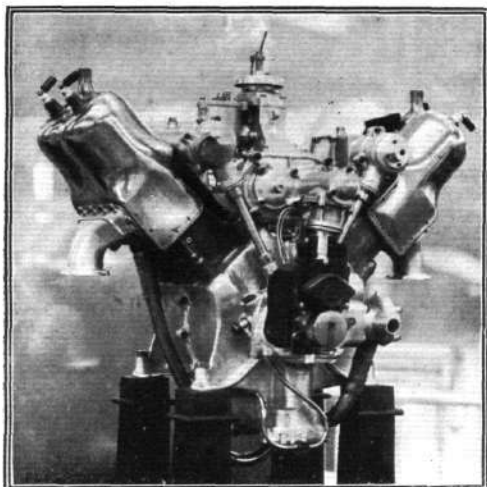


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The latest Lamplough rotary engine.

**N.E.C.** Built in Great Britain by Messrs. the New Engine (Motor) Co., 9, Grafton Street, Bond Street, W.

LEADING particulars of the 50-h.p. N.E.C. engine for aeroplanes:—4 cylinders;  $3\frac{1}{4}$  in. bore;  $4\frac{1}{2}$  in. stroke; two cycle; water-cooled; guaranteed to develop 50-h.p. at 1,250 r.p.m. for no limit; weight, 150 lbs., including all accessories (except the radiator).



The 50-h.p. N.E.C.

Characteristic features in design and construction:—

*Type.*—Vee, with rotary admission valves regulating the admission of scavenging air and gas, which are forced into the cylinders by Roots blowers.

*Cylinders and jackets.*—Cast-iron, with electrolytically deposited copper jackets. *Bearings.*—White metal.

*Valves.*—None, other than the rotating mechanism that distinguishes the N.E.C. motor from others of the two-stroke type.

*Supplementary exhaust ports.*—None. *Carburettor.*—N.E.C.

*Ignition.*—Eisemann magneto.

Firing intervals in degrees of crank-shaft rotation throughout one complete cycle,  $90^\circ$ .

*Lubrication.*—Forced to all bearings.

**Wolsley.** Built in Great Britain by Messrs. the Wolsley Co., Birmingham, and York Street, Westminster.

LEADING particulars of the 60-h.p. Wolsley engine for aeroplanes:—8 cylinders;  $3\frac{3}{4}$  in. bore;  $5\frac{1}{2}$  in. stroke; four cycle; water-cooled; guaranteed to develop 60-h.p. at 1,200 r.p.m. for 4 hours; fuel consumption,  $\cdot 75$  pint petrol per horse-power hour under above conditions; weight, 300 lbs., including all accessories (except the radiator).



The 60-h.p. Wolsley.

Characteristic features in design and construction:—

*Type.*—Vee,  $90^\circ$ .

*Cylinders and jackets.*—Separate, steel walls, cast heads, aluminium jackets, steel pistons. *Bearings.*—Three.

*Valves.*—All overhead, atmospheric inlet, mech. exhaust.

*Carburettor.*—Wolsley, annular float. *Ignition.*—Bosch dual.

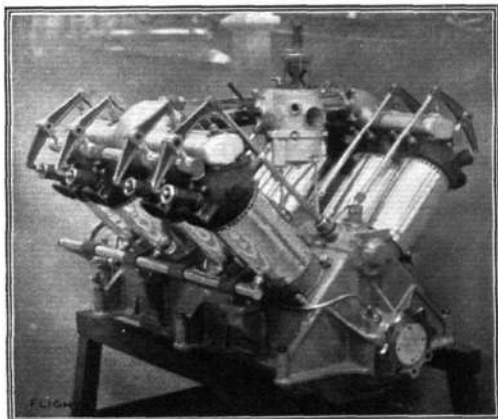
Firing intervals in degrees of crank-shaft rotation throughout one complete cycle,  $90^\circ$ .

*Lubrication.*—Forced by two rotary pumps in tandem. One pump draws the oil from the tank and forces it to the bearings; the other withdraws the oil from the sump and returns it to the tank.

The 120-h.p. Wolsley engine for aeroplanes and dirigibles; 8 cylinders; 5 in. bore; 7 in. stroke; four cycle; water-cooled; guaranteed to develop 120-h.p. at 1,200 r.p.m. for 4 hours; fuel consumption,  $\cdot 75$  pint petrol per horse-power hour under above conditions; weight, 580 lbs., including all accessories (except the radiator).

Characteristic features differing from the 60-h.p.:—

*Valves.*—Both overhead and mechanically operated.



The 120-h.p. Wolsley.