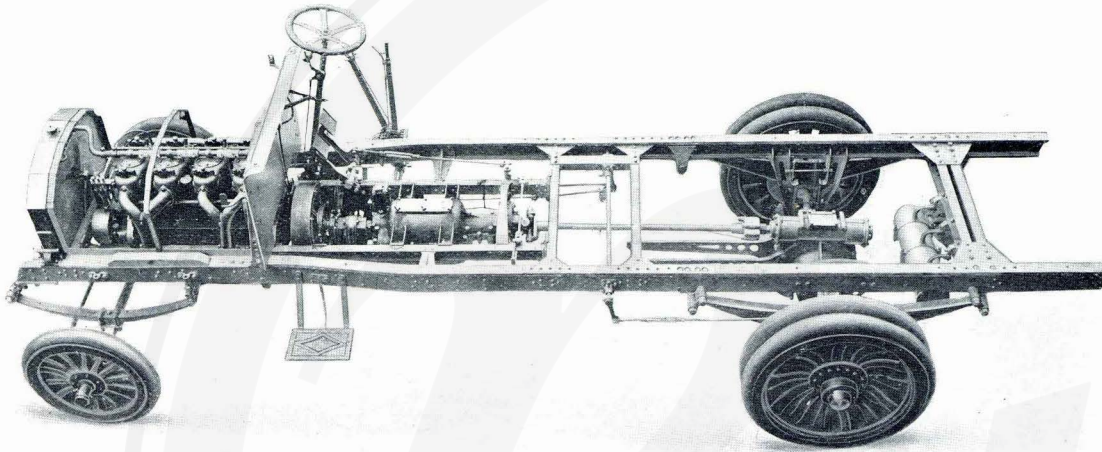
(Special sizes made to order.)

“Dennis”



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

“Dennis”



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

"Dennis"



Price of 35 h.p. Chassis, **£700.**

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

(Lettering extra.)

“Dennis”



Price of 35 h.p. Chassis, **£700**

Price of 34-seated Double-Decker Omnibus Body, **£150**

(Lettering extra.)

“Dennis”



Price of 35 h.p. Chassis, **£700**

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

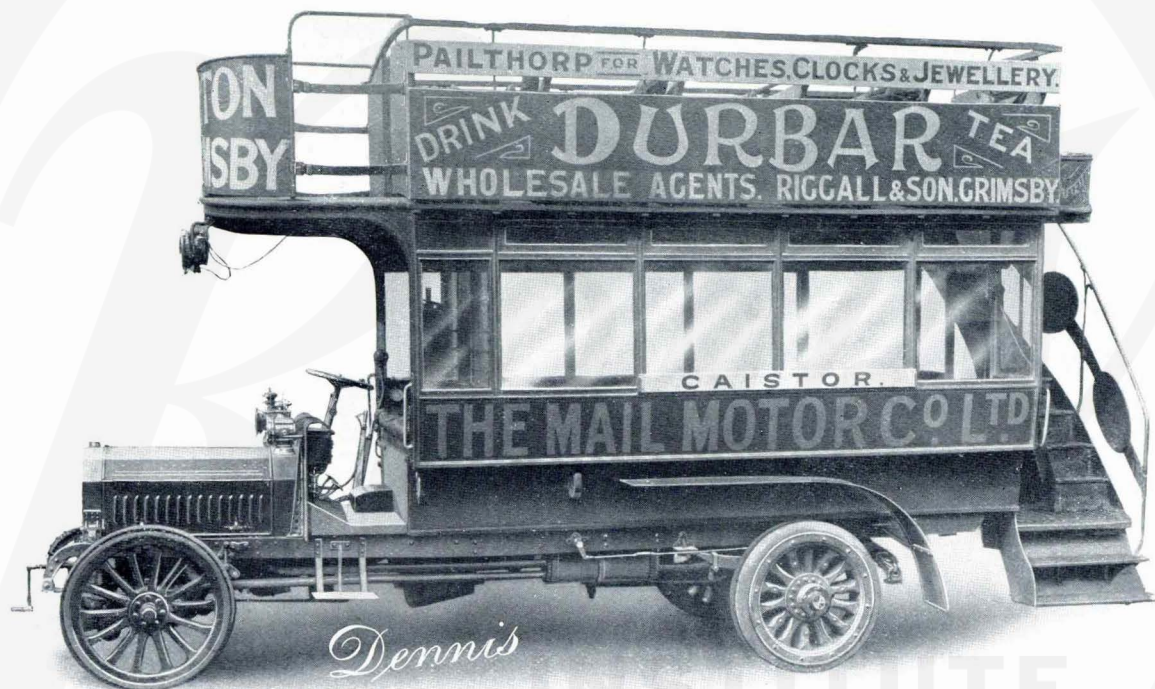
“Dennis”



Price of 35 h.p. Chassis, **£700**

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

“Dennis”



Price of 35 h.p. Chassis, **£700**

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

(Lettering extra.)

“Dennis”



Price of 35 h.p. Chassis, **£700**

Price of 34-seated Double-Decker Omnibus Body, **£150**

(Lettering extra.)

"Dennis"



Price of 28 h.p. Chassis, **£585**

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

(Lettering extra.)

“Dennis”



Supplied to Count Miglioretti, Turin.

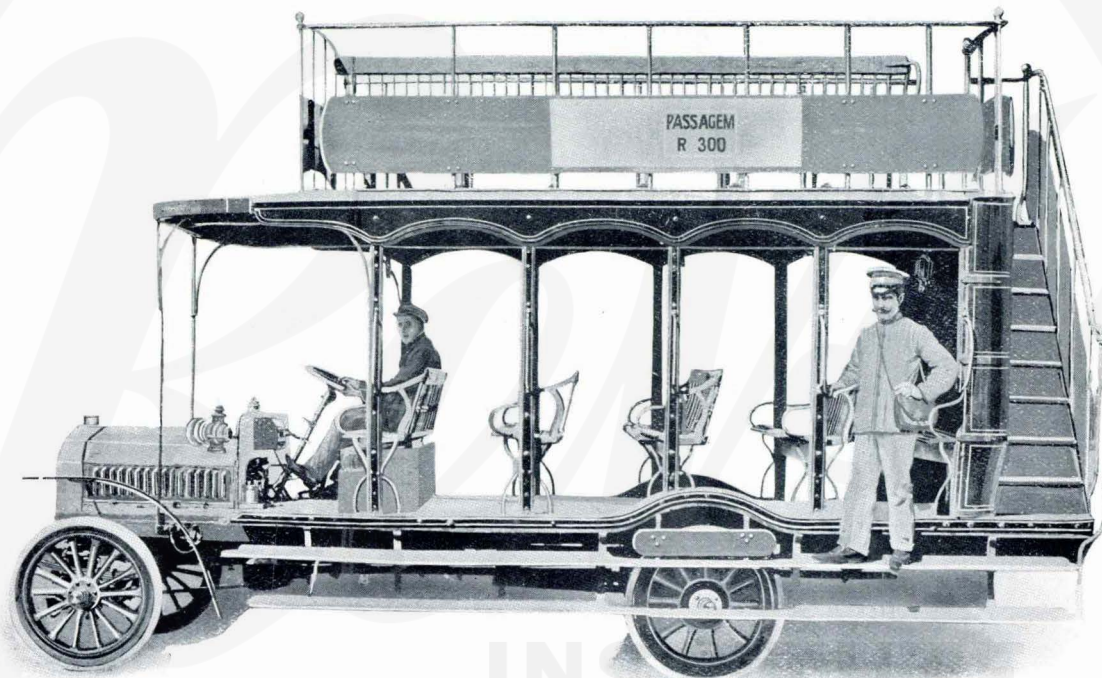
Price of 28 h.p. Chassis, **£585**

Price of 26-seated Double-Decker Omnibus Body, **£125**

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

(Lettering extra.)

“Dennis”

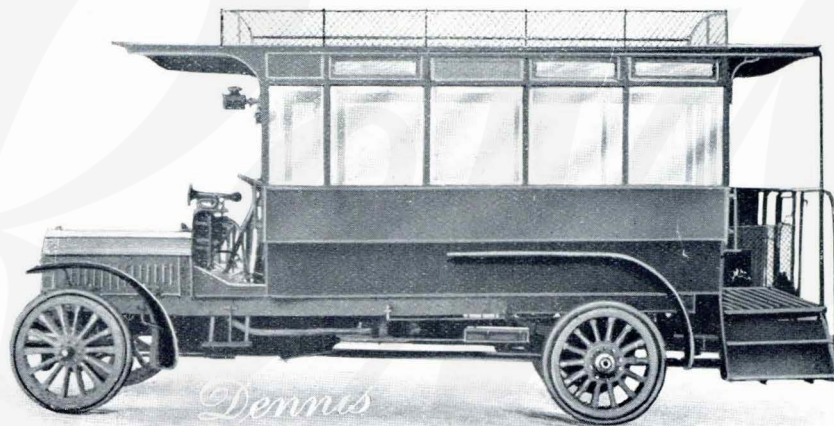


Supplied to Messrs. A. Fontes & Co., Rio-de-Janeiro.

Price of 28 h.p. Chassis, **£585**

(Body quoted for on application.)

“Dennis”



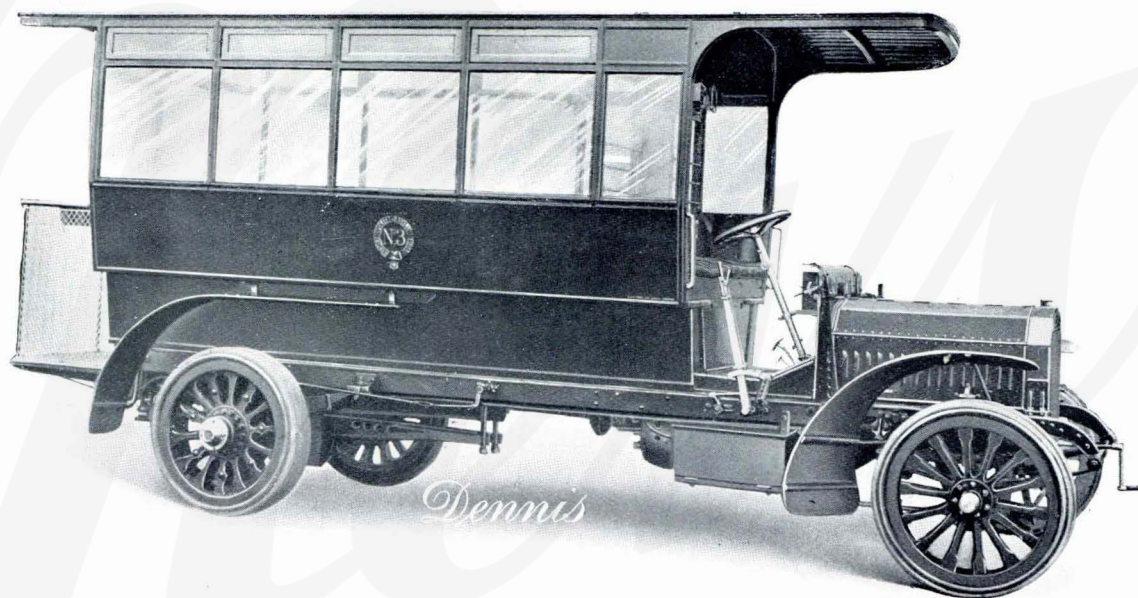
Supplied to the New Zealand Automobile Company.

Price of 28 h.p. Chassis, **£585**

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

Extra for Top Luggage Carrier, **£3**

“Dennis”

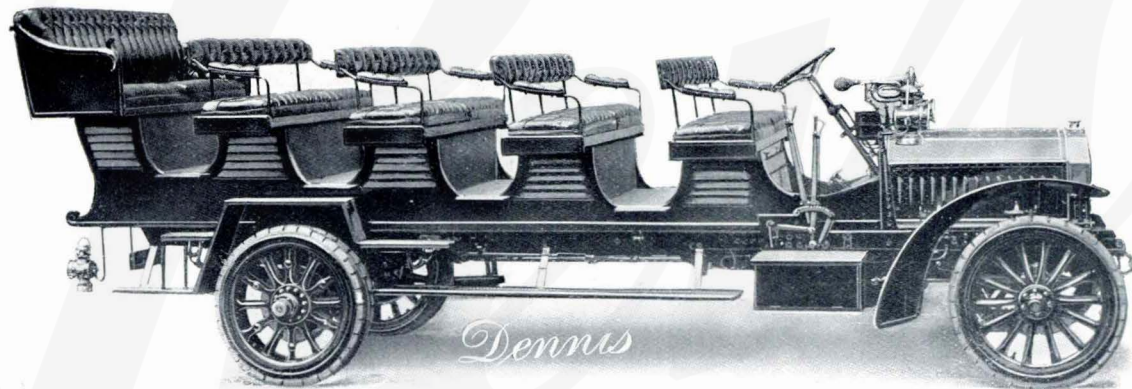


Supplied to the Metropolitan Asylums Board.

Price of 28 h.p. Chassis, **£585**

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

“Dennis”



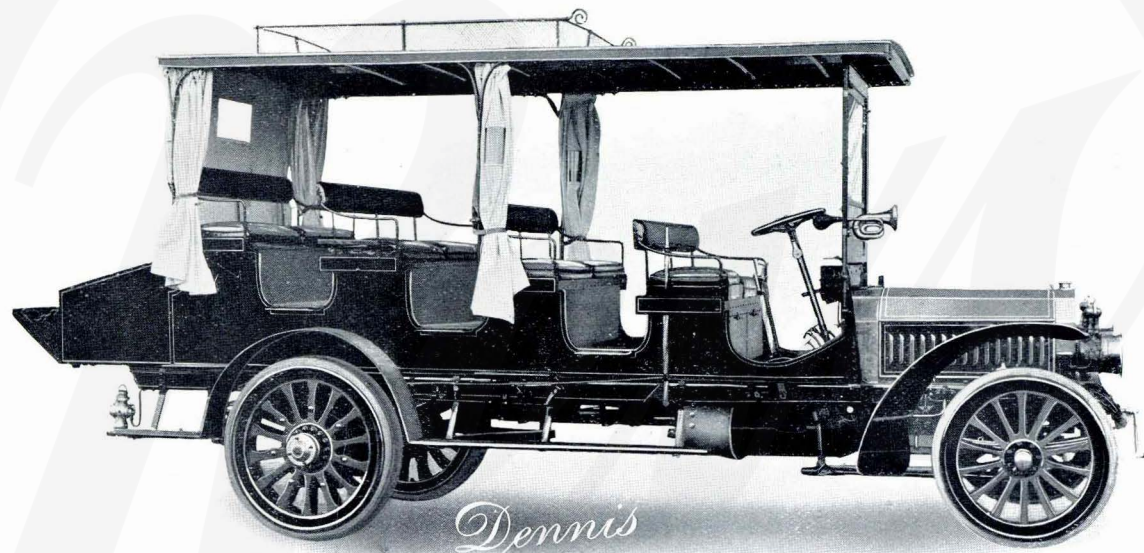
Supplied to the Llandudno Motor Garage Co., Ltd.

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**

“Dennis”



Supplied to Dr. Vivers, Sydney, Australia.

Price of 28 h.p. Chassis, **£585**

Extra for Canopy, with Curtains around, **£33**

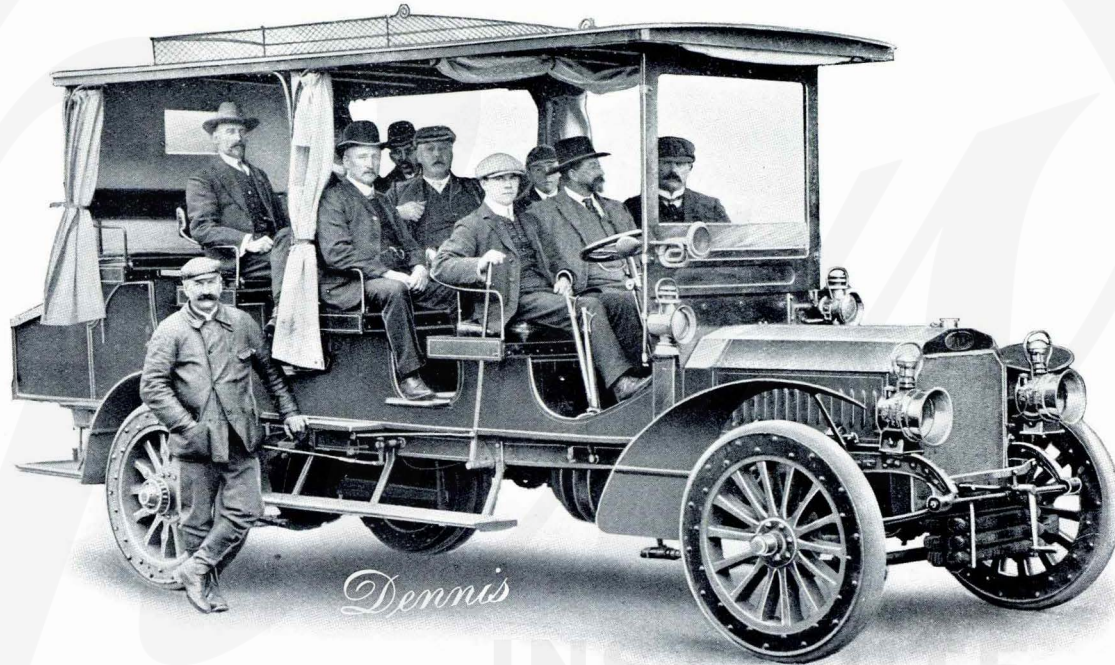
Price of 20-seated Char-a-Banc Body, **£100**

Extra for Folding Glass Front, **£7**

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

Extra for Luggage Carrier at the back, **£5**

“Dennis”



**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**

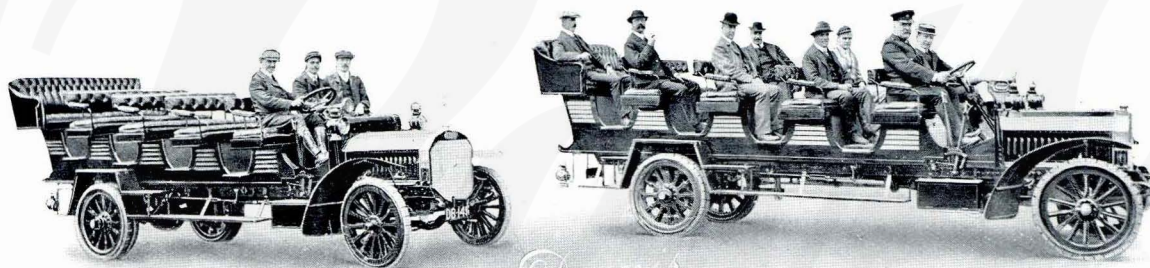
Price of 20-seated Char-a-Banc Body, **£100**

Extra for Folding Glass Front, **£7**

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

Extra for Luggage Carrier at the back, **£5**

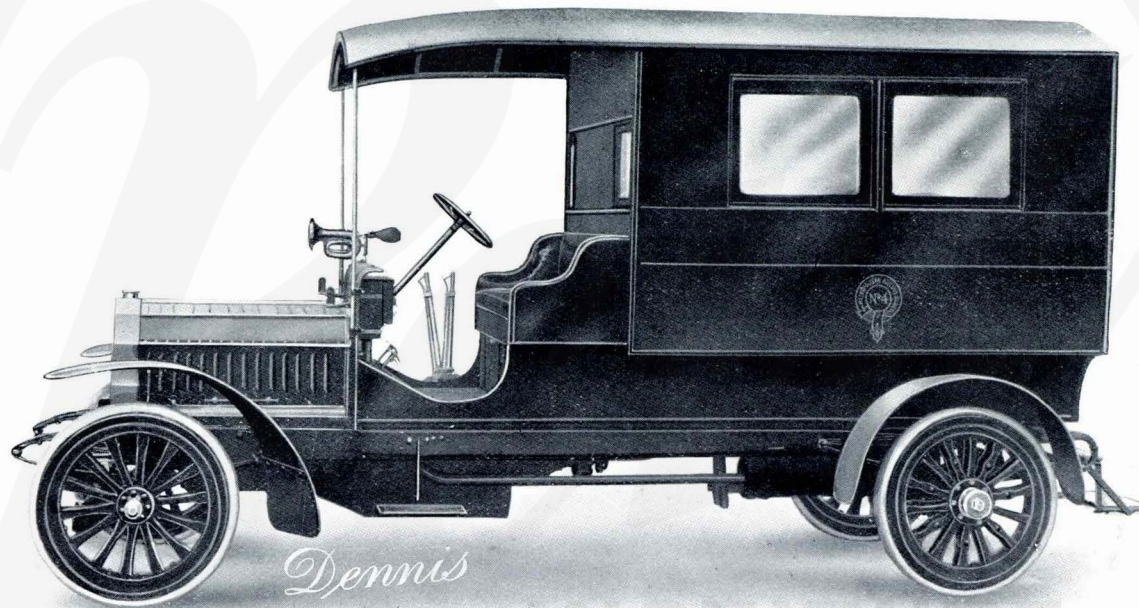
“Dennis”



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

To seat 20 passengers.

“Dennis”



THE “DENNIS” AMBULANCE.

As supplied to The Metropolitan Asylums Board and several Hospitals.

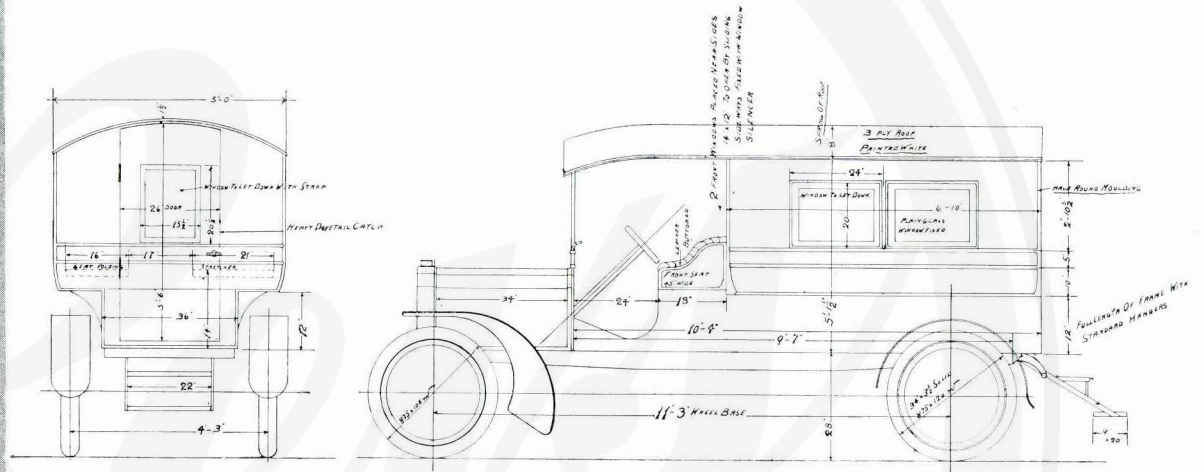
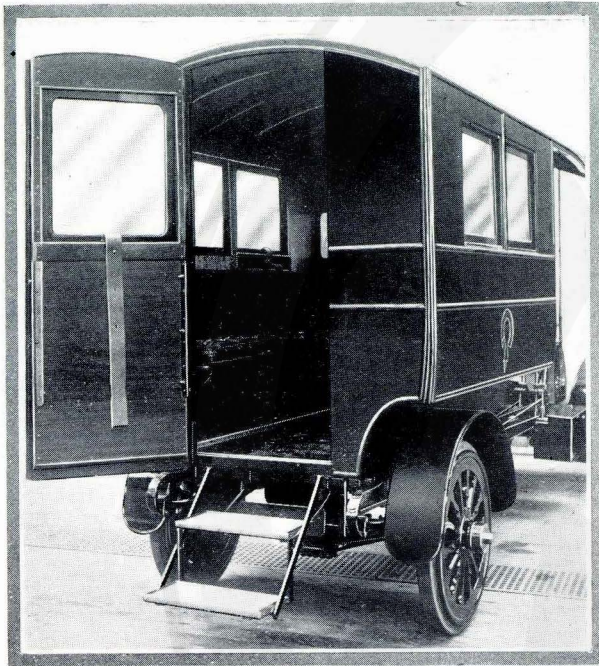
Price of 20 h.p. Chassis, **£525**

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

Price of Ambulance Body, **£100**

(Inside Seats and Stretcher extra.)

“Dennis”



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

Showing back view and lined elevation, giving standard dimensions.

“Dennis”



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

For Prices of Bodies, see page 74.

“Dennis”



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

For Prices of Bodies, see page 74.

“Dennis”



12 h.p. Chassis.
To carry 15 cwt.
£400

20 h.p. Chassis.
To carry 30 cwt.
£525

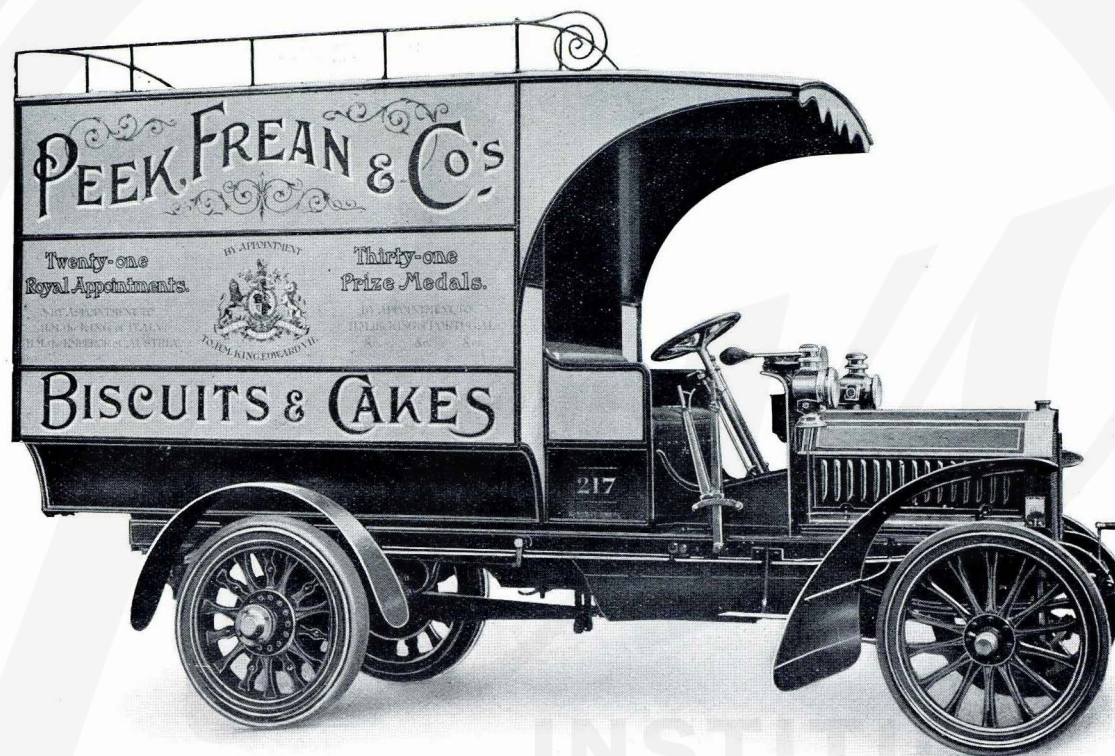
28 h.p. Chassis.
To carry 2 tons.
£585

35 h.p. Chassis.
To carry 3 tons.
£700

40 h.p. Chassis.
To carry 4 tons.
£780

For Prices of Bodies, see page 74.

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To carry 2 tons.
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35 h.p. Chassis.
To carry 3 tons.
£700

40 h.p. Chassis.
To carry 4 tons.
£780

For Prices of Bodies, see page 74.

“Dennis”



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



For Prices of Bodies, see page 74.

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To carry 4 tons.

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For Prices of Bodies, see page 74.

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To carry 2 tons.

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

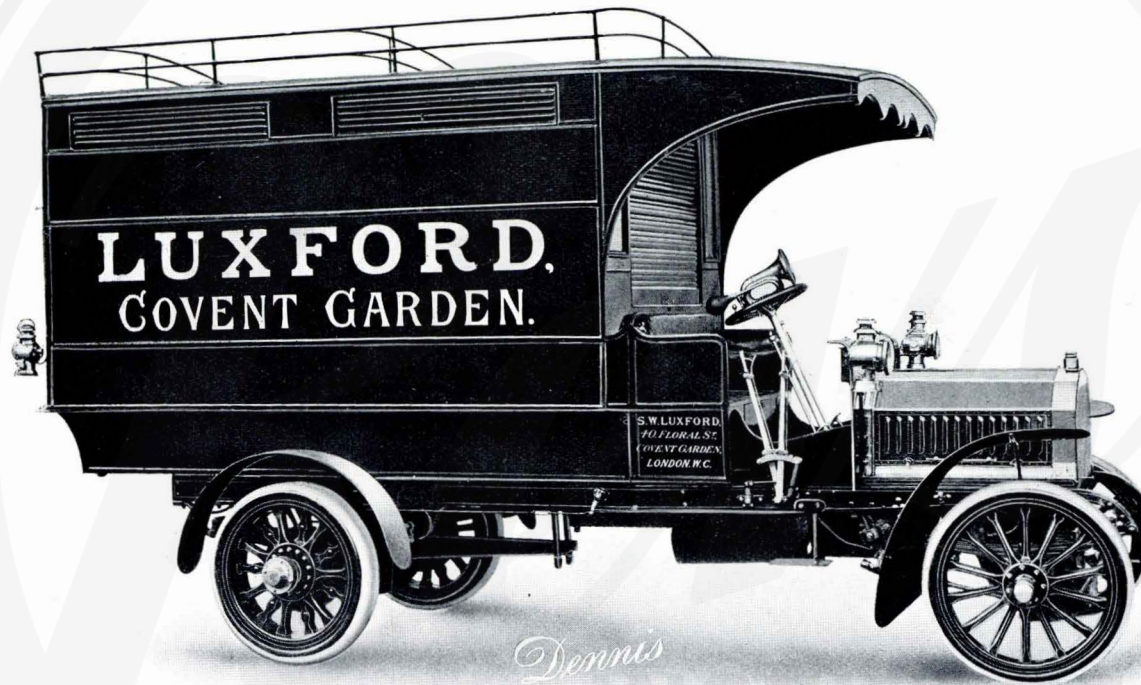
£700

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

£780

For Prices of Bodies, see Page 74.

“Dennis”



12 h.p. Chassis.
To carry 15 cwt.
£400

20 h.p. Chassis.
To carry 30 cwt.
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To carry 2 tons.
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To carry 3 tons.
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To carry 4 tons.
£780



For Prices of Bodies, see page 74.

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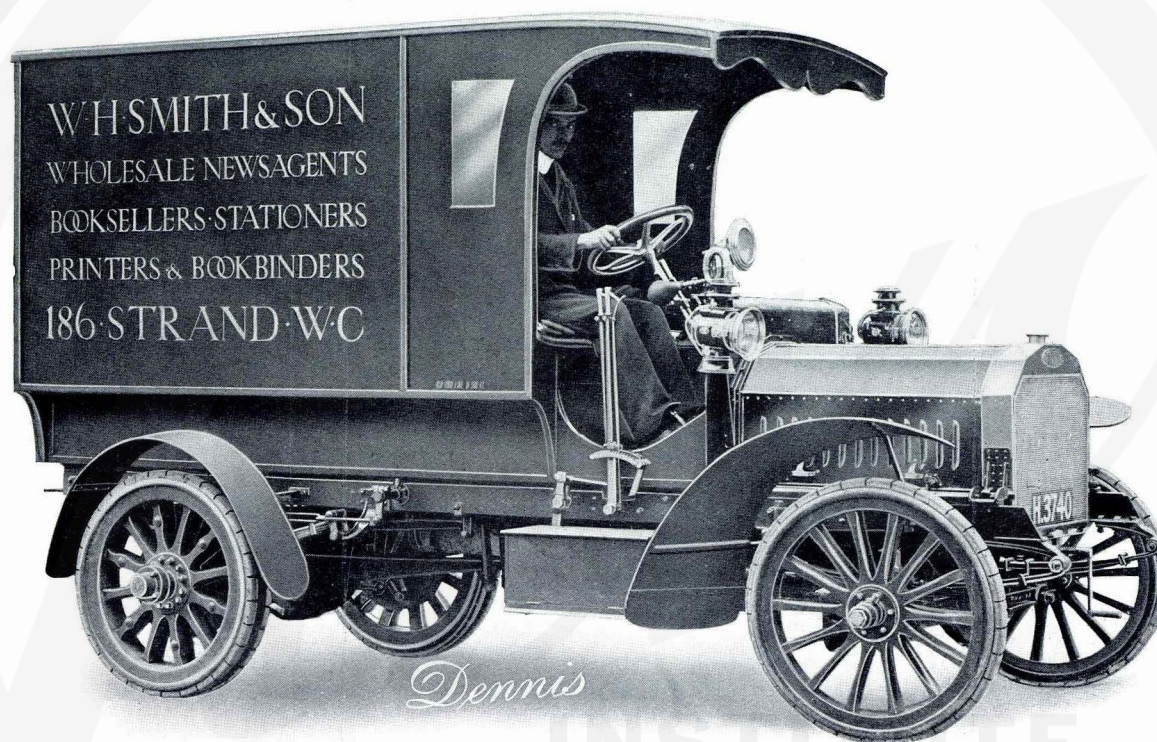
28 h.p. Chassis.
To carry 2 tons.
£585

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To carry 3 tons.
£700

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To carry 4 tons.
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For Prices of Bodies, see page 74.

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To carry 30 cwt.

£525

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

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

£700

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

£780



For Price of Bodies, see page 74.

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To carry 30 cwt.
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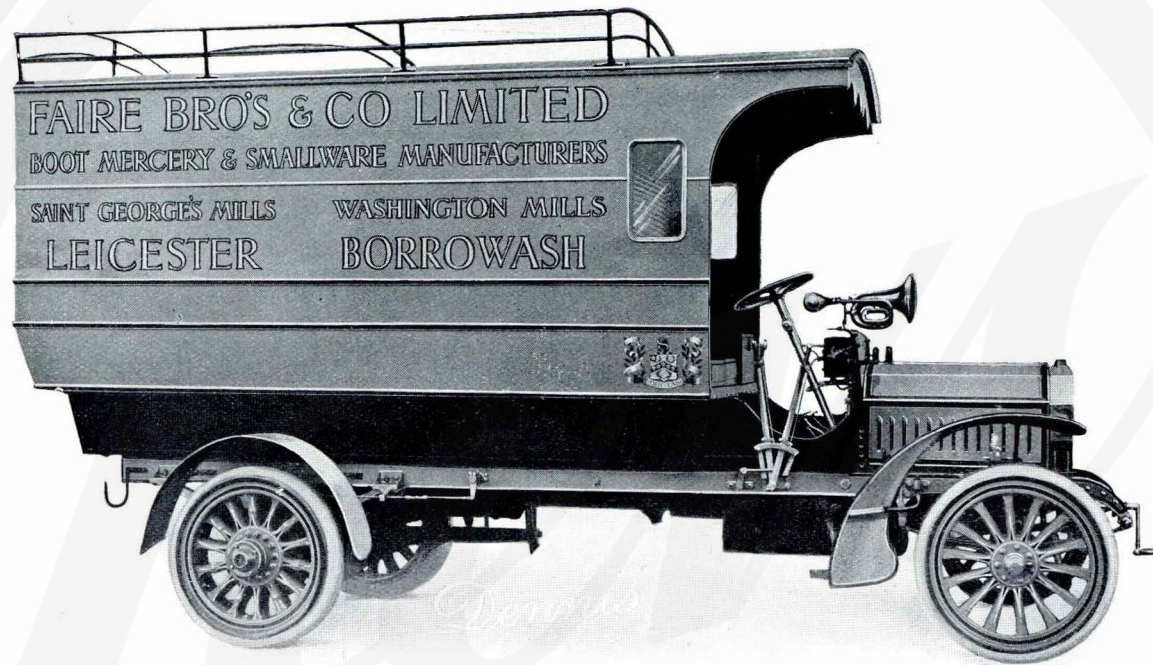
28 h.p. Chassis.
To carry 2 tons.
£585

35 h.p. Chassis.
To carry 3 tons.
£700

40 h.p. Chassis.
To carry 4 tons.
£780

For Prices of Bodies, see page 74.

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To carry 3 tons.

£700

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

£780



For Prices of Bodies, see page 74.

“Dennis”



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To carry 15 cwt.
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To carry 2 tons.
£585

35 h.p. Chassis.
To carry 3 tons.
£700

40 h.p. Chassis.
To carry 4 tons.
£780

For Prices of Bodies, see page 74.

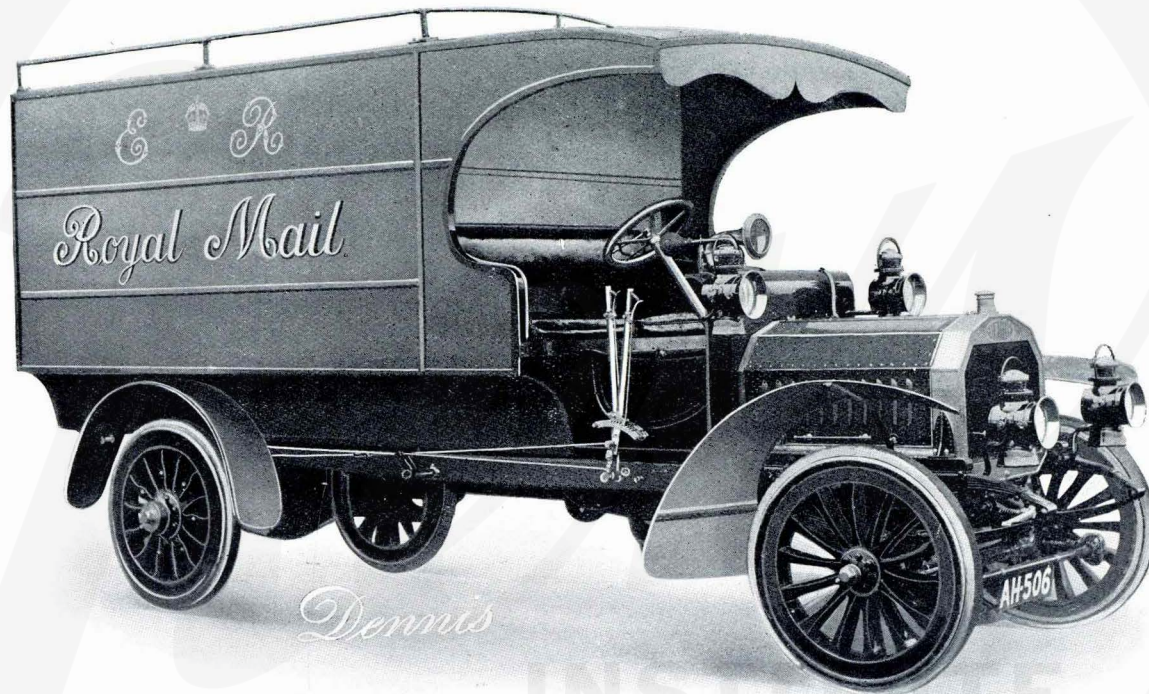
“Dennis”



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

For Prices of Bodies, see page 74.

“Dennis”



12 h.p. Chassis.
To carry 15 cwt.
£400

20 h.p. Chassis.
To carry 30 cwt.
£525

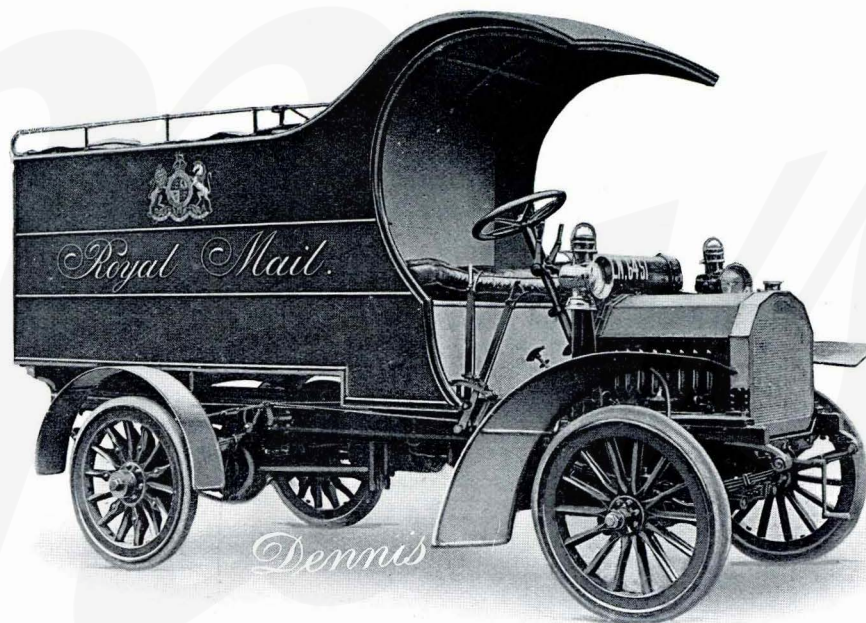
28 h.p. Chassis.
To carry 2 tons.
£585

35 h.p. Chassis.
To carry 3 tons.
£700

40 h.p. Chassis.
To carry 4 tons.
£780

For Prices of Bodies, see page 74.

“Dennis”



12 h.p. Chassis.
To carry 15 cwt.
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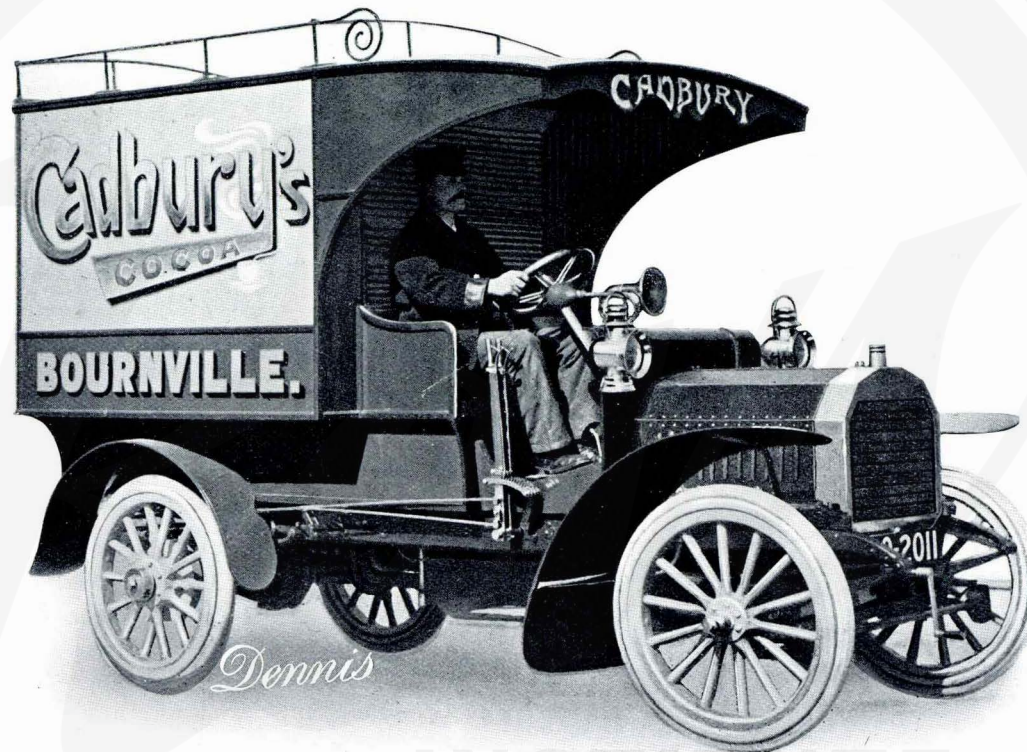
28 h.p. Chassis.
To carry 2 tons.
£585

35 h.p. Chassis.
To carry 3 tons.
£700

40 h.p. Chassis.
To carry 4 tons.
£780

For Prices of Bodies, see page 74.

“Dennis”



12 h.p. Chassis.
To carry 15 cwt.
£400

20 h.p. Chassis.
To carry 30 cwt.
£525

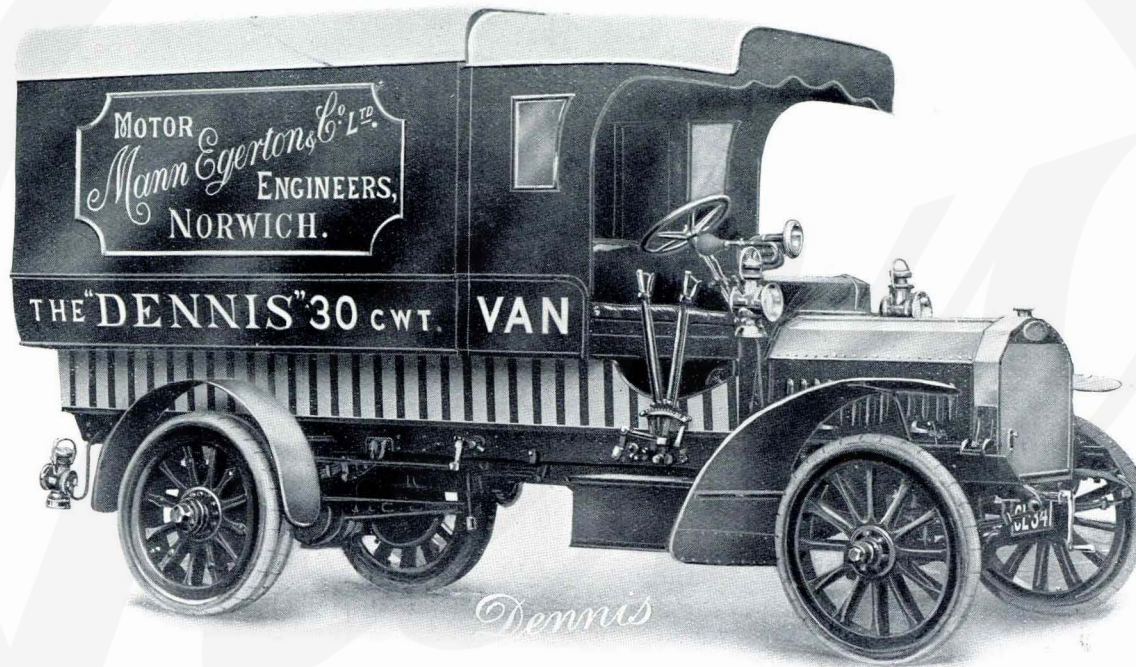
28 h.p. Chassis.
To carry 2 tons.
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To carry 3 tons.
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For Prices of Bodies, see page 74.

“Dennis”



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To carry 30 cwt.

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To carry 4 tons.

£780



For Prices of Bodies, see page 74.

“Dennis”



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40 h.p. Chassis.
To carry 4 tons.
£780

For Prices of Bodies, see page 74.

“Dennis”



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.

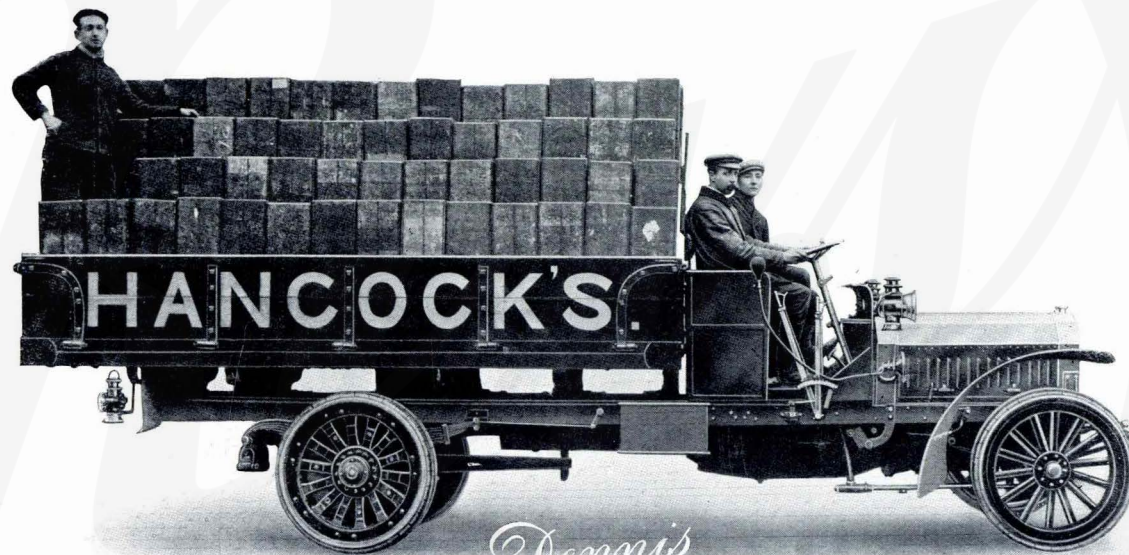
£700

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

£780

For Prices of Bodies, see page 74.

“Dennis”



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

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To carry 30 cwt.

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To carry 3 tons.

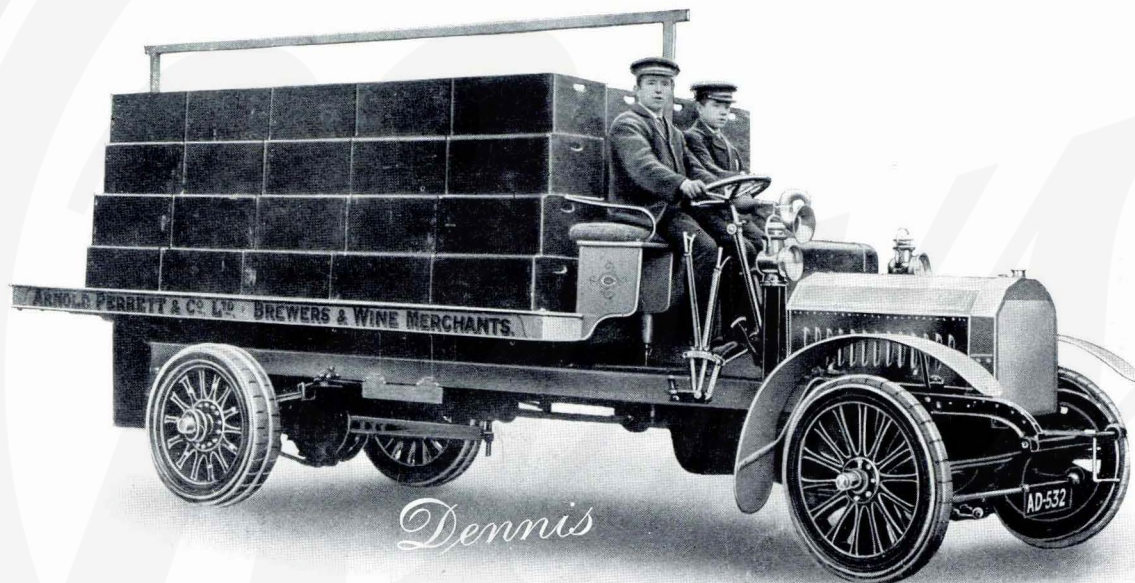
£700

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

£780

For Prices of Bodies, see page 74.

"Dennis"



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

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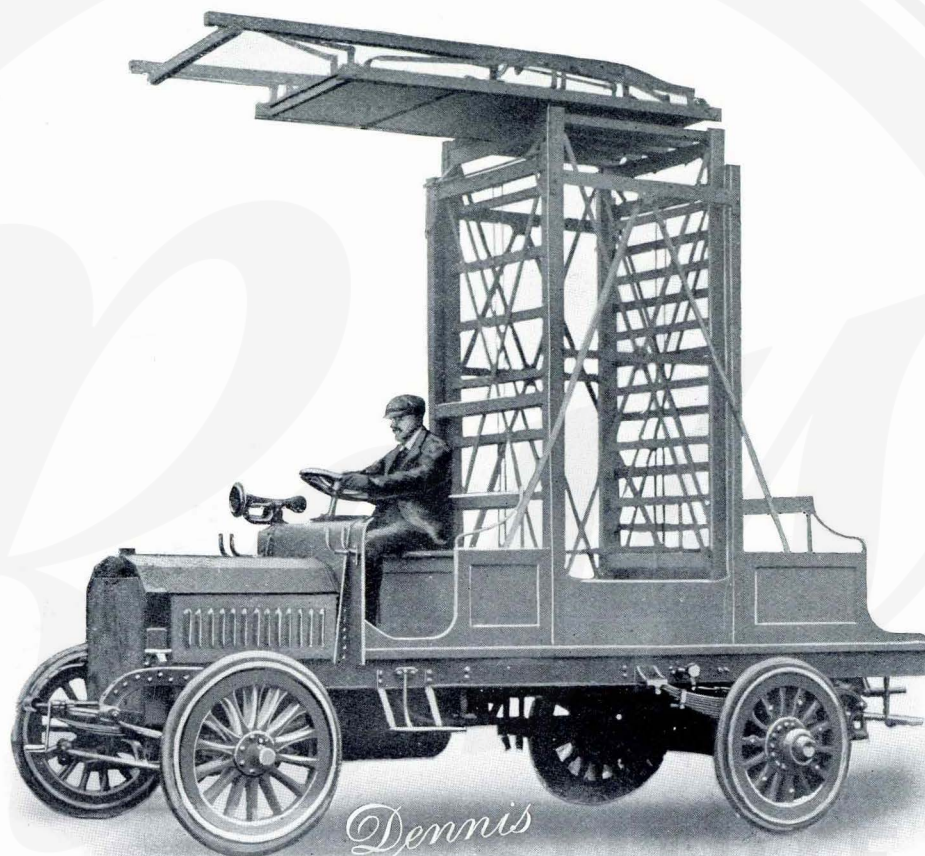
£700

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

£780

For Prices of Bodies, see page 74.

"Dennis"



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

20 h.p. Chassis.

£525

28 h.p. Chassis.

£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, 10 per cent. of the price shall be required with order, and a further sum equivalent to the difference between such 10 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 Vehicles, 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.**

1908 "Dennis" Current Price List for HEAVY VEHICLE CHASSIS, which cancels all Previous Lists.

	PRICE.		PRICE.
15 cwt. Chassis with 2 cylinder 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. " " 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.

	PRICE.		PRICE.
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 - - -	£45	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. - - -	£65
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 - - -	50	Body for 60 cwt. Van. Size: 10 ft. long by 6 ft. high by 6 ft. wide. As per drawing No. 403 - - -	75
		Pantehnicon (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 - - -	80

EXTRAS TO ABOVE.

	PRICE.		PRICE.
If fitted with two hinged doors at top of tail board instead of curtains, so that the back can be locked up - - -	£6	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
If with two rails on top instead of one - - -	1	Extra for glass wind shield - - -	7
If with three rails on top instead of one (about 18 in. high) - - -	2	For lettering body (according to work required) - - -	3 to 10
If front closed in, and revolving shutter used, and fastened with staple to lock up - - -	5		

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.

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

CHAR-A-BANC BODIES.

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

15-CWT. VAN.

Description.	Code Word.	£	s.	d.
AXLE BACK, complete- - - - - - each	Baxle	46	0	0
Half Case - - - - - " "	Basing	2	15	0
" " Sleeve - - - - - " "	Baseeve	0	18	0
End Caps - - - - - " "	Basaps	0	4	0
Inspection Cover - - - - - " "	Basover	0	2	0
Half Live Axle - - - - - " "	Balive	0	17	6
Tube screwed one end - - - - - " "	Batube	1	5	0
Phosphor Bronze Worm Wheel - - - - - " "	Bronzing	5	5	0
Steel Worm Pinion - - - - - " "	Borm	2	10	0
Differential Case with Pins - - - - - " "	Bifferenti	2	0	0
Half Differential Case - - - - - " "	Biffcase	0	18	6
Star Pinion - - - - - " "	Binion	0	7	6
Planet Pinion - - - - - " "	Blanet	0	5	0
" Pins - - - - - " "	Blanins	0	0	9
Driving Star - - - - - " "	Bars	0	5	6
Plain Journal Bearing and Bushing - - - - - " "	Bournal	0	7	6
Single Compound Bearing - - - - - " "	Bompound	4	0	0
Phosphor Bronze Bush for Worm Shaft - - - - - " "	Bomfos	0	5	0
Ball Thrust Bearing for - - - - - " "	Bomball	1	10	6
Spring Brackets - - - - - " "	Brinket	0	16	6
Live Axle Castle Nut - - - - - " "	Bombot	0	4	6
Nut for Star Pinion - - - - - " "	Bombinion	0	1	6
Lock Nuts for Compound Bearings - - - - - " "	Bomnut	0	1	0
Bolts for Axle Case - - - - - " "	Boltaxle	0	0	6

AXLE FRONT, complete with Steering - - - - - each	Axle	24	0	0
Joints and Link Rod - - - - - " "	Axivels	3	0	0
Swive's and Axle Arms - - - - - " "	Axarm	1	5	0
Ball Steering Arm - - - - - " "	Axingle	0	15	0
Single " " - - - - - " "	Axivap	0	10	0
Swivel Caps - - - - - " "	Axiop	0	5	0
Swivel Bearing, Top - - - - - " "	Axiottom	0	5	0
" Bottom - - - - - " "	Axup	0	1	6
Grease Cups - - - - - " "	Axodd	1	0	0
Steering Link Rod - - - - - " "	Axaws	0	3	0
Link Rod Jaws - - - - - " "	Axins	0	1	3
" Pins - - - - - " "	Axollet	0	5	6
Front Spindle Collets - - - - - " "	Axnuts	0	1	2
Axle only - - - - - " "	Axonor	7	15	0

ARBORSHAFT, complete, Jaw Brazed up - - - - - each	Arbor	2	5	0
Shaft only, with Jaw and Bush, and Pin - - - - - " "	Shaftole	1	0	0

ACCELERATOR CONTROL, hand set, - - - - - each	Accelerator	2	0	0
complete - - - - - " "	Acclever	0	3	6
Lever - - - - - " "	Acbracket	0	6	6
" Bracket - - - - - " "	Acrod	0	2	3
Rods - - - - - " "	Acbell	0	4	0
Bell Crank - - - - - " "	Acrank	0	4	6
" Bracket - - - - - " "	Acoper	0	6	6
Operating Fork Bracket - - - - - " "	Acfork	0	2	6
" Fork - - - - - " "	Acedale	1	2	6
Pedal Set, complete - - - - - " "	Aceda	0	11	0
Pedal - - - - - " "	Aedevery	0	4	6
" Lever - - - - - " "	Accord	0	4	6
Rods - - - - - " "	Acava	0	2	6
Operating Lever - - - - - " "	Acring	0	0	6
Take-off Spring - - - - - " "				

BRAKES, SIDE, complete, each wheel - - - - - each	Sybrake	1	3	0
set - - - - - " "	Shoe	0	5	0
Shoe - - - - - " "	Syngle	0	2	3
Toggles - - - - - " "	Spreader	0	1	0
Spreader - - - - - " "	Syrank	0	1	3
Cranks - - - - - " "	Syrum	2	0	0
Drums - - - - - " "	Syrolt	0	1	0
Bolt - - - - - " "	Syrod	0	3	6
Rods - - - - - " "	Syruckle	0	1	0
Turnbuckles - - - - - " "	Sylever	1	13	6
Lever - - - - - " "	Syconip	0	2	0
Compensating Link - - - - - " "	Syrolt	0	0	9
Pin Bolts - - - - - " "	Sycross	0	2	6
Cross Rods - - - - - " "	Syrink	0	1	9
" " Cranks - - - - - " "	Syrinket	0	1	0
" " Brackets - - - - - " "	Shield	0	5	0
Shield - - - - - " "				

Description.	Code Word.	£	s.	d.
BRAKE, FOOT, complete with all fittings, - - - - - each	Fobrom	4	0	0
Bridge - - - - - " "	Foband	1	7	6
Band - - - - - " "	Foodrum	1	5	0
Drum - - - - - " "	Fobell	0	2	6
Bell Crank - - - - - " "	Fobbracket	0	3	0
" " Bracket - - - - - " "	Foopindle	0	2	6
" " Spindle - - - - - " "	Foobridge	0	13	6
Bridge - - - - - " "	Fybolt	0	1	0
Eyebolt - - - - - " "	Fopercrank	0	4	0
Operating Crank - - - - - " "	Fadlink	0	2	9
Turnbuckle - - - - - " "	Fooconer	0	3	6
Connecting Rods - - - - - " "	Foggle	0	2	3
Toggle - - - - - " "	Foolin	0	7	6
Cast Iron Lining - - - - - " "	Foolip	0	1	0
End Clips for Band - - - - - " "	Foolipper	0	1	9
Slipper - - - - - " "	Foorring	0	0	6
Springs - - - - - " "	Foedail	0	11	0
Pedal - - - - - " "	Foodever	0	4	6
" Lever only - - - - - " "	Foodelt	0	0	9
Pin Bolts - - - - - " "				

BONNET, complete - - - - - " "	Bonnett	3	0	0
Rest - - - - - " "	Bonest	2	0	0
Fasteners - - - - - " "	Bonast	0	2	6
CLUTCH, complete, less Pedal - - - - - " "	Clutch	6	10	0
Balance Weight - - - - - " "	Balance	0	17	6
Plate - - - - - " "	Cluplate	2	5	0
Female Part - - - - - " "	Cluemale	1	2	0
Male Part - - - - - " "	Male	1	10	0
Leather - - - - - " "	Leather	0	6	6
Pedal - - - - - " "	Cluedale	0	11	0
" Lever - - - - - " "	Cluelever	0	4	6
Ball Thrust Bearing - - - - - " "	Cluthrust	0	17	6
Extension - - - - - " "	Clextension	0	5	0
Spring - - - - - " "	Sprutch	0	4	6
Phosphor Bronze Slipper - - - - - " "	Clufos	0	10	6
per pair - - - - - " "	Cluoft	0	2	6
Clutch Shaft - - - - - " "	Cluracket	0	3	0
Shaft Brackets - - - - - " "	Clork	0	4	6
Fork - - - - - " "	Clolt	0	0	9
Bolts - - - - - " "	Cluicap	0	1	9
Spring Cap - - - - - " "	Clashaft	0	5	9
Pedal Shaft - - - - - " "				

CARBURETTER, complete with Auto- - - - - - each	Carburetta	9	0	0
Attachment - - - - - " "	Cixing	4	0	0
Mixing Chamber - - - - - " "	Cloatamber	2	0	0
Float Chamber - - - - - " "	Auto	2	10	0
Automatic Attachment - - - - - " "	Autocover	0	15	0
" Oil Cover - - - - - " "	Calve	0	17	6
Valve - - - - - " "	Calveating	1	0	0
Valve Seating - - - - - " "	Calvring	0	0	6
" Spring - - - - - " "	Cloaf	0	4	0
Float - - - - - " "	Cleedle	0	4	0
Needle Valve - - - - - " "	Clet	0	5	0
Jet - - - - - " "	Club	0	3	0
Choke Tube - - - - - " "	Clessor	0	9	6
Depresser, complete - - - - - " "	Clessod	0	2	6
" Rod - - - - - " "	Clupe	0	8	0
Heater Pipe - - - - - " "	Clunnel	0	17	0
Atmospheric Pipe and Funnel - - - - - " "	Clinlet	0	12	6
Inlet Pipe - - - - - " "	Clacket	0	3	6
Fixing Bracket - - - - - " "	Clasher	0	0	6
Fibre Washers - - - - - " "	Clews	0	0	6
Screws - - - - - " "				

DASH, complete with Irons - - - - - " "	Dash	2	0	0
Irons - - - - - " "	Dasher	0	7	6

ENGINE, 26 L. S., complete with - - - - - " "	Engine	82	0	0
Pump and Magneto Pinion - - - - - " "	Chamber	20	0	0
Top half Crank Case - - - - - " "	Chambottom	9	0	0
Bottom - - - - - " "	Caser	2	0	0
Gear Case Cover - - - - - " "	Capper	0	7	6
Cap for Middle Bearing - - - - - " "	Cabolt	0	2	0
Bolt of Bearing - - - - - " "	Cunion	0	2	0
Lubricator Union - - - - - " "				

Description.	Code Word.	£	s.	d.
Release Valve - - - - - each	Crealive	0	1	0
Plug for Draining Oil - - - - - " "	Crain	0	1	0
Tap - - - - - " "	Crop	0	6	0
Bolt for Fixing Crank Case - - - - - " "	Crabolt	0	0	9
Tappit Guide - - - - - " "	Cride	0	7	6
" " Screw - - - - - " "	Trew	0	0	5
" Male Portion - - - - - " "	Trale	0	2	9
" Female - - - - - " "	Trile	0	3	6
Roller for Tappit - - - - - " "	Toller	0	1	6
Axle of Roller - - - - - " "	Taxle	0	3	0
Regulating Screw of Tappit - - - - - " "	Trappet	0	0	9
Tappit, complete - - - - - " "	Tomplets	1	0	0
Inlet Crankshaft - - - - - " "	Taft	3	0	0
" " Washer - - - - - " "	Taftasher	0	0	8
" " Bearing Front - - - - - " "	Tam	0	13	6
" " " Middle - - - - - " "	Tiddle	0	6	0
" " " Back - - - - - " "	Tack	0	8	0
Inlet Timing Wheel - - - - - " "	Inweel	2	8	0
Exhaust Crankshaft - - - - - " "	Ecap	3	0	0
" " Washer - - - - - " "	Exasher	0	0	8
Front Bush - - - - - " "	Frush	0	8	0
Middle - - - - - " "	Mush	0	6	0
Back - - - - - " "	Brush	0	8	0
Exhaust Timing Wheel - - - - - " "	Exeel	2	5	0
Front Axle - - - - - " "	Whaxle	1	0	0
Back Bearing - - - - - " "	Wearing	2	10	0
Flywheel - - - - - " "	Wywell	1	0	0
Head of Connecting Rod Axle - - - - - " "	Wodaxle	0	12	0
Intermediate Axle - - - - - " "	Winteraxle	0	12	0
Set of Flywheels, less Connecting Rod - - - - - " "	Without	10	0	0
" " with - - - - - " "	Weplets	14	0	0
Peg for Starting Handle - - - - - " "	Wandle	0	0	4
Distributing Pinion - - - - - " "	Winion	1	10	0
Front Bearing - - - - - " "	Fearing	0	8	0
Intermediate Bearing - - - - - " "	Wintering	0	8	6
Back - - - - - " "	Wacking	1	0	0
Connecting Rod complete, without Bushes - - - - - " "	Wonneeting	1	5	0
Bush Head of Connecting Rod - - - - - " "	Wush	0	7	6
" Foot - - - - - " "	Woot	0	3	0
Bolt for Connecting Rod - - - - - " "	Wolt	0	0	6
Connecting Rod, complete - - - - - " "	Womplete	1	15	0
Cylinder Casting only - - - - - " "	Cyasting	5	10	0
Castle Plug - - - - - " "	Cyastle	0	6	8
Inlet or Exhaust Valve Stem - - - - - " "	Cyanst	0	10	0
" " complete - - - - - " "	Cyom	0	12	0
Valve Spring - - - - - " "	Cyalve	0	1	0
" Key - - - - - " "	Cyake	0	0	4
" Top Cap - - - - - " "	Cytop	0	0	8
" Bottom - - - - - " "	Cyottom	0	1	0
" Guide - - - - - " "	Cyids	0	3	6
Double Water Union - - - - - " "	Cydonole	0	10	0
Single - - - - - " "	Cyingle	0	6	6
Cylinder Plug, Exterior - - - - - " "	Cyplug	0	4	0
" " Interior - - - - - " "	Cyterior	0	2	6
Compression Tap - - - - - " "	Cyession	0	4	8
Oleo Sparking Plug - - - - - " "	Cyark	0	2	6
Piston alone - - - - - " "	Cyston	1	10	0
Axle - - - - - " "	Cyraxle	0	4	0
Ring - - - - - " "	Cyring	0	3	0
Key - - - - - " "	Cyke	0	0	9
Nut - - - - - " "	Cynt	0	1	0
Complete - - - - - " "	Cyplete	2	0	0
Throttle Alone - - - - - " "	Throttle	1	0	0
Valve - - - - - " "	Tralve	0	8	6
Box Cover - - - - - " "	Trover	0	4	0
Knuckle Joint - - - - - " "	Troint	0	0	8
Lever - - - - - " "	Trever	0	2	6
Governor Rod Arm - - - - - " "	Governarm	0	1	0
Cylinder Plug Exterior Washer - - - - - " "	Vexed	0	0	3
" " Interior - - - - - " "	Vinter	0	0	3
Castle Nut Washer - - - - - " "	Vast	0	0	3
Plug Washer - - - - - " "	Vest	0	0	1
Compression Washer - - - - - " "	Vession	0	0	2
Cylinder - - - - - " "	Vasher	0	0	2
Exhaust Receiver - - - - - " "	Collector	1	0	0
" " Flange - - - - - " "	Clange	0	1	0
Inlet - - - - - " "	Cunlet	0	17	6
" " Flange - - - - - " "	Clanging	0	2	6

Side	9 0 0	Ball Eccentric	0 17 6	Fibre Joints		Pumire	3
False Frame	2 10 0	Mechanical Pump	1 2 0	Flanges		Plange	1
Cross Members	1 2 6	Hand		Pinion		Pumpion	1
Front Spring Hangers	0 8 6	Gauge Glass					
Back	0 8 6	Drip					
Undersheeting	1 12 0	Pump					
FAN, complete less Bracket	1 2 0	Oil Pipes					
Bracket	0 4 0	Unions					
Spindle	0 2 0	Washers					
Cup	0 1 0	Filler Cap					
Belt	0 2 6	Filler Gauze					
Blades	0 2 6	Rocker Arm					
Pulley	0 5 0	" " Pins					
GEAR BOX, complete in Gunmetal	46 5 0						
Top Half with Lid	7 15 0						
Bottom Half	11 11 0						
Reverse Pinion	1 15 0						
Sliding	2 2 0						
Mainshaft	1 0 0						
Secondary Shaft, complete with Gears and Bearings	each						
Shaft only							
1st, 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							
" " only							
Mainshaft Ball Bearings							
Thrust Bearings							
End Bearing Caps							
Change Speed Lever							
" " Spindle							
Quadrant							
Operating Lever Arm							
" " Joint							
Split Collars							
Back Nuts							
Lever Cotter Pin							
Triggers							
" Levers							
" Springs							
Gland for Operating Rod							
End Cap							
HUBS, front							
" back							
" " Hub Cap							
" front							
" " Bush 2 to each Hub							
" hind							
IGNITION CONTROL, complete set							
Lever							
" Bracket							
Rod long							
Bell Cranks							
" Brackets							
Short Rods and Joint							
JOINTS, front Universal, complete							
Cups							
Clutch Square							
Sliding							
Grease Cups							
Cup Centre Plate							
Arborshaft U/J, complete							
Swivel							
Jaw							
Bolt and Pin							
Bushes							
Grease Cup							
Cardan Cup							
" Square							
" Grease Cup							
Fide	9 0 0	Ball Eccentric	0 17 6	Fibre Joints		Pumire	3
Fame	2 10 0	Mechanical Pump	1 2 0	Flanges		Plange	1
Fember	1 2 6	Hand		Pinion		Pumpion	1
Fanger	0 8 6	Gauge Glass					
Finger	0 8 6	Drip					
Feeling	1 12 0	Pump					
Fan	1 2 0	Oil Pipes					
Fracket	0 4 0	Unions					
Frindle	0 2 0	Washers					
Frups	0 1 0	Filler Cap					
Felt	0 2 6	Filler Gauze					
Flades	0 2 6	Rocker Arm					
Fulley	0 5 0	" " Pins					
Gear	46 5 0						
Geraffe	7 15 0						
Gamium	11 11 0						
Gerverse	1 15 0						
Giding	2 2 0						
Ganeshaft	1 0 0						
Gafteet	6 10 0						
Gaft	1 7 6						
Gist, Gend, Gird	0 17 6						
Glutchitted	5 10 0						
Glutcheel	1 13 6						
Gawlate	0 17 6						
Gawndle	1 5 0						
Glutching	0 1 6						
Gap	0 12 0						
Gist ince	0 2 0						
Goper	0 10 6						
Goperon	0 7 0						
Goball	1 3 6						
Grust	0 17 6						
Genber	0 4 6						
Lever	2 5 0						
Gindle	0 3 0						
Gracket	0 2 6						
Quadrant	0 17 6						
Operarm	0 12 6						
Operoint	0 6 0						
Operaller	0 2 6						
Operut	0 1 0						
Operin	0 0 9						
Operigger	0 4 6						
Opprever	0 3 6						
Operring	0 0 6						
Operglass	0 2 0						
Opercap	0 2 6						
Rub	2 0 0						
Rump	5 0 0						
Haxcap	0 15 0						
Axcap	0 4 6						
Axush	0 6 0						
Haxush	0 15 0						
Ignition	0 18 0						
Igever	0 1 6						
Igracket	0 3 0						
Irod	0 1 0						
Irank	0 1 9						
Ibell	0 2 0						
Iboint	0 2 0						
Universe	3 10 0						
Unicup	0 12 0						
Unicut	0 10 0						
Unicut	0 10 0						
Unicut	0 1 6						
Unentre	0 12 0						
Araft	0 18 0						
Arivel	0 4 0						
Arjoint	0 8 0						
Arbolt, Ar, in	0 1 0						
Arbush	0 1 0						
Arcup	0 1 6						
Cardan	0 15 6						
Square	0 7 6						
Carcup	0 1 6						
MUDGUARDS, complete with Stays							
Less Stays							
Stays, pair	per pair						
Brackets	each						
MAGNETO, complete with Coil, B.M.							
Coil							
Cheek Ignition, side fitted with Ball Bearings							
Cheek Driving							
Base Plate with the two polar masses							
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							
Cover for ditto							
Roller Link piece							
Springs of ditto							
Screws of							
Platinum Screw							
Tightening Screw of same							
Magnets							
Condenser							
Connecting Bar for ditto							
Nut for ditto							
Four-Cylinder Secondary Distributor with Cover	each						
Fixing Nuts for ditto							
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							
Fixing Screw for Magneto							
Fixing Screw for Cheeks							
Fixing Screw for Condenser							
Intermediate Gear							
Axle for ditto							
Ball Bearing 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							
Unions							
Grease Cup							
Aluminium Clip							
Magneto	18 0 0						
Magcoil	2 15 0						
Magcek	1 17 0						
Mageking	1 2 0						
Magbase	1 4 0						
Magarm	2 13 0						
Magrimary	0 2 6						
Magaster	0 0 3						
Magut	0 0 3						
Madvance	2 16 0						
Magix	0 0 6						
Magille	0 1 6						
Magover	0 6 6						
Magroller	0 12 0						
Magring	0 0 8						
Magrew	0 0 3						
Magnum	0 10 0						
Magame	0 0 2						
Magnet	0 14 6						
Magenser	0 15 0						
Magect	0 0 6						
Magectut	0 0 2						
Magbuter	0 13 6						
Magtun	0 0 8						
Magover	0 2 6						
Maginion	0 14 0						
Magall	0 0 3						
Magpie	0 0 9						
Magbut	0 0 5						
Magearth	0 0 9						
Mage	0 0 4						
Magcarbon	0 0 7						
Magic	0 0 5						
Magplug	0 0 3						
Magmill	0 0 5						
Magnetrew	0 0 3						
Magret	0 0 2						
Magretting	0 0 3						
Magear	0 5 6						
Magaxle	0 1 9						
Magball	0 2 3						
Magcam	0 2 0						
Magame	0 0 3						
Magindle	0 0 6						
Magricator	0 0 7						
Pump	4 10 0						
Pumpindle	0 10 0						
Pumppane	0 8 9						
Pumpand	0 3 0						
Pumpody	1 5 0						
Pover	0 15 0						
Pat	0 2 6						
Purlet	0 8 0						
Poutlet	0 8 0						
Punion	0 1 6						
Pumpup	0 1 6						
Plip	0 7 6						

Double " "	3 8 0
Lock Nut for Star Pinion	0 1 3
Live Axle Castle Nut	0 0 9
Split Collars	0 2 6
Axle Case Bolts	0 1 0

AXLE FRONT, complete with Steering

Joints and Connections	each	Faxle	26 10 0
Axle only	each	Faxoner	7 5 0
Swivels and Axle Arms	each	Faxivel	3 12 0
Top Swivel Bearing	each	Faxipot	0 5 0
Bottom Swivel Bearing	each	Faxiotom	0 5 0
Swivel Brass Cap	each	Fax	0 10 0
Steering Ball Arm	each	Faxarm	1 0 0
Single Steering Arm	each	Faxingle	0 12 6
Steering Link Rod	each	Faxodd	1 15 0
Link Rods Jaws	each	Faxaws	0 13 6
Link Pins	each	Faxins	0 1 6
Spindle Nuts	each	Faxuts	0 0 6
Collets	each	Faxollet	0 5 6

ARBORSHAFT, with Jaw and Cup Brazed

Shaft only	each	Farbor	3 0 0
		Faftole	1 10 0

ACCELERATOR, Hand set, complete

Lever	each	Daccelerator	2 0 0
Bracket	each	Dacclever	0 3 6
Rods	each	Dacbracket	0 6 6
Bell Crank	each	Dacrod	0 2 3
Operating Fork	each	Dacbell	0 4 0
" Bracket	each	Dacrank	0 4 6
Pedal Set, complete	each	Dacfork	0 2 6
Pedal	each	Daccoper	0 6 6
Rod	each	Dacedale	1 2 6
Lever	each	Daceda	0 11 0
Spring	each	Daccord	0 4 6
		Dacera	0 2 6
		Dacring	0 0 6

BRAKES, SIDE, each wheel set

Shoe	each	Dybrake	1 10 0
Toggles	each	Doe	0 6 0
Spreaders	each	Dyggie	0 3 9
Cranks	each	Dreader	0 1 9
Drums	each	Dyrum	0 3 9
Shield	each	Dried	3 0 0
Compensating Link	each	Dyconip	0 5 0
Turnbuckle	each	Dyruckle	0 2 9
Lever	each	Dylever	0 2 9
Cross Brake Rod	each	Dyross	1 13 6
Brackets for same	each	Dyrinket	0 5 0
Pinbolts	each	Dyrolt	0 7 6
Cross Rod Cranks	each	Dyrynk	0 0 6
Compensating Link Bracket	each	Dyconack	0 4 0
Connecting Rods	each	Dyrod	0 2 0
			0 3 6

BRAKE FOOT, complete, less drum

Band	each	Dobrom	4 0 0
Drum	each	Doband	1 7 6
Bell Crank	each	Doodrum	1 5 0
" Bracket	each	Doobell	0 2 6
Bell Crank Spindle	each	Doobrick	0 3 0
Bridge	each	Doopindle	0 2 6
Eye Bolts	each	Doobridge	0 13 6
Operating Crank	each	Dybolt	0 1 0
Turnbuckle	each	Dopercrank	0 4 0
Connecting Rods	each	Dadlink	0 2 9
Pedal	each	Dooconer	0 3 6
Toggles	each	Doedal	0 12 0
End Clips for Band	each	Doggie	0 2 3
Band Slippers	each	Doolip	0 1 0
Cast Iron Lining	each	Doolipper	0 1 9
Spring	each	Doolin	0 7 6
Pinbolts	each	Dooring	0 0 6
		Doodolt	0 0 9

BONNET

Middle Rest	each	Donnet	5 5 0
Dash	each	Donest	0 11 0
Bonnet Strap	each	Donash	1 13 0
Plates	each	Donast	0 5 6
		Donat	0 5 6

CLUTCH, complete, less pedal

Balance Weight	each	Flutch	10 5 0
Plate	each	Falance	1 2 0
Female Part	each	Fluplate	1 1 0
Male Part	each	Fluemale	1 12 0
Leather	each	Fale	2 5 0
Pedal	each	Fleather	0 10 0
" Shaft	each	Fluedale	1 5 0
" Brackets	each	Fluedaft	0 6 6
Phosphor Bronze Slippers	pair	Fludafac	0 4 6
		Flufos	0 10 0

Shaft	each	Fluact	0 2 6
Flurack	each	Flurack	0 4 0
Bolts	each	Flot	0 1 6
Thrust Bearing	each	Fluethrust	0 12 6
Spring	each	Frutch	0 5 6
" Cap	each	Flycap	0 2 6

CARBURETTER

Floater	each	Carburetter	9 0 0
Needle Valve	each	Floater	0 4 0
Auto Attachment	each	Fleedle	0 4 0
" Cover	each	Fauto	2 10 0
" Valve	each	Fautocover	0 15 0
" Spring	each	Falve	0 17 6
" Valve Seat	each	Falvring	0 0 6
Choke Tube	each	Falveating	1 0 0
Spray	each	Flub	0 3 0
Heater Pipe	each	Flet	0 5 0
Atmospheric Funnel and Gauze	each	Flupe	0 8 0
Inlet Pipe	each	Flinnet	0 17 0
Fibre Washers	each	Flinlet	0 12 6
Depressor, complete	each	Flasher	0 0 6
" Rod	each	Flessor	0 9 6
Fixing Bracket	each	Flessod	0 2 6
Floater Chamber	each	Flacket	0 3 6
Mixing Chamber	each	Floatambr	2 0 0
Screws	each	Fixingamber	4 0 0
		Flews	0 0 6

DASH, complete with Brackets

Brackets	each	Fash	2 0 0
		Fasher	0 5 6

ENGINE, 45 L-S. Aster, complete

Top Half Crank Case	each	Dengine	166 0 0
Bottom Half	each	Damber	30 10 0
Cap of Back Bearing	each	Dambottom	12 0 0
" Middle	each	Dapper	0 14 6
Bolt of Bearing	each	Dapiddle	0 6 8
Lubricator Union	each	Dabolt	0 2 0
Release Valve	each	Dunion	0 2 0
Plug for Draining Oil	each	Drealve	0 1 0
Tap	each	Drain	0 1 0
Bolt for Fixing Crank Case	each	Ddrop	0 6 0
Gear Case Cover	each	Ddrabolt	0 0 9
Tappit Guide	each	Daser	2 0 0
" Screw	each	Dide	0 7 6
Tappit Male Portion	each	Drew	0 0 5
" Female	each	Drale	0 2 9
Roller for Tappit	each	Ddle	0 3 6
Axle of Roller	each	Doller	0 1 6
Regulating Screw of Tappit	each	Ddraxle	0 3 0
Tappit, complete	each	Ddrappit	0 0 9
Inlet Camshaft	each	Dcmplet	1 0 0
Exhaust	each	Draft	3 16 0
Camshaft Washers	each	Dcaft	3 16 0
Front Inlet Camshaft Bearing	each	Datash	0 0 8
" Exhaust	each	Dram	0 13 6
Intermediate	each	Drush	0 8 0
Back	each	Driddle	0 6 0
Inlet Timing Wheel	each	Dack	0 8 0
Exhaust Timing Wheel	each	Dinweel	2 8 0
Crankshaft only	each	Dexell	2 5 0
Peg for Starting Handle	each	Deshaft	31 0 0
Distributing Pinion	each	Dandle	0 0 4
Front Bearing	each	Ddrinon	1 10 0
Middle	each	Dearing	0 18 6
Back	each	Ddintering	1 0 0
Connecting Rod, complete	each	Ddacking	1 6 0
Big End Connecting Rod Bearing	each	Ddcomplete	3 1 6
Little End	each	Ddush	1 0 0
Bolt for Connecting Rod	each	Ddoot	0 3 0
Connecting Rod only	each	Ddrolt	0 0 6
Cylinder Casting	each	Ddconnecting	2 0 0
Castle Plug	each	Ddyasting	5 10 0
Inlet or Exhaust Valve, complete	each	Ddyastle	0 6 8
" Valve Stem	each	Ddyanst	0 12 0
Valve Spring	each	Ddyom	0 10 0
Valve Key	each	Ddyalve	0 1 0
Top Valve Cap	each	Ddyake	0 0 4
Bottom Valve Cap	each	Ddytop	0 0 8
Valve Guide	each	Ddyottom	0 1 0
Double Water Union	each	Ddyids	0 3 6
Single	each	Ddydouble	0 10 0
Interior Cylinder Plug	each	Ddyingle	0 6 6
Exterior	each	Ddyplug	0 2 6
Compression Tap	each	Ddyterior	0 4 0
Oleo Sparking Plug	each	Ddyession	0 4 8
Piston, complete	each	Ddyark	0 2 6
" only	each	Ddyplete	2 0 0
" Axle	each	Ddyston	1 10 0
		Ddynaxle	0 4 0

Throttle Box	each	Fluact	0 2 6
" Valve	each	Flurack	0 4 0
" Cover	each	Flot	0 1 6
Knuckle Joint	each	Fluethrust	0 12 6
Accelerator Lever	each	Frutch	0 5 6
Governor Rod Arm	each	Flycap	0 2 6
Cylinder Plug Interior Washer	each		
" Exterior	each		
Castle Plug Washer	each		
Plug Washer	each		
Comp. Tap Washer	each		
Cylinder Washer	each		
Exhaust Receiver	each		
Inlet	each		
Exhaust Flange	each		
Inlet	each		

FRAME, complete with Spring Hangers

Side Frame	each	Drame	30 0 0
False	each	Dide	4 10 0
Cross Members	each	Dame	1 2 0
Front Spring Hanger	each	Dember	1 2 0
Back	each	Dang. r	0 8 6
Undersheeting	each	Dinger	0 9 0
		Deeting	1 15 0

FAN, complete, less Bracket

Bracket	each	Dan	1 7 6
Belt	each	Dracket	0 4 0
Spindle	each	Delt	0 2 6
Cups	each	Drindle	0 2 0
Blades	each	Drups	0 1 0
Camshaft Pulley	each	Dlades	0 2 6
		Dulley	0 5 0

GEAR BOX, complete

Half Case, with L.I.I	each	Dear	46 5 0
Bottom Half Case	each	Deraffe	7 15 0
Reverse Pinion	each	Damium	11 11 0
Sliding	each	Derverse	1 15 0
Mainshaft	each	Dlding	2 2 0
Secondary Shaft, complete with Gears	each	Daneshaft	1 0 0
Shaft only	each	Daftet	6 10 0
First Speed Gear Wheel	each	Daft	1 7 6
Second " " "	each	Dend	0 17 6
Third " " "	each	Derd	

Free Wheel Clutch, complete

Third Speed Clutch Wheel	each	Dutchitted	5 10 0
Reverse Plate	each	Dutchell	1 13 6
Top Speed Spindle	each	Dawlate	0 17 0
Pawls for Free Wheel	each	Dawnale	1 5 6
Free Wheel Centre	each	Dutching	0 1 6
Distance Piece for Top Speed Spindle	each	Dap	0 12 0
Operating Fork with Rod	each	Distance	0 2 0
" only	each	Doper	0 10 6
Ball Bearings for Mainshaft	each	Doperon	0 7 0
Ball Thrust Bearings	each	Doball	1 3 6
End Bearing Caps	each	Drust	0 17 6
Change Speed Lever	each	Denber	0 4 6
" Spindle	each	Dever	2 5 0
" Bracket	each	Dindle	1 13 6
Quadrant	each	Dracket	0 2 6
Operating Lever Arm	each	Dudrant	0 17 6
Split Collars	each	Doperarm	0 12 6
Backnuts	each	Doperaller	0 2 6
Cotter Pin for Change Speed Lever	each	Doperut	0 1 0
Joint for Operating Arm	each	Dotter	0 0 9
Triggers	each	Doperocut	0 6 0
" Levers	each	Doperigger	0 4 6
" Springs	each	Dopprever	0 3 6
Gland for Operating Rod	each	Dopering	0 0 6
Dummy Gland	each	Doperland	0 2 0
		Dopercap	0 2 6

HUBS, Front, complete

Hind Hub	each	Drub	2 10 0
Front Hub Cap	each	Drump	6 5 0
Hind	each	Duxcap	0 2 6
Front Hub Bushes (2 to each Wheel)	each	Draxcup	0 5 6
Hind	each	Daxush	0 12 6
		Draxbush	0 18 0

IGNITION Control, Set complete

Lever	each	Dignition	0 18 0
" Bracket	each	Digever	0 1 6
Rods, long	each	Digracket	0 3 0
Bell Cranks	each	Dirod	0 1 0
" Bracket	each	Dirand	0 1 9
Short Rod and Joints	each	Dibell	0 2 0
		Diboint	0 2 0

JOINTS, Clutch, Universal Joint, complete

Cup	each	Duniverse	3 10 0
Clutch Square	each	Dunicup	0 12 0
Sliding Square	each	Dunicut	0 10 0
		Duncut	0 10 0

Description.	Code Word.	£ s. d.	Description.	Code Word.	£ s. d.	Description.	Code Word.	£ s. d.
Driving Fork Bolt Washer - - - each	Casow	0 0 4	Joint for Arborshaft - - - each	Araffet	1 17 6	Vane Bush - - - - - each	Plipect	0 3 4
In. Peg for Starting Shaft Clutch	Casog	0 0 1	Swivel - - - - - " "	Arivet	0 7 6	Spindle - - - - - " "	Pumpinlet	0 9 10
Inlet Water Pipe Connecting Piece for	Cinwatet	0 5 4	Jaw - - - - - " "	Arjawet	0 10 0	Vane - - - - - " "	Pumpamet	0 9 0
Cylinder - - - - - " "	Cowatet	0 5 4	Bolt - - - - - " "	Arbolet	0 2 0	Gland - - - - - " "	Pumpamet	0 6 0
Outlet ditto - - - - - " "	Casopet	0 1 10	Pin - - - - - " "	Arpet	0 2 0	Cover - - - - - " "	Poveret	0 11 6
Bolt for Pinions - - - - - " "	Caswood	0 0 4	Bushes - - - - - " "	Arbushet	0 2 0	Body - - - - - " "	Pumpodet	0 12 0
Woodruff Keys - - - - - " "	Casconet	5 0 0	Grease Cup - - - - - " "	Arcupet	0 1 6	Inlet Water Pipe - - - - - " "	Pinlet	0 8 0
Contact Breaker with Gear, complete - - -			Cardan Socket - - - - - " "	Cardanet	1 7 6	Outlet - - - - - " "	Poulet	0 8 0
			" Square - - - - - " "	Squareet	0 10 0	Spring - - - - - " "	Pirmiret	0 0 2
FRAME, complete with Fittings - - -	Framet	50 0 0	LUBRICATOR TANK - - - - -	Lubricat	2 0 0	Spindle Thrush Washer - - - - -	Pattet	0 0 8
Side Frame - - - - - " "	Samet	10 0 0	Gauge Glass - - - - - " "	Gasset	0 1 0	Cover Bolts - - - - - " "	Plushet	0 0 8
False Frame - - - - - " "	Famet	5 0 0	Gauge - - - - - " "	Gaget	0 8 6	Spindle Nut - - - - - " "	Pinderset	0 0 8
Cross Members - - - - - " "	Femberet	2 5 0	Filler Cap - - - - - " "	Oilcapet	0 4 6	Spindle Rest - - - - - " "	Pinderset	0 1 6
Front Spring Hangers - - - - - " "	Faugeret	0 8 6	Gauze Strainer - - - - - " "	Oilgauzet	0 3 3	Cover Studs - - - - - " "	Poverudet	0 0 6
Back - - - - - " "	Fingeret	0 9 0	Pressure Gauge - - - - - " "	Pressget	1 10 0	RADIATOR, complete - - - - -	Radiat	30 0 0
Undersheeting - - - - - " "	Feltet	2 0 0	Oil Pipe to Gauge - - - - - " "	Olippet	0 6 6	Swivel Brackets - - - - - " "	Rivelacet	0 10 0
Front Cross Member - - - - - " "	Fosmem	2 5 0	Fixing Brackets - - - - - " "	Olifixet	0 3 6	Swivel - - - - - " "	Rivelet	0 9 0
FAN, complete less Bracket - - - - -	Fanet	1 7 6	MUDGUARDS, complete with stays - -	Mudguardet	1 15 0	Filler Cap - - - - - " "	Rilleret	0 5 6
Bracket - - - - - " "	Bracketet	0 4 0	Stays - - - - - " "	Mudgate	0 2 6	Strainer - - - - - " "	Raizet	0 3 6
Belt - - - - - " "	Freltet	0 5 0	Mudguard only - - - - - " "	Mudget	1 10 0	Inlet Pipe - - - - - " "	Rinlet	0 7 6
Spindle - - - - - " "	Frindlet	0 2 0	Brackets - - - - - " "	Mudret	0 2 0	Outlet Pipe - - - - - " "	Routlet	0 10 0
Cups - - - - - " "	Frupet	0 1 0	MAGNETO, B.M., 11 Bis and Coil - -	Magneto	18 0 0	Rubber Hose - - - - - " ft.	Roset	0 1 6
Blades - - - - - " "	Fladet	0 2 6	Coil - - - - - " "	Magcoilet	2 15 0	Drain Plug - - - - - " each	Rainet	0 2 6
Camshaft Pulley for Round Belt - - -	Fullet	1 7 10	Cheek Ignition side fitted with Ball Bearings,	Magcoilet	2 15 0	Hose Pipe Clips - - - - - " "	Roselet	0 1 3
Bush for " Spindle - - - - - " "	Fushindle	0 4 4	Cheek Driving - - - - - " "	Magceek	1 17 0	RADIUS ROD, complete - - - - -	Radiut	1 10 0
Castle Nut - - - - - " "	Fushindet	0 0 6	Base Plate with two Polar Masses - -	Magceeking	1 2 0	Rod only - - - - - " "	Roulet	0 11 0
Cam Shaft Pulley for Flat Belt - - -	Fallet	0 5 0	Armature complete - - - - - " "	Magbase	1 4 0	Spring Buffer - - - - - " "	Raduffet	0 17 0
GEAR BOX, complete - - - - -	Gearet	80 0 0	Primary Collector and Insulation - -	Magarmary	0 2 6	" " Bracket - - - - - " "	Rufferet	0 3 6
Aluminium Half Case - - - - - " "	Gammit	14 17 6	Nut at end of Spindle - - - - - " "	Magut	0 0 3	Springs - - - - - " "	Ringeret	0 1 0
Phosphor Bronze ditto - - - - - " "	Gabronzet	19 15 0	Washer at end of Spindle - - - - -	Magasher	0 0 3	Slotted Pieces - - - - - " "	Rotteret	0 1 0
Inspection Cover - - - - - " "	Goveret	0 8 9	Advance with Squares and Columns -	Madvance	2 16 0	Brass Cap - - - - - " "	Rappet	0 4 6
Reverse Gear Wheels - - - - - " "	Gerverset	1 12 6	Fixing Spring for ditto - - - - -	Magex	0 0 6	Buffer Tube only - - - - - " "	Rubet	0 5 0
Sliding Pinion - - - - - " "	Gldinget	6 6 0	Milled Socket for Bayonet Mounting ditto	Magille	0 1 6	STEERING GEAR, complete - - - - -	Steerinet	25 15 0
Secondary Shaft, complete with Gears and	Gafteetet	12 17 6	Cover for ditto - - - - - " "	Magover	0 6 6	Wheel only - - - - - " "	Stweet	2 5 0
Spindle - - - - - each	Gafindet	1 0 0	Roller Link Piece - - - - - " "	Magroller	0 14 0	Column - - - - - " "	Stolumet	0 4 0
Secondary Shaft only - - - - - " "	Gistet, Gendet,		Springs for ditto - - - - - " "	Magring	0 0 8	" " Spindle - - - - - " "	Stolindlet	0 4 6
First, Second, and Third Speed Wheels	Girdet	2 5 0	Screws of ditto - - - - - " "	Magrew	0 0 3	Gear Case - - - - - " "	Stearet	4 10 0
Free Wheel Clutch, complete - - - - -	Glutchet	8 0 0	Platinum Screw - - - - - " "	Magnum	0 0 6	Worm - - - - - " "	Stormet	8 17 6
Third Speed Clutch Wheel - - - - -	Glutcheelet	3 15 0	Tightening Screw of same - - - - -	Magame	0 0 2	Sector - - - - - " "	Sectoret	2 5 0
Reverse Clutch Plate - - - - - " "	Gawlatet	2 15 0	Magneto - - - - - " "	Magnet	0 14 6	Sector Spindle - - - - - " "	Sectinglet	3 7 6
Top Speed Spindle - - - - - " "	Gawndlet	6 0 0	Condenser - - - - - " "	Magenser	0 15 0	Steering Ball Arm - - - - - " "	Sectarmet	1 10 0
Clutch Spring - - - - - " "	Glutchinget	0 5 6	Connecting Bar of ditto - - - - -	Magect	0 0 6	Connecting Rod - - - - - " "	Secrodet	1 10 0
Operating Fork with Rod - - - - -	Goperet	1 0 0	Nuts for ditto - - - - - " "	Magectut	0 0 2	Brass Caps - - - - - " "	Sectrappet	0 4 6
" " only - - - - - " "	Goperonet	0 12 0	Four-Cylinder Secondary Distributor and	Magbu'er	0 13 6	Springs - - - - - " "	Sectringet	0 1 0
Mainshaft - - - - - " "	Gamshaftet	1 0 0	Cover - - - - - each	Magtun	0 0 8	Ball Cones - - - - - " "	Sectonet	0 2 0
Ball Bearings for Mainshaft - - - - -	Goballet	1 12 0	Fixing Nuts - - - - - " "	Magtun	0 0 8	Column Bracket - - - - - " "	Sectracket	0 6 0
Ball Thrust Bearings - - - - - " "	Grustet	1 12 0	Cover for ditto - - - - - " "	Magover	0 2 6	Gear Bracket - - - - - " "	Searacket	0 7 0
Cap for Third Speed Spring - - - - -	Gapet	0 5 0	Fibre Pinion and Carbon Holder - -	Maginion	0 14 0	Leather Covers - - - - - " "	Seacovet	0 7 0
End Bearing Caps - - - - - " "	Genberet	0 12 0	Wall Plug Nut - - - - - " "	Magall	0 0 3	STARTING HANDLE only - - - - -	Stanet	0 3 6
Change Speed Lever - - - - - " "	Geveret	2 5 0	Primary Carbon and Spring - - - - -	Magpie	0 0 9	Clutch - - - - - " "	Standlet	0 11 2
Quadrant - - - - - " "	Guadrantet	1 15 0	Milled Button for same - - - - -	Magbut	0 0 5	Shaft - - - - - " "	Stindet	0 8 6
Operating Lever Arm - - - - - " "	Operamet	0 10 0	Earth Carbon and Spring - - - - -	Magearth	0 0 9	Spring - - - - - " "	Stringet	0 0 6
Split Collars - - - - - " "	Operallet	0 2 6	Screw for ditto - - - - - " "	Mag	0 0 4	1st Collar for Spring of Clutch -	Starcol	0 2 0
Back Nuts - - - - - " "	Operatet	0 1 9	Secondary Carbon and Spring - - -	Magcarbon	0 0 7	2nd - - - - - " "	Starcot	0 5 0
Cotter Pins for Levers - - - - - " "	Otteret	0 0 9	Milled Buttons of Ignition Cover -	Magic	0 0 5	Peg for Starting Clutch - - -	Starpeg	0 1 4
Rocker Levers - - - - - " "	Operomtet	0 10 0	Primary Wall Plug Nut - - - - -	Magplug	0 0 3	Bush for Bracket - - - - - " "	Starbush	0 6 4
Gland for Operating Rod - - - - -	Operglandet	0 2 6	Milled Button - - - - - " "	Magmill	0 0 5	Bracket for Starting Lever - -	Starever	1 4 0
End Cap for " - - - - - " "	Opercapet	0 2 6	Fixing Screw of Magnets - - - - -	Magnetretw	0 0 3	3 Bolts for Bracket and Gear Cover	Starolt	0 0 10
Triggers - - - - - " "	Operiget	0 4 6	" " of Cheeks - - - - - " "	Magret	0 0 3	Stop Head Screw for Second Collar	Stread	0 0 6
" Levers - - - - - " "	Oprevet	0 3 6	" " of Condenser - - - - - " "	Magretting	0 0 2	Bracket for Starting Handle, complete	Strandet	2 10 0
" Springs - - - - - " "	Operringet	0 0 6	Intermediate Gear - - - - - " "	Magear	0 5 6	SILENCER - - - - -	Silencet	4 10 0
Distance Piece for Top Speed Spindle -	Gistancet	0 1 0	Axle for ditto - - - - - " "	Magaxle	0 1 9	End Caps - - - - - " "	Sendet	1 7 6
Change Speed Lever Spindle - - - - -	Gindlet	0 3 6	Ball Bearing for ditto - - - - -	Magball	0 2 3	Brackets - - - - - " "	Sandet	0 6 6
" " Shaft Brackets - - - - - " "	Gracket	0 2 6	Cam - - - - - " "	Magcam	0 2 0	Exhaust Pipe - - - - - " "	Sippet	1 5 0
Pawls for Free Wheel - - - - - " "	Gastawl	0 1 6	Fixing Screw for same - - - - -	Magame	0 0 3	Washers, Copper and Asbestos	Somet	0 1 0
HUBS, Front, complete - - - - -	Rubet	3 0 0	Spindle of Link Piece - - - - -	Magindle	0 0 6	Set of 4 Cylinders - - - - - set	Sasindet	1 5 0
Hind, complete - - - - - " "	Rumpet	9 0 0	Lubricator - - - - - " "	Magricator	0 0 7	Rods and Nuts - - - - - each	Sasodunet	0 1 6
Front Hub Cap - - - - - " "	Haxcat	0 3 0	PETROL TANK - - - - -	Tanet	4 4 0	SPRINGS, Front - - - - -	Rodinget	3 10 0
Back - - - - - " "	Axcat	0 10 0	Filler Cup - - - - - " "	Tillet	0 5 6	Hind - - - - - " "	Rindet	7 0 0
Front Bushes, two to each Hub - - -	Axushet	0 12 6	Gauze Strainer - - - - - " "	Tauzet	0 3 3	" " Clips - - - - - " "	Slippet	0 5 0
Back - - - - - " "	Haxushet	1 5 0	Pressure Valve - - - - - " "	Tresset	1 5 0	Front - - - - - " "	Sloppet	0 2 6
IGNITION CONTROL, set, complete -	Ignet	2 0 0	" Pipe - - - - - " "	Tressipet	0 7 6	Bolts - - - - - " "	Soltet	0 2 6
Lever - - - - - each	Igevet	0 3 6	" Pump - - - - - " "	Tressumpet	0 18 0	Shackles, Back - - - - - " "	Shacklet	0 3 6
" Bracket - - - - - " "	Igracket	0 6 6	" Gauge - - - - - " "	Tregaget	1 10 0	" Front - - - - - " "	Shuntet	0 3 6
Bell Crank - - - - - " "	Iranket	0 4 0	Filter - - - - - " "	Tilret	0 17 6	Hind Spring Bracket Axles - - -	Rindaxlet	0 3 0
" " Bracket - - - - - " "	Ibillet	0 4 6	Pipe to Filter - - - - - " "	Tipilet	0 0 0	WHEELS, Hind, less Tyre and Rim -	Rinet	20 0 0
Rod Long - - - - - " "	Irodet	0 2 6	" Carburetter - - - - - " "	Tipabet	0 10 0	Front, less Tyre and Rim - - -	Ronet	20 0 0
Short Rod and Joints - - - - - " "	Iboinet	0 4 6	" Exhaust - - - - - " "	Tipauset	0 10 0	Hind, complete with 34in. x 5in. Twin	Rinderet	53 11 6
JOINTS, Universal, for Clutch - - -	Universit	3 10 0	Filter Bracket - - - - - " "	Tipaltet	0 1 3	De Nevers Tyres - - - - - each	Ronderet	26 15 9
Cup - - - - - " "	Unicupet	0 12 0	Unions - - - - - " "	Tipouet	0 0 6	Front, complete with 34in. x 5in. Single	Rubberet	15 0 0
Clutch Square - - - - - " "	Uncutet	0 10 0	Three-way Union Connection - - -	Tiptret	0 13 6	De Nevers Tyres - - - - - each	Rubberomet	12 8 6
Sliding Square - - - - - " "	Uncupet	0 10 0	PUMP, complete - - - - -	Pumpet	5 0 0	Rubbers only, 34in. x 5in. De Nevers		
Cup Centre Plate - - - - - " "	Unentret	0 12 6	15 T pinion - - - - - " "	Pumpinet	0 4 0	" " 34 in. by 5 in. Frome		
Springs - - - - - " "	Unringet	0 1 6	Washer for ditto - - - - - " "	Pumpinaser	0 0 8	(unguaranteed).		

4 AND 5 TON CHASSIS.

<i>Description.</i>	<i>Code Word.</i>	<i>£</i>	<i>s</i>	<i>d.</i>
AXLE, BACK, complete, less Horn Brackets				
" and Brakes	Vaxle	110	0	0
Half Casting	Vasing	7	5	0
Inspection Cover	Vasover	0	3	6
End Caps	Vasaps	0	6	0
Spring and Brake Brackets	Vrinket	1	12	6
Horn Brackets	Vorn	1	2	0
" Slippers	Vipper	5	6	6
" Slipper Sleeve	Veeve	0	14	0
" Stay	Vaye	0	3	6
Distance Piece for Slipper Sleeve	Vasleeve	0	3	0
Half Live Axle	Valive	1	12	6
Tube Casing, Screwed one end	Vatube	2	5	0
Phosphor Bronze Worm Wheel	Vronzing	14	0	0
Steel Worm	Vorm	6	10	0
Differential Case with Pins	Vifferenti	4	12	6
Half Differential Case	Viffcase	2	4	0
Star Pinion	Vinion	1	2	0
Planet Pinion	Vlanet	0	11	0
" Pins	Vlanins	0	1	0
Driving Stars	Vars	0	12	6
Ball Journal Bearing	Vournal	2	5	0
Single Compound Bearing	Vombound	12	0	0
Double	Vouble	6	10	0
Lock Nut for Star Pinion	Vombinion	0	2	6
Live Axle Castle Nut	Vombut	0	1	6
Lock Nuts for Compound Bearings	Vomnut	0	3	6
Split Collars	Valle	0	2	6
Axle Case Bolts	Voltaxle	0	1	0

AXLE, FRONT complete with steering							
Joints and Rods	-	-	-	Vefaxle	33	0	0
Axle only	-	-	each	Vaxoner	13	5	0
Swivels and Axle Arms	-	-	-	Vaxivels	5	0	0
Double Steering Arm	-	-	-	Vaxarm	3	10	0
Single "	-	-	-	Vaxingle	1	15	0
Screwed Coliars	-	-	-	Vaxipot	0	3	6
Cups	-	-	-	Vaxiotom	0	3	0
Spindle Collets	-	-	-	Vaxollet	0	1	6
Castle Nuts	-	-	-	Vaxuts	0	0	6
Steering Link Rod with Jaws	-	-	-	Vaxodd	2	0	0
Link Rod Jaws-	-	-	-	Vaxavus	0	14	0
" " Pins	-	-	-	Vaxins	0	2	6

ARBORSHAFT , with Jaw and Cup brazed	Varbor	3	10	0
Cup - - - - - each	Vacup	2	0	0
Shaft only - - - - - "	Vaftoll	0	10	0

ACCELERATOR, Hand set, complete	11	Vacelerator	2	0	0
Lever -	-	Vaclever	0	3	6
Bracket -	-	Vacbracket	0	6	6
Rods -	-	Vacrod	0	2	3
Bell Crank -	-	Vacbell	0	4	0
" " Bracket -	-	Vacrank	0	4	6
Operating Fork Bracket -	-	Vaccoper	0	6	6
" " Fork -	-	Vacfork	0	2	6
Pedal set, complete -	-	Vacedale	1	2	6
Pedal -	-	Vaceda	0	11	0
Rod -	-	Vaccord	0	4	6
Operating Lever -	-	Vaceva	0	2	6
Spring -	-	Vacring	0	0	6

BRAKE, SIDE, each wheel set complete	-	Vybrake	1	15	0
Shoe	-	Voe	0	7	6
Toggle	-	Vygg	0	3	9
Spreaders	-	Vreader	0	1	9
Crank	-	Vyrank	0	3	9
Drum	-	Vyrum	4	0	0
Shield	-	Vield	0	5	6
Connecting Rods	-	Vyrod	0	3	6
Compensating Link	-	Vyconip	0	3	0
Turnbuckles	" Bracket	Vyrac	0	2	0
Lever	-	Vyruckle	0	2	6
Cross Brake Rod	-	Vylever	2	5	0
" " Cranks	-	Vycross	0	5	0
Bracket for Cross Rod	-	Vyrank	0	3	6
Pin Bolts	-	Vyrinket	0	7	6
Shoe Bolt	-	Vyrolt	0	0	6
	-	Vyroein	0	1	6

BRAKE, FOOT, complete with Fittings,					
	less Drum	-	-	-	-
Band	-	-	-	Vobrom	7 15 0
Drum	-	-	each	Voband	2 5 0
Bell Crank	-	-	-	Voodrum	1 10 0
" "	Bracket	-	"	Voozell	0 4 6
" "	Spindle	-	"	Voorbracket	0 4 6
" "	-	-	"	Voopindle	0 1 3

<i>Description.</i>	<i>Code Word.</i>	<i>£</i>	<i>s.</i>	<i>d.</i>
Eyebolt - - - - -	Vybolt	0	6	6
Operating Crank - - - - -	Vopercrank	0	3	6
Turnbuckles - - - - -	Vadluck	0	2	6
Connecting Rods - - - - -	Vooconer	0	3	6
Pedal - - - - -	Voodal	1	5	0
Toggle - - - - -	Voggle	0	3	9
End Clips for Band - - - - -	Voolip	0	2	3
Band Slippers - - - - -	Voolipper	0	5	0
Cast Iron Segments (not drilled) - - - - -	Voolin	0	1	0
Spring - - - - -	Voorong	0	0	6
Pin Bolts - - - - -	Voodolt	0	0	6

BONNET	-	-	-	-	-	-	..	Vonnet	7	15	0
Middle Rest	-	-	-	-	-	-	..	Vonest	0	11	0
Dash	..	-	-	-	-	-	..	Vonast	2	5	0
Strap	-	-	-	-	-	-	..	Vontrap	0	5	6
Plates	-	-	-	-	-	-	..	Vonate	0	5	6

CLUTCH	-	-	-	-	-	"	Vlutch	10	5	0
Balance Weight	-	-	-	-	-	"	Valance	1	2	0
Plate	-	-	-	-	-	"	Vluplate	1	2	0
Female Part	-	-	-	-	-	"	Vumale	1	12	0
Male	-	-	-	-	-	"	Vale	2	5	0
Leather	-	-	-	-	-	"	Veather	0	10	0
Pedal	-	-	-	-	-	"	Vuedale	1	5	0
" Shaft	-	-	-	-	-	"	Vedafit	0	6	6
" " Brackets	-	-	-	-	-	"	Vedafack	0	4	6
Clutch Shaft	-	-	-	-	-	"	Vluaft	0	2	6
" " Brackets	-	-	-	-	-	"	Vluracket	0	4	0
Thrust Bearing	-	-	-	-	-	"	Vluthrust	0	12	6
Extension Piece	-	-	-	-	-	"	Vlextension	0	7	6
Spring	-	-	-	-	-	"	Vyrutch	0	5	6
" Car	-	-	-	-	-	"	Vyleap	0	2	6
Phosphor Bronze Slippers	-	-	-	-	-	"	Vlufos	0	10	0
Fork	-	-	-	-	-	pair each	Vlork	0	4	6
Brake, complete	-	-	-	-	-	"	Vrake	1	2	0
" Band	-	-	-	-	-	"	Vrande	0	10	6
Clutch Bolts	-	-	-	-	-	"	Vloft	0	1	6

CARBURETTER , with Auto Attachment ..	Varetter	9	0	0
Needle Valve	Vloat	0	4	0
Auto Attachment, less Cover ..	Vleedle	0	4	0
Choke Tube	Vauto	2	10	0
Spray	Vlub	0	3	0
Heater Pipe	Vlet	0	3	0
Atmospheric Pipe, with Funnel ..	Vlipe	0	8	0
Inlet Pipe	Vlunnel	0	17	0
Fibre Washer	Vlunlet	0	12	6
Depressor, complete	Vlasher	0	0	6
" Rod only	Vlessor	0	9	6
Fixing Bracket	Vlessod	0	2	6
Floot Chamber	Vlacket	0	3	6
Mixing Chamber	Vloatamber	2	0	0
Auto Attachment Valve	Vixing	4	0	0
" " " Spring	Valve	0	17	6
Cover	Valtring	0	0	6
Valve Seat	Valtcover	0	15	0
Screws	Valveating	1	0	0
	Vrews	0	0	6

DASH, complete with Brackets	-	-	-	Vash	2	0	0
Brackets	-	-	-	Vasher	0	5	6

ENGINE, 46 P. Aster, complete	-	-	Vengine	300	0	0
Cylinder	-	-	Vyasting	16	0	0
" Plug	-	-	Vyastle	0	2	0
Cover for Top of Cylinder	-	-	Vilider	1	8	0
Oil Plug	-	-	Voil	0	0	9
Cylinder Washer	-	-	Vyplug	0	0	6
" Plug Interior	-	-	Vyterior	0	3	6
Washer for Plug	-	-	Vaster	0	0	4
Inlet or Exhaust Valve, complete	-	-	Vyom	0	18	0
Valve Key	-	-	Vyake	0	0	6
" Spring	-	-	Vyvale	0	3	0
Top Valve Cap	-	-	Vytop	0	1	9
Bottom	-	-	Vyottom	0	2	0
Valve Guide	-	-	Vyids	0	3	6
Plug for Exhaust Valve Box	-	-	Vlast	1	0	0
" Inlet	-	-	Valint	1	0	0
Piston, complete	-	-	Vyplete	2	10	0
" Ring	-	-	Vyring	0	5	0
" Axle	-	-	Vyraxle	0	7	0
" Key	-	-	Vyke	0	0	6
" Nut	-	-	Vyut	0	0	9
Top Half Crank Case	-	-	Vamber	60	0	0
Plug for Filling Crank Case	-	-	Vrop	0	0	6
Bottom Half Crank Case	-	-	Vaulbottom	21	0	0

<i>Description.</i>	<i>each</i>	<i>Code Word.</i>	<i>£</i>	<i>s.</i>	<i>d.</i>
Oil Tank - - - - -	-	Vubricato:	3	0	0
Grid for Oil Tank - - - - -	-	Vecump	2	0	0
Gear Case Cover - - - - -	-	Vaser	2	10	0
Screw for same - - - - -	-	Vacump	0	0	4
Crankshaft alone - - - - -	-	Veshaft	70	0	0
Distributing Pinion - - - - -	-	Vrinion	1	5	0
Front Bearing - - - - -	-	Vearing	1	12	0
Back " - - - - -	-	Vacking	2	5	0
Middle " - - - - -	-	Vintering	2	2	6
Connecting Rod, complete, less bushes	-	Vconnecting	6	0	0
Big End Connecting Rod Bearing - - - - -	-	Virsh	1	10	0
Little " - - - - -	-	Voot	0	12	0
Top Tappit - - - - -	-	Vomplets	0	7	0
Bottom " - - - - -	-	Vanplets	0	16	0
Roller for Exhaust Tappit - - - - -	-	Voller	0	3	6
" Inlet - - - - -	-	Valler	0	3	6
Axle of Roller - - - - -	-	Volaxle	0	1	6
Regulating Screw of Tappit - - - - -	-	Vrappit	0	0	9
Lock Nut - - - - -	-	Vapnut	0	0	3
Tappit Guide - - - - -	-	Vape	0	17	6
" Screw - - - - -	-	Vrew	0	0	4
Tappit Spring - - - - -	-	Vapring	0	0	7
Inlet Camshaft - - - - -	-	Vaft	11	0	0
" Front Bush - - - - -	-	Vain	1	2	0
" Back " - - - - -	-	Vack	1	0	0
" Spring - - - - -	-	Vage	0	4	0
Exhaust Camshaft - - - - -	-	Vecaft	7	0	0
" Front Bush - - - - -	-	Vrush	1	6	0
" Back " - - - - -	-	Vrash	1	0	0
Camshaft Bearing - - - - -	-	Viddle	0	10	0
Inlet Timing Wheel - - - - -	-	Vinwheel	4	0	0
Exhaust " - - - - -	-	Vexwheel	4	0	0

IGNITION Retard Lever	-	-	-	-	-	Vigver	2	0	0
Retard Lever Axle	-	-	-	-	-	Vigracket	0	2	0
Screw	-	-	-	-	-	Virod	0	1	0
Tappit Guide	-	-	-	-	-	Virank	0	13	6
Guide Rod Bearing	-	-	-	-	-	Vibell	0	2	6
Low Tension Lever Support	-	-	-	-	-	Viboint	0	6	6
Low Tension Lever	-	-	-	-	-	Vrip	0	6	0
Nut for Lever	-	-	-	-	-	Vrump	0	0	3
Axle Guide for Hammer	-	-	-	-	-	Volipe	0	12	0
Ignition Hammer (odd)	-	-	-	-	-	Voddham	0	10	0
Ignition Hammer (even)	-	-	-	-	-	Veveham	0	12	0
" Rod	-	-	-	-	-	Vigrod	0	0	8
" Guide	-	-	-	-	-	Viguide	0	7	0
Axle of Ignition Tappit	-	-	-	-	-	Viaxapt	0	4	0
Bottom Cap of Ignition Spring	-	-	-	-	-	Vocottom	0	0	6
Top	-	-	-	-	-	Vopcapper	0	0	6
Lever of Ignition Hammer (even)	-	-	-	-	-	Vevelever	0	10	0
" " " (odd)	-	-	-	-	-	Vodlever	0	10	0
Key for Cap	-	-	-	-	-	Veckap	0	1	0
Mut for Ignition Rod	-	-	-	-	-	Vudig	0	0	3
Ignition Tappit	-	-	-	-	-	Vatv pig	0	12	0
Piston Axle of Distribution for Regulation of	-	-	-	-	-				
Lubrication	-	-	-	-	each	Vinker	1	10	0
Helical Wheel	-	-	-	-	-	Velical	2	2	6
Low Tension Magneto	-	-	-	-	-	Vageto			
Gear Case Cover of Magneto	-	-	-	-	-	Vagcover	0	10	0
Magneto Support	-	-	-	-	-	Vagport	0	15	0
Magneto Pinion Crown	-	-	-	-	-	Vaggpie	0	17	6
" Centre	-	-	-	-	-	Vagpin	1	0	0
Pinion Key	-	-	-	-	-	Vagkey	0	1	0
Armature	-	-	-	-	-	Vagarm			
Brushes	-	-	-	-	-	Vagrush			
Throttle Box	-	-	-	-	-	Vrottle	2	0	0
" Valve	-	-	-	-	-	Vaver	1	15	0
" Bottom	-	-	-	-	-	Vrottom	1	7	6
" Bearing	-	-	-	-	-	Vrotear	0	1	0
Side Plate	-	-	-	-	-	Vrover	0	8	0
Plug for Regulating Spring of Valve	-	-	-	-	-	Vrotting	0	0	6
Accelerator Lever	-	-	-	-	-	Vrever	0	2	6
" Axle	-	-	-	-	-	Vrelax	0	2	0
Low Tension Plug	-	-	-	-	-	Veten	0	12	0
Union for Steam Outlet	-	-	-	-	-	Veatel	0	6	6
" Water	-	-	-	-	-	Vater	0	4	0
Flange	-	-	-	-	-	Vlange	0	2	0
Union	-	-	-	-	-	Vatout	0	6	0
Exhaust Receiver	-	-	-	-	-	Vollector	2	10	0
Inlet	-	-	-	-	-	Vunlet	2	0	0

FRAME, complete with Hangers -	-	"	Vrame	50	0	0
Side Frame -	-	-	Vidrame	10	0	0
False " -	-	-	Vame	5	0	0
Cross Members -	-	-	Vember	2	5	0
Front Spring Hanger -	-	-	Vanger	0	8	6
Back " -	-	-	Vinger			

Front Cross Member	-	-	-	each	Vasine	2 5 0
FAN, complete, less Bracket	-	-	-	-	Van	1 7 6
Bracket	-	-	-	-	Vacket	0 4 0
Belt	-	-	-	-	Velt	0 2 6
Spindle	-	-	-	-	Vrindle	0 2 0
Cups	-	-	-	-	Vrups	0 1 0
Blades	-	-	-	-	Vlades	0 2 6
Pulley	-	-	-	-	Vulley	0 5 0

GEAR BOX, complete	-	-	-	-	Vear	80 0 0
Aluminium Half Case	-	-	-	-	Veraffe	14 17 6
Phosphor Bronze Half Case	-	-	-	-	Vanium	19 15 0
Inspection Cover	-	-	-	-	Vinexion	0 8 9
Reverse Gear Wheel	-	-	-	-	Ververse	1 12 6
Sliding Pinion	-	-	-	-	Vliding	6 6 0
Secondary Shaft, complete with Spindle and Gears	-	-	-	-	Vafteet	12 17 6
Secondary Shaft only	-	-	-	-	Vaftonly	1 17 6
Spindle	-	-	-	-	Vrandle	1 0 0
First, Second, and Third Speed Wheels	-	-	-	-	Vist, Vend, Vird	2 5 0
Free Wheel Clutch, complete	-	-	-	-	Vlutchitted	8 0 0
Third Speed Clutch Wheel	-	-	-	-	Vluchheel	3 15 0
Reverse Clutch Plate	-	-	-	-	Vawlate	2 15 0
Top Speed Spindle	-	-	-	-	Vawndle	6 0 0
Clutch Spring	-	-	-	-	Vlutching	0 5 6
Pawls	-	-	-	-	Vrast	0 1 6
Operating Fork and Rod	-	-	-	-	Voper	1 0 0
Fork	-	-	-	-	Voperon	0 12 0
Mainshaft	-	-	-	-	Vaneshaft	1 0 0
Ball Bearings	-	-	-	-	Vrust	1 12 0
Cap for Third Speed Spring	-	-	-	-	Vap	0 5 0
End Bearing Caps	-	-	-	-	Venber	0 12 0
Change Speed Lever	-	-	-	-	Vever	2 5 0
Spindle	-	-	-	-	Vindle	0 3 6
Brackets	-	-	-	-	Vracket	0 2 6
Quadrant	-	-	-	-	Vadrant	1 15 0
Split Collars	-	-	-	-	Voperoller	0 2 6
Back Nuts	-	-	-	-	Voperut	0 1 9
Lever Cotter Pin	-	-	-	-	Voperin	0 0 9
Rocker Lever	-	-	-	-	Voperocut	0 10 0
Gland for Rod	-	-	-	-	Vopergland	0 2 6
Dummy Gland	-	-	-	-	Vopercap	0 2 6
Triggers	-	-	-	-	Voperigger	0 4 6
Levers	-	-	-	-	Vopprever	0 3 6
Springs	-	-	-	-	Vopering	0 0 6
Distance Piece for Top Speed Spindle	-	-	-	-	Vistance	0 1 0
Bearings	-	-	-	-	Voperaller	0 10 0
Operating Lever Arm	-	-	-	-		

HUBS, Front, complete	-	-	-	-	Vrub	3 0 0
Hind Hub, complete	-	-	-	-	Vrump	9 0 0
Hub Cap	-	-	-	-	Vraxcap	0 10 0
Front Hub Cap	-	-	-	-	Vaxcap	0 3 0
Hub Bushes (two to each wheel)	-	-	-	-	Vraxush	0 12 6
Hind	-	-	-	-	Vaxush	1 5 0

JOINTS, Clutch Universal Joint, complete	-	-	-	-	Vumverse	3 10 0
Cup	-	-	-	-	Vumcup	0 12 0
Clutch, Square	-	-	-	-	Vunicut	0 10 0
Sliding	-	-	-	-	Vuncut	0 10 0
Cup, centre plate	-	-	-	-	Vuncentre	0 12 6
Arborshaft, Universal Joint, complete	-	-	-	-	Varaft	1 17 6
Swivel	-	-	-	-	Varivell	0 7 6
Jaw	-	-	-	-	Varjaw	0 10 0
Bolt and Pin	-	-	-	-	Varpin and Varbolt	0 2 0
Bushes	-	-	-	-	Varbush	0 2 0
Cardan Cup Socket	-	-	-	-	Vardan	1 7 6
Square	-	-	-	-	Vare	0 10 0
Grease Cups	-	-	-	-	Varcup	0 1 6

MUDGUARDS, complete with Stays	-	-	-	-	Vudgard	1 15 0
Stays	-	-	-	-	Vudgarstay	0 5 0
Mudguard only	-	-	-	-	Vudget	1 10 0
Brackets	-	-	-	-	Vudracket	0 2 0

PETROL TANK	-	-	-	-	Vank	4 4 0
Filler Cap	-	-	-	-	Viller	0 5 6
Gauge Strainer	-	-	-	-	Vauze	0 3 6
Filter	-	-	-	-	Vilter	0 17 6
Pipe to Filter	-	-	-	-	Vipe	0 10 0
Carburettor	-	-	-	-	Vaupe	0 10 0
Filter Bracket	-	-	-	-	Viltac	0 1 6
Unions	-	-	-	-	Vinions	0 1 6

PUMP, complete, with Pinion	-	-	-	-	Vump	4 10 0
Pinion	-	-	-	-	Vumpinion	1 5 0
Bracket (aluminium)	-	-	-	-	Vlip	0 7 6
Spindle	-	-	-	-	Vumpindle	0 10 0
Vane	-	-	-	-	Vumvan	0 8 9
Gland	-	-	-	-	Vumpand	0 3 0
Cover	-	-	-	-	Vover	0 15 0
Casing	-	-	-	-	Vody	1 5 0
Inlet Water Pipe	-	-	-	-	Vinlet	0 8 0
Outlet	-	-	-	-	Voutlet	0 8 0
Fibre Joint	-	-	-	-	Vumire	0 0 6
Drain Cock	-	-	-	-	Vat	0 2 6
Vane Bush	-	-	-	-	Vlush	0 1 9
Flange	-	-	-	-		0 2 9

RADIATOR	-	-	-	-	Vadiator	30 0 0
Swivel Bracket	-	-	-	-	Vivelace	0 10 0
Swivel	-	-	-	-	Vivil	0 9 0
Filler Cap	-	-	-	-	Vriller	0 5 6
Strainer	-	-	-	-	Vrainer	0 3 6
Inlet Pipe	-	-	-	-	Vrinlet	0 7 6
Outlet Pipe	-	-	-	-	Vroutlet	0 10 0
Rubber Hose	-	-	-	-	Vrose	0 1 6
Drain Plug	-	-	-	-	Vrainlug	0 2 6
Hose Pipe Clips	-	-	-	-	Vroselip	0 1 3

RADIUS ROD, complete with Buffer	-	-	-	-	Vadium	1 10 0
Rod only	-	-	-	-	Vodly	0 11 0
Spring Buffer	-	-	-	-	Vadruffer	0 17 0
Bracket	-	-	-	-	Vuffer	0 3 6
Springs	-	-	-	-	Vrings	0 1 0
Slotted Pieces	-	-	-	-	Vrotted	0 1 0
Brass Cap	-	-	-	-	Vrap	0 4 6
Buffer Tube only	-	-	-	-	Vrube	0 5 0

STEERING GEAR, complete	-	-	-	-	Veering	25 15 0
Wheel	-	-	-	-	Veewheel	2 5 0
Column	-	-	-	-	Volum	0 4 6
Spindle	-	-	-	-	Volindle	0 4 6
Gear Case	-	-	-	-	Vear	4 10 0
Worm	-	-	-	-	Vorm	8 17 6
Sector	-	-	-	-	Vector	2 5 0
Spindle	-	-	-	-	Vectangle	3 7 6
Steering Ball Arm	-	-	-	-	Vectarm	1 10 0
Connecting Rod	-	-	-	-	Vectrod	1 10 0
Brass Cap	-	-	-	-	Vecrap	0 4 6
Springs	-	-	-	-	Vectring	0 1 0
Ball Cones	-	-	-	-	Vectones	0 2 0
Column Bracket	-	-	-	-	Vectrackset	0 6 0
Gear Bracket	-	-	-	-	Vearuck	0 7 0
Leather Covers	-	-	-	-	Veacover	3 7 0

STARTING HANDLE, complete	-	-	-	-	Vandle	0 15 6
Bracket	-	-	-	-	Vack	0 3 6
Handle only	-	-	-	-	Vanonly	0 3 6
Spindle with Clutch	-	-	-	-	Vindluck	0 4 6
Spring	-	-	-	-	Varing	0 1 0

SILENCER, complete	-	-	-	-	Vilencer	4 10 0
End Caps	-	-	-	-	Vindap	1 7 6
Brackets	-	-	-	-	Vand	0 6 6
Exhaust Pipe	-	-	-	-	Vasipe	1 5 0
Washers, Copper and Asbestos	-	-	-	-	Vasoit	0 1 0
Cylinders, set of 4	-	-	-	-	Vasinder	1 5 0
Rods and Nuts	-	-	-	-	Vasodun	0 1 6

SPRINGS, front	-	-	-	-	Voding	3 10 0
Hind	-	-	-	-	Vinding	7 0 0
Clips, 2½ by 12	-	-	-	-	Vindclip	0 5 0
Front 2½ by 4½	-	-	-	-	Vinclop	0 2 6
Bolts	-	-	-	-	Vinolt	0 2 6
Back Shackles	-	-	-	-	Vackles	0 3 6
Front	-	-	-	-	Vackfront	0 3 6
Hind Bracket Spindle	-	-	-	-	Vindaxet	0 3 0

WHEELS, Front less Tyre and Rim	-	-	-	-	Vont	10 0 0
Hind	-	-	-	-	Vind	20 0 0
Front Wheel, complete with 770 by 100 Peter Union Tyre	-	-	-	-	Vontire	29 12 0
Hind Wheel, complete with twin 1010 by 120 Peter Union Tyres	-	-	-	-	Vindire	82 12 0
Rubbers only, 770 by 100 Peter Union	-	-	-	-	Vonrub	15 17 0
1010 by 120	-	-	-	-	Vinrub	26 16 0
34 in. by 5 in. Frome	-	-	-	-	Virum	12 8 6
(Unguaranteed)	-	-	-	-		

INSTITUTE

