

**11 HP & 12 HP
NEW MODELS**



**CLYNO
CARS**

WITH THE COMPLIMENTS OF
THE CLYNO ENG. CO. - 1922 - LIMITED
WOLVERHAMPTON

MECHANICAL SPECIFICATION

11 H. P.

ENGINE, 11 H.P.—Four-cylinder, monobloc, water-cooled, large diameter, side-by-side valves, detachable head, large diameter balanced high tensile steel crankshaft, adjustable tappets.
Bore 66 m.m., Stroke 100 m.m., C.C. 1,368.
Brake h.p.—16 h.p. at 1,500 revs., 25 h.p. at 2,950 revs.
R.A.C. rating 10.8 h.p. Tax £11.

LUBRICATION—by submerged plunger pump, operated direct from camshaft, forcing oil to timing gear, main bearings, and troughs under big ends. A large oil filter is fitted in the sump and also in the oil filler, which is situated high up in an extremely accessible position. An oil level gauge is conveniently placed on the side of the engine.

IGNITION—Lucas high tension magneto.

CARBURETTER—Cox Atmos.

COOLING—Thermo Syphon. Entirely new, larger and more attractive nickel radiator, with big head of water, designed to give perfect circulation.

CLUTCH—Large diameter fabric-lined internal cone clutch, giving an exceptionally light and smooth action and being free from the necessity for adjustment of any kind.

GEAR BOX—(Gear change of Clyno patented design). Three speeds forward and reverse. Gear box is fitted on the forward end of torque tube, and anchored on the centre cross member of chassis by a patent housing, which automatically takes up wear. A special locking device is provided which makes it impossible for two gears to be engaged at once.

FINAL DRIVE—Through propeller shaft totally enclosed in torque tube to spiral bevel in rear axle. Speedometer drive is taken direct from propeller shaft through suitable gearing.

BACK AXLE—Fitted with large diameter bearings, exceptionally strong nickel steel shafts and special Clyno design of spiral bevel and differential set, making an extremely silent and efficient unit. Special provision is made to prevent oil working through axle casing on to the brake shoes. This serious trouble, which is found on the majority of cars, is entirely eliminated on the Clyno.

CHASSIS AND SUSPENSION—Chassis frame is of a light but very rigid construction, inswept at the front end, and fitted with dumb irons. Rear of frame upswep and carried well back beyond axle. Semi-elliptic front springs designed to withstand the high stresses imposed by front wheel brakes. Single cantilever rear springs sliding on hardened steel rollers in housings on back axle casing.

STEERING—Special Clyno design by worm and nut enclosed in oil-tight steering box. We claim that this is the finest and lightest steering fitted to any light car on the market at the present time. It is admitted by experts to be exceptional. Front wheel brakes and low pressure tyres, which spoil the steering on some cars, have no effect whatever on the Clyno steering.

FRONT AXLE—High tensile stamped steel axle of very pleasing appearance, most up-to-date design, and giving ample ground clearance. The beam is of "H" section between the spring pads and of scientifically correct oval section at the ends to withstand the braking stresses.

FOUR WHEEL BRAKES (of Clyno patented design)—are very smooth and powerful in action. The correct and almost universally adopted practice of distributing the greater percentage of the braking effort on the front wheel brakes makes the cars easy to control and eliminates skidding at all speeds on greasy roads. Internal expanding shoes working in 12 in. diameter, easily detachable brake drums and fitted with Ferodo Linings of ample width are used. These are operated by compensated and inter-connected controls, the connections being made through high tensile steel rods, with facilities for very easy adjustment.

WHEELS—Detachable pressed steel artillery.

TYRES—Dunlops, 27×4.4 reinforced balloon, 28×4.95 on "Royal" models.

CONTROLS—Foot controls to four wheel brakes, clutch and accelerator. Hand controls on steering column to carburetter and magneto. Strangler control to carburetter from instrument board. Right hand gear change and hand-brake lever very conveniently situated. All foot pedals adjustable.

LIGHTING—Lucas 12-volt, 5-lamp set. Separate dynamo generator, with adjustable enclosed chain-drive running in an oil bath.

STARTING—Powerful 12-volt Lucas motor, a separate unit having ample power to start the engine from cold. Extra large battery carried on running board.

PETROL TANK—Capacity, five gallons; fitted in scuttle. Gravity feed. Filler cap conveniently situated under bonnet.

12/35 H. P.

ENGINE, 12/35 H.P.—Four-cylinder monobloc, water-cooled, large diameter side-by-side valves, detachable head, large diameter balanced three bearing crankshaft, high tensile steel. Camshaft entirely enclosed in special oil compartment giving a very silent operation to the latest type mushroom head tappets.
Bore 69.5 m.m. Stroke 105 m.m. C.C. 1,600.
R.A.C. rating 11.9. Tax £12.

LUBRICATION—By pressure feed from gear pump driven from camshaft, forcing oil to timing gear and main bearings. A large oil filter is fitted in the sump and also in the oil filler, which is situated high up in an extremely accessible position.

IGNITION—Lucas high tension magneto.

CARBURETTER—Cox Atmos.

COOLING—Thermo Syphon. Entirely new, larger and more attractive nickel radiator, with big head of water, designed to give perfect circulation.

CLUTCH—Large diameter fabric-lined internal cone clutch giving an exceptionally light and smooth action and being free from the necessity for adjustment of any kind.

GEAR BOX—Gear change of Clyno patented design. Three speeds forward and reverse. Gear box is fitted on the forward end of torque tube, and anchored on the centre cross member of chassis by a patent housing, which automatically takes up wear. A special locking device is provided which makes it impossible for two gears to be engaged at once.

FINAL DRIVE—Through propeller shaft totally enclosed in torque tube to spiral bevel in rear axle. Speedometer drive is taken direct from propeller shaft through suitable gearing.

BACK AXLE—Fitted with large diameter bearings, exceptionally strong nickel steel shafts and special Clyno design of spiral bevel and differential set, making an extremely silent and efficient unit. Special provision is made to prevent oil working through axle casing on to the brake shoes. This serious trouble, which is found on the majority of cars, is entirely eliminated on the Clyno.

CHASSIS AND SUSPENSION—Heavy section. Chassis frame is of very rigid construction, inswept at the front end, and fitted with dumb irons. Rear of frame upswep and carried well back beyond axle. Semi-elliptic front springs designed to withstand the high stresses imposed by front wheel brakes. Single cantilever rear springs sliding on hardened steel rollers in housings on back axle casing.

STEERING—Special Clyno design by worm and nut enclosed in oil-tight steering box. We claim that this is the finest and lightest steering fitted to any light car on the market at the present time. It is admitted by experts to be exceptional. Front wheel brakes and low pressure tyres, which spoil the steering on some cars, have no effect whatever on the Clyno steering.

FRONT AXLE—High tensile stamped steel axle of very pleasing appearance, most up-to-date design, and giving ample ground clearance. The beam is of "H" section between the spring pads and of scientifically correct oval section at the ends to withstand the braking stresses.

FOUR WHEEL BRAKES of Clyno patented design—are very smooth and powerful in action. The correct and almost universally adopted practice of distributing the greater percentage of the braking effort on the front wheel brakes makes the cars easy to control and eliminates skidding at all speeds on greasy roads. Internal expanding shoes working in 12 in. diameter, easily detachable brake drums, and fitted with Ferodo linings of ample width are used. These are operated by compensated and inter-connected controls, the connections being made through high tensile steel rods with facilities for very easy adjustment.

WHEELS—Detachable pressed steel artillery 9 ft. 0 in. wheel base. 4 ft. 0 ins. track.

TYRES—Dunlop 29×4.95 reinforced balloon tyres.

CONTROLS—Foot control to four wheel brakes, clutch and accelerator. Hand controls on steering column to carburetter and magneto. Strangler control to carburetter from instrument board. Right-hand gear change and hand-brake lever very conveniently situated. All foot pedals adjustable.

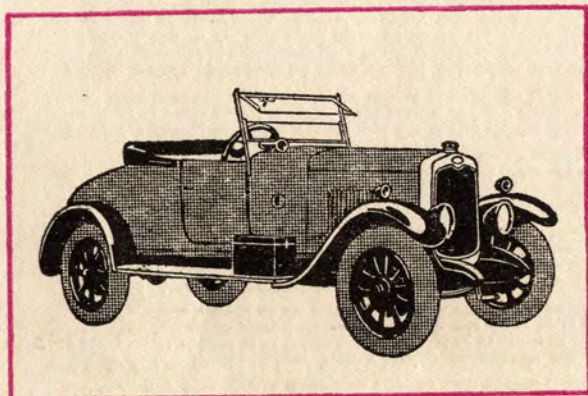
LIGHTING—Lucas 12-volt, 5-lamp set. Separate dynamo generator, with adjustable enclosed chain drive running in an oil bath very powerful dipping and swivelling head lamps with pneumatic operation; concealed lights on instrument board.

STARTING—Powerful 12-volt Lucas motor, a separate unit having ample power to start the engine from cold. Extra large battery carried on running board.

PETROL TANK—Capacity, nine gallons; Autovac feed to carburetter from tank at rear of car suspended on extension of frame. Large luggage grid acts as fender to tank.

CLYNO CARS

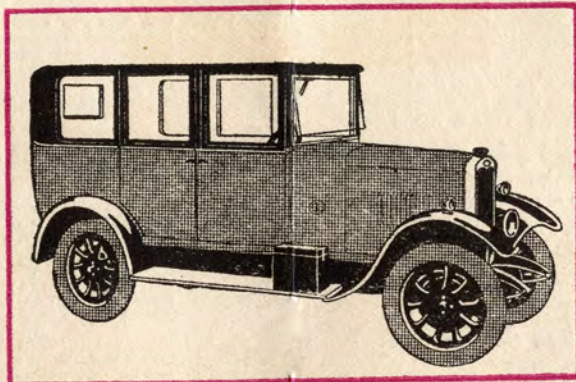
11 H.P. MODEL



11 H.P. 2-SEATER.

2 wide doors. Large, sunk, fully upholstered dickey seat. Complete all-weather equipment, 4-wheel brakes. Standard equipment with, in addition, bulb horn. Coachwork in blue with upholstery to match.

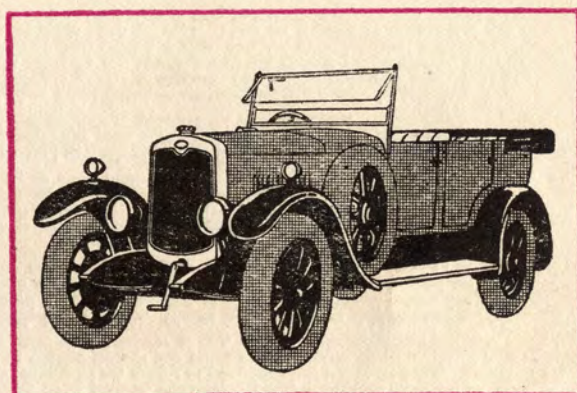
£152 10 0



11 H.P. 4-DOOR SALOON.

Option of fabric or coachbuilt body. Adjustable front seat. Floor carpets; winding windows; rear window blind; 4-wheel brakes; standard equipment with, in addition, electric horn; scuttle ventilators. Coachwork in blue with upholstery to match.

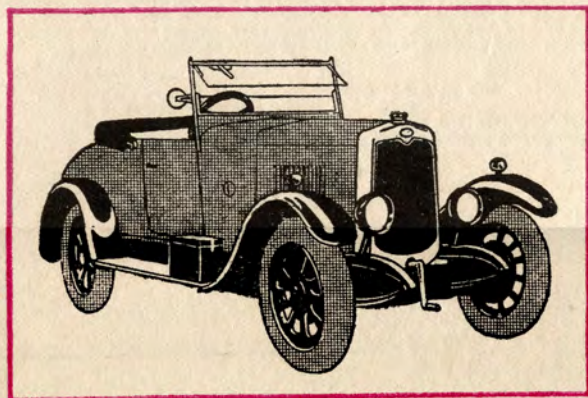
£190 0 0



11 H.P. 4-SEATER.

4 wide doors. Adjustable front seat. Complete all-weather equipment. 4-wheel brakes. Standard equipment with, in addition, hood envelope and bulb horn. Coachwork in blue with upholstery to match.

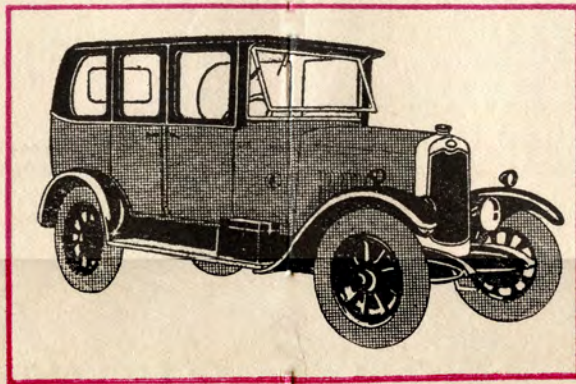
£170 0 0



"ROYAL" 2-SEATER.

A de Luxe Model. Two wide doors; large, sunk, fully upholstered dickey seat; 28 x 4.95 Dunlop tyres; complete all-weather equipment; instruments grouped on an attractive sunk panel on facia board; 4-wheel brakes. Coachwork in "Royal" blue with leather upholstery to match. Standard equipment with, in addition, electric horn, driving mirror, scuttle ventilators, spring gaiters.

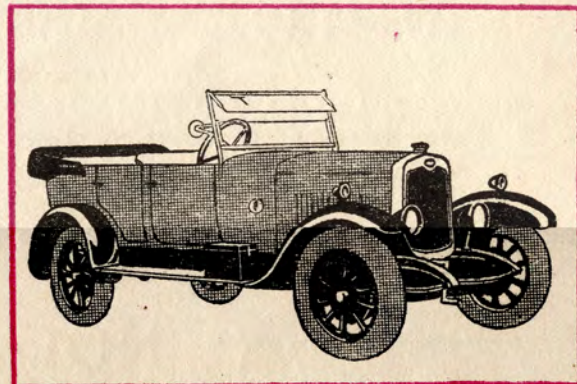
£195 0 0



"ROYAL" 4-DOOR SALOON.

Option of fabric or coachbuilt body. Winding windows; 28 x 4.95 Dunlop tyres; adjustable front seat; roof light; rear window curtain; instruments grouped on attractive sunk panel on facia board; 4-wheel brakes. Coachwork in "Royal" blue with leather upholstery to match. Standard equipment with, in addition, spring gaiters, electric horn, luggage grid, winding windows, driving mirror, scuttle ventilators, rear window blind.

£220 0 0



"ROYAL" 4-SEATER.

A de Luxe model. 4 wide doors; adjustable front seat; 28 x 4.95 Dunlop tyres; complete all-weather equipment; instruments grouped on attractive sunk panel on facia board; 4-wheel brakes. Coachwork in "Royal" blue with leather upholstery to match. Standard equipment with, in addition, spring gaiters, electric horn, luggage grid, driving mirror, scuttle ventilators.

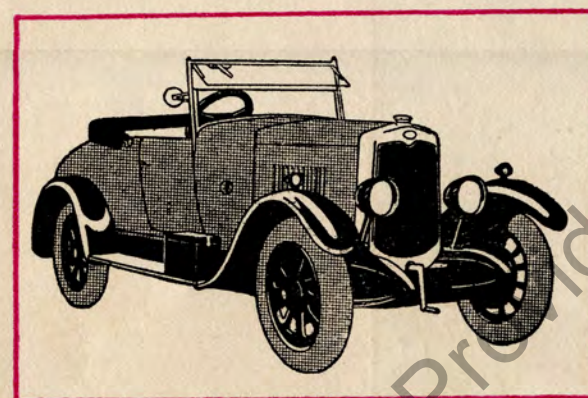
£195 0 0

11 H.P. PRINCIPAL FEATURES:

New radiator giving bolder appearance and increased cooling area.
Option of fabric or coachbuilt saloon bodies without extra charge.
Greatly improved coachwork Two doors on two-seaters. Four doors on four-seaters.

Shock absorbers. Automatic screen wiper and dash lamp on all models.
Larger Dunlop tyres (28 x 4.95) on "Royal" models.
4-wheel brakes; right hand gear control and hand brakes.
Grouped instruments mounted on centrally illuminated sunk panel on facia board.
Improved all-weather protection.

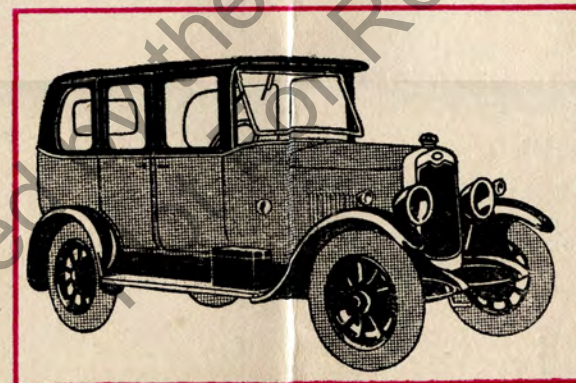
12/35 H.P. MODEL



2-SEATER.

Two wide doors; exceptionally roomy wheel-arched body with fully upholstered dickey seat; special luggage carrier; all-weather and unusually complete equipment; four-wheel brakes. Coachwork in maroon with leather upholstery to match.

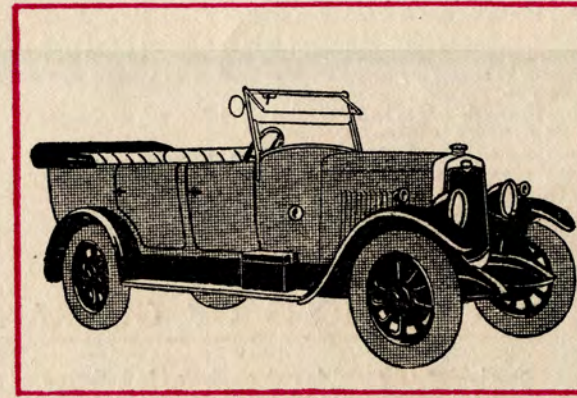
£215 0 0



4-DOOR SALOON.

Winding windows; adjustable front seats; luxurious interior fittings; patent slam locks; roof lamp; window blinds; rope pulls; parcel net; Smith's ladies' companion; electric cigar lighter; four-wheel brakes. Coachwork in maroon with leather upholstery to match. Option of fabric or coachbuilt body.

£250 0 0



4-SEATER.

Adjustable front seats; four wide doors; perfectly equipped; special luggage carrier; latest type all-weather protection; four-wheel brakes. Coachwork in maroon with leather upholstery to match.

£220 0 0

12/35 H.P. PRINCIPAL FEATURES:

Large new design radiator with ample cooling area.
Powerful, silent and flexible engine of new design.
Roomy, magnificently finished bodies.
Petrol tank at rear with Autovac feed.
29 x 4.95 Dunlop low pressure tyres.

Lucas dipping and swivelling headlamps pneumatically controlled by driver.
Option of fabric or coachbuilt saloon body.
Grouped instruments on glass fronted sunk panel with concealed lighting.
Wheelbase: 9 ft. 0 ins.

THE CLYNO ENGINEERING CO. (1922) LTD., WOLVERHAMPTON

Telephone No.
2051 (8 Lines).

Telegraphic Address:
"CLYNO, WOLVERHAMPTON."

11 H.P. STANDARD EQUIPMENT:

Lucas Electric Starter.	Spare Wheel Bracket and Centre.	Map Pockets.
Smith Speedometer.	Jack and Handle.	Air Strangler.
Smith Eight-day Clock.	Wheel Brace.	Hood Envelope.
Rigid Side Screens (detachable).	Tyre Inflator.	Ammeter and Switches.
Lucas 12-volt Electric Lighting	Rubber Moulding Strip on Wind-	Ignition and Mixture Controls.
(5 lamps).	screen.	Detachable Seat Squab.
Spare Wheel and Tyre.	Receptacles on Instrument	Automatic Screen Wiper.
Chassis Grease Gun.	Board.	Tool Receptacle.
Tool Kit.	Container of Wakefield Oil.	Shock Absorbers.
Slow Running Throttle Adjust-	Number Plates.	Carburettor Filter.
ment.	Petrol Gauge.	Receptacle for Side Screens.

12/35 H.P. STANDARD EQUIPMENT:

Lucas Electric Self-Starter.	Wheel Brace.	Oil Pressure Gauge.
Smith Speedometer.	Tyre Inflator.	Map Pockets.
Smith Eight-day Clock.	Shock Absorbers.	Floor Carpets.
Rigid Side Screens (detachable).	Motor-driven Electric Horn.	Air Strangler.
Lucas 12-volt Electric Lighting	Spring Gaiters.	Hood Envelope.
(5 lamps).	Automatic Screen Wiper.	Ammeter and Switches.
Spare Wheel and Tyre	Driving Mirror.	Ignition and Mixture Controls.
Chassis Grease Gun.	Scuttle Ventilators.	Detachable Seat Squab.
Tool Kit.	Special Sunk Centre Panel In-	Luggage Carrier.
Slow-running Throttle Adjust-	strument Board.	Tool Receptacle.
ment.	Container of Wakefield Oil.	Carburettor Filter.
Spare Wheel Bracket and Centre	Autovac Fuel Feed System.	Receptacle for Side Screens.
Jack and Handle.	Number Plates.	

John Waddington Ltd., Leeds: and London

Clyno 1928 New Type Radiator

This is of an entirely new design throughout, and in a form which gives considerably improved body lines, particularly at the bonnet and scuttle. It is much larger in all dimensions than the old one, being lower in the chassis frame, higher at the top to give a straight bonnet and scuttle line and wider in its overall dimensions.

The casing is also increased in depth so that the whole appearance is singularly impressive and worthy of a much larger car.

The casing which is of heavy gauge, best quality nickel silver, is separately attached to the radiator block



Clyno 1928 New Type Radiator

The radiator block itself, of brass throughout, has a large tank at the top and a small one at the bottom, thus maintaining a very large capacity of water, which, together with the highly efficient form of film block, undoubtedly helps to make an extremely effective cooling system.

The film block, of Clyno special construction, has a very neat appearance, and gives a maximum amount of surface in contact with the cooling draught of air.

The radiator is attached to the chassis by means of substantial brackets formed integrally with the block and supported on rubber pads.

TERMS OF BUSINESS

CONDITION OF PURCHASE—Purchasers of Clyno cars are hereby informed that such cars are sold subject only to the terms of the guarantee and to the general conditions of sale herein contained, and on the distinct understanding that the vehicle purchased shall not be exhibited, either directly or indirectly, at any exhibition or show held in the United Kingdom other than an exhibition or show held or approved by the Society of Motor Manufacturers and Traders for the exhibition of motor goods by its Bond Signers. Any breach of this provision shall render the purchaser liable to indemnify the Company in respect of their liability to the Society aforesaid to pay to the Company any sum or sums which may be demanded from the Company by the aforesaid Society or its Council on appeal may award.

PAYMENT—Net cash. One-third of the total purchase money to accompany order. Balance to be paid on advice that the car is ready for delivery.

DELIVERY—The prices quoted in the Company's catalogue are for delivery at the Company's works at Wolverhampton, in the County of Stafford, in England, and are strictly net on the above-mentioned terms.

Any time of delivery named in the Company's contracts or correspondence is absolutely contingent upon war, strikes, riots, lock-outs, trade disputes, accidents, fire, delay or failure of sub-contractors to complete their contracts, or any other unforeseen circumstances, and should delivery be delayed in consequence of any of the foregoing contingencies the Company shall not be responsible for any damages caused by such delay.

Cars will be delivered to purchasers by the Company's authorised dealers at a charge to be arrived at calculated on the basis of sixpence per mile freightage.

SPARE PARTS—The Company endeavours to keep in stock for immediate delivery a full series of all parts for its vehicles that are liable to wear or to damage by accident. When ordering spare parts the identification number of the parts should be quoted if possible (see separate spare parts list), but in every case the chassis and engine numbers of the car, for which such parts are required, must be given. Full instructions concerning this matter will be found in the Spare Parts List issued by the Company. The Company reserves the right at any time to alter as may be considered advantageous or necessary any part that may be returned.

The Company reserves the right to revise without notice the prices and/or specifications as set out in this catalogue.

Any person, firm or company which the Company styles its authorised Main Dealers or Sub-dealers are not authorised to advertise, incur any debts, or to transact any business whatsoever on behalf of the Company. Nor are they authorised to give any warranty or to make any representations on behalf of the Company other than those contained in the guarantee shown on this page.

The Company reserves the right to hand over orders placed direct with the Company to authorised Main Dealers or Sub-dealers in the appropriate territories.

The Company does not undertake the fitting of additional accessories of any kind, nor will it deviate from its standard specifications of cars owing to such action interfering with the general work of its factory.

Should the Company cease to manufacture a car of the type or model ordered (whether the estimated date of delivery has arrived or not) the Company shall be at liberty to return the deposit paid on the order of the purchaser and declare its contract to be at an end without any further liability. All previous catalogues and terms of any previous guarantee are hereby cancelled.

CONDITIONS OF GUARANTEE

Subject to the conditions hereinafter mentioned the goods manufactured by the Company and specified below shall be accepted by the purchaser subject to the following express warranty, which excludes all warranties, conditions and liabilities whatsoever, whether statutory or otherwise, which might exist against the Company but for this provision, viz.:—In the event of any defect being disclosed in any part or parts of the goods and if the part or parts alleged to be defective are returned to the Company's works, carriage paid, within twelve months after delivery, the Company undertakes to examine same, and should any fault, due to defective material or workmanship, be found on examination by the Company, it will repair the defective part or supply, free of charge, a new part in place thereof.

The Company's responsibility is limited to the terms of this guarantee, and it shall not be answerable for any contingent or resulting liability, or loss arising through any defects. This guarantee does not relate to defects caused by motor racing, wear and tear, misuse or neglect, or to the defects in any motor, motor vehicle, or goods which have been altered after leaving the Company's works, or which have been let out on hire, or the identification numbers or marks on which have been altered or removed. The Company accepts no responsibility for tyres, speedometers or the electrical equipment or other goods not of its own manufacture.

The Clyno Engineering Co. (1922), Ltd., issues no warranty of the goods except as stated herein, but desires and expects that customers shall make a thorough examination before purchasing. This warranty is limited to the despatch to the purchaser without charge except for transportation, of the part or parts, whether new or repaired, in exchange for those acknowledged by the Company to be defective, and is dependent upon the strict observance of the following clauses:—

- (a) The purchaser shall at time of purchase personally sign and forward to the Company the card supplied by the Company, and register his name, address, date of purchase, number of car and name and address of Seller with the Company, and shall obtain from the Company a signed copy of this warranty and shall produce same to the Company's representative for inspection in case of any claim being made. This warranty shall not be assigned or transferred to anyone unless the Manufacturer's consent in writing has been first obtained.
- (b) The purchaser shall send to the Company's works such part or parts as are alleged or claimed to be defective promptly on the discovery of the claimed defect. Transportation is to be prepaid by the purchaser, and said part or parts to be properly packed for transit and clearly marked for identification with the name and full address of the owner, and with the number of the vehicle from which the said part or parts were taken.
- (c) The purchaser shall post to the Company at its works, on or before despatch of such part or parts alleged to be defective, a full and complete description of the claim and the reasons therefor.
- (d) The judgment of the Clyno Engineering Co. (1922), Ltd., in all cases of claims shall be final and conclusive, and purchaser agrees to accept its decision on all questions as to defects and to the exchange of part or parts. After the expiration of six days from the despatch of notification of the Company's decision the part or parts submitted may be scrapped or returned carriage forward by the Company.

This List cancels all lists, prices and conditions issued prior to September 14th, 1927.