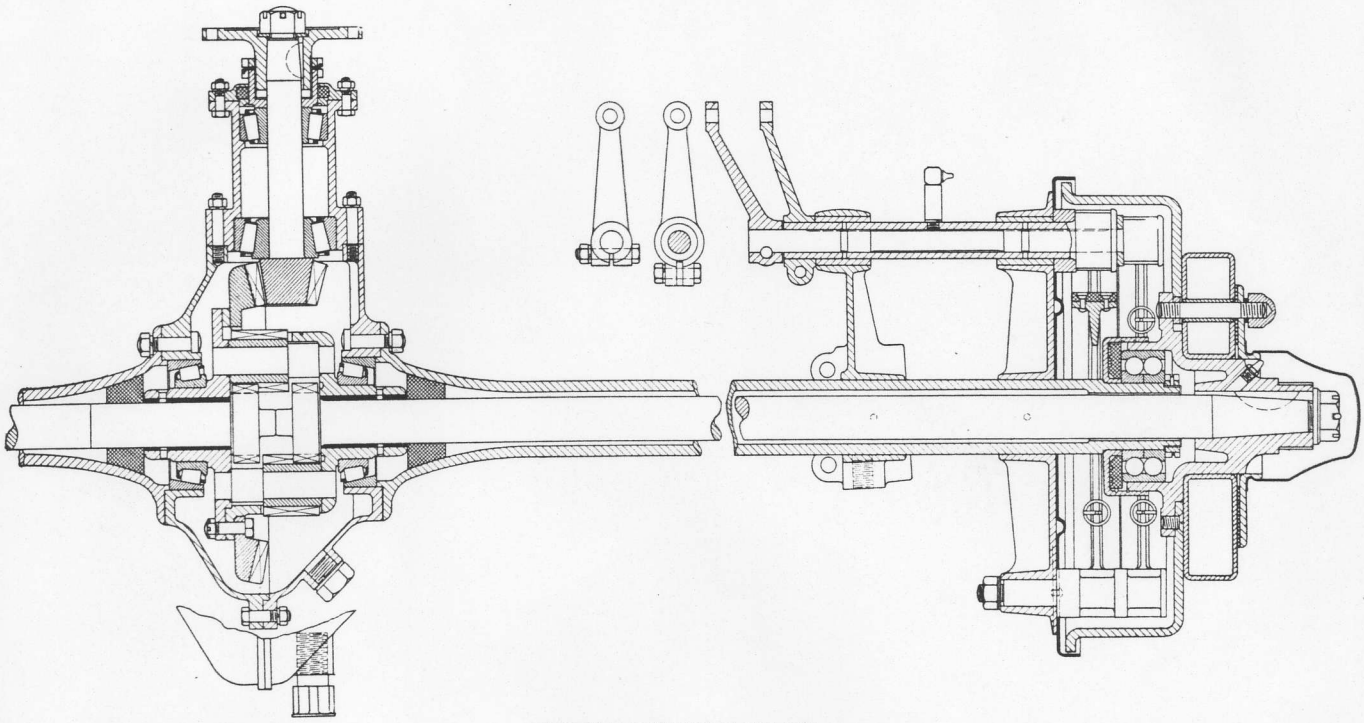
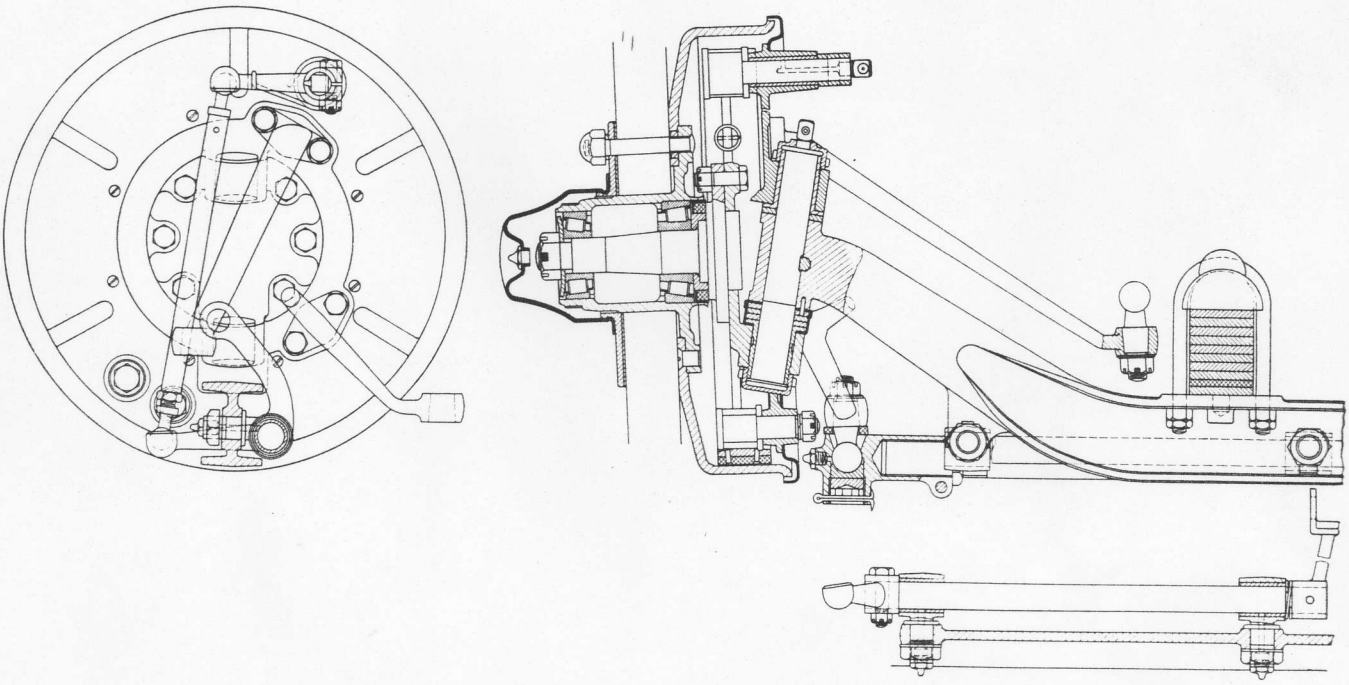
crank case, and is thus in an accessible position, and can be readily dismantled. The pump draws oil from the sump, which is a light steel pressing, the oil being delivered to the camshaft, which acts as a gallery pipe. Oil passes through the camshaft and bearings, down their supporting webs to the main crankshaft bearings. From these bearings the oil passes *via* the crank webs to the big ends of the connecting rods in the usual manner.

The oil filler is arranged in the aluminium valve gear cover, the overflow from which passes around the tappets and so finds its way into the sump. There is a separate delivery pipe from the pump, which conveys oil to the two rocker shafts for the valves. A relief valve with an adjusting screw is arranged on top of the oil pump casing. Oil from the sump to the pump is drawn through a readily detachable filter, this being positioned so that the oil wash due to chassis movement tends to clean it. A fairly convenient oil drain cock is fitted. This is situated on the near side of the sump in the casting which carries the filter and outlet oil pipe. It takes the form of a bevelled valve drawn on to its seating by a small star wheel, and locked in position by a butterfly nut. It is clearly shown in the illustration of the near side of the engine. A float in the sump operates an oil level indicator on the side of the crank case. The float, being on the end of a cranked lever, partially rotates its supporting rod as it rises and falls. As the end which protrudes through the crank case has a pointer mounted on it, it thus indicates on a marked quadrant the exact height of the oil in the sump. In the illustration of the engine it may be seen between the dynamo and steering support boss.

A modification in the exhaust manifold has been made this year, and this has



General arrangement of rear axle.



General arrangement of front axle and brake.