

# 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.

## 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.

OCTOBER, 1927.

John Waddington Ltd., Leeds: and London.

WONDERFUL  
NEW 9 H.P.  
MODELS

Not to be Registered for Sale

CLYNO  
CARS

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



# MECHANICAL SPECIFICATION

This wonderful Clyno 9 h.p. motor car is not an untried innovation, for two years' unbelievably arduous road test has completely eliminated any risk of mechanical trouble.

Amazingly efficient, economical to maintain, accessible and entirely comfortable, it is undoubtedly the best value obtainable.

**ENGINE, 9-H.P.**—Four-cylinder, monobloc, water cooled, side by side valves, flat follower tappets, detachable head, large diameter dynamically balanced high tensile steel crankshaft, helical gear timing drive. Bore 58 m.m., Stroke 90 m.m., C.C. 950. R.A.C. Rating 8.3-H.P. Tax £9.

**LUBRICATION**—By plunger pump submerged in sump and driven direct from rear end of camshaft by a connecting link, forcing oil to the main bearings, timing gear and troughs under the big ends. A large oil filter is fitted in the sump below the troughs, and a small oil filter is also fitted in the oil filler which is situated high up in an accessible position. An oil level rod is conveniently placed at the side of the engine.

**IGNITION**—Lucas magneto situated high up in an accessible position.

**CARBURETTER**—Cox Atmos.

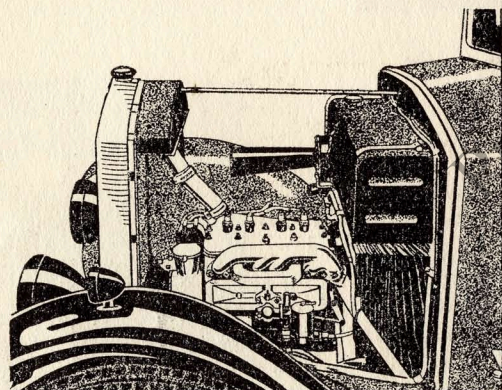
**CLUTCH**—Large diameter fabric lined single plate clutch completely enclosed in flywheel bell-housing, giving exceptionally light and smooth action.

**GEARBOX**—Three speeds forward and reverse. Unit construction with the engine mounted on the flywheel bell-housing. Central control is provided with a special locking device making it impossible for two gears to be engaged at once. The speedometer drive is taken direct from the rear end of the gearbox through a spiral gear enclosed in a separate housing.

**TRANSMISSION**—The drive from the gearbox to the back axle is through a large diameter propeller shaft with Hardy fabric discs mounted on a special centring device which eliminates vibration and gives long life to the flexible couplings. Special provision is made for lubrication of the splined shafts and the centring device direct from the gearbox and back axle bearing housings.

**BACK AXLE**—This is of the semi-floating type mounted on large diameter bearings, and is provided with exceptionally strong nickel chrome steel shafts. The spiral bevel drive of Clyno special design makes a very silent and efficient unit. Special provision is made to prevent oil working through the axle casing on to the brake shoes.

**CHASSIS AND SUSPENSION**—The chassis frame is of exceptionally sturdy construction, having three heavy section cross members rivetted in position. The forward end which is narrowed down carries the usual dumb irons for the semi-elliptic front springs, while the rear end is widened out to carry the bodywork and the single cantilever rear springs. The rear springs are attached to the frame by high tensile steel bolts, and to the axle by hardened and ground steel shackles. A torque member is also provided. On account of the low centre of gravity combined with the sturdy construction of the car, the road holding qualities are exceptional.



**STEERING**—Of the well-known Clyno design, by worm and nut enclosed in an 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. Cornering at speed which on many light cars has a tendency to pull the steering, has absolutely no effect on the Clyno car, and very high average speeds can therefore be maintained under the worst of road conditions. Front wheel brakes and low pressure tyres which spoil the steering of some cars have no effect whatever on the Clyno.

**FRONT AXLE**—High tensile stamped steel axle of pleasing appearance and most up-to-date design is fitted. 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 the renowned Clyno patented design are fitted. All four brakes are operated by both the hand and the foot independently by dual control. 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, besides giving an extremely powerful action. Internal expanding shoes lined with Ferodo bonded asbestos brake lining, operate inside steel brake drums which may be easily detached for inspection purposes. The connections to the operating mechanism are by means of high tensile steel rods provided with facilities for very easy adjustment. Combined with the ease of control and marvellous road holding qualities, the powerful brakes make the Clyno the safest small car on the road to-day.

**WHEELS**—Detachable pressed steel artillery wheels with four bolt fixings. Artillery wheels while being exceptionally light, are by reason of their method of construction, extremely sturdy and undoubtedly enhance the appearance of the car.

**TYRES**—Dunlop cord, low pressure tyres (27 ins. x 4 ins. diameter).

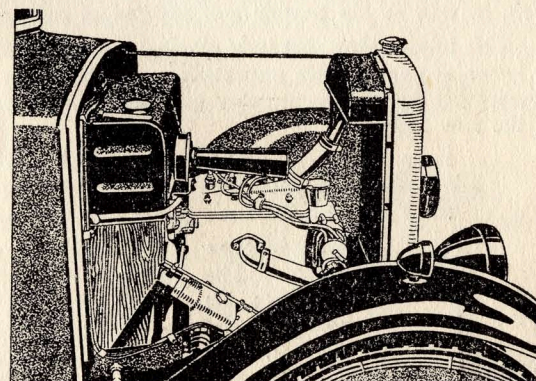
**CONTROLS**—Foot and hand control to the four wheel brakes. Foot control to clutch and accelerator. Hand controls on steering column to carburetter and magneto. Strangular control to carburetter from instrument board. The centre gear change and right-hand hand brake lever are very conveniently situated.

**COOLING**—Thermo-siphon. A large and efficient radiator of striking design with special type of film block giving a very neat appearance is fitted. The casing is of best quality heavy gauge solid nickel silver. Water tanks of large capacity are provided at top and bottom of the film block.

**LIGHTING**—Lucas 6 Volt, 5 lamp set, with separate dynamo generator and large capacity battery in ebonite case.

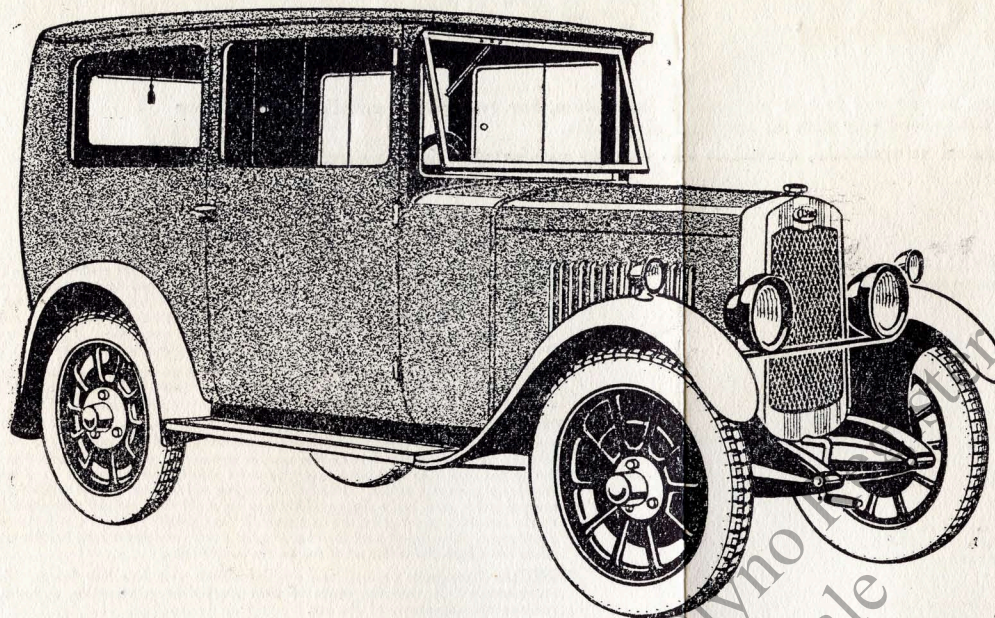
**STARTING**—An extremely powerful 6 Volt Lucas motor is fitted as a separate unit in an accessible position on the engine, the drive giving ample power to start the engine from cold.

**PETROL TANK**—Fitted in a convenient position under the bonnet, being attached to a special platform which comprises part of the dashboard.



**THE CLYNO ENG. CO-1922-LTD WOLVERHAMPTON**  
TELEPHONE NO -2051 - 8LINES TELEGRAPHIC ADDRESS—CLYNO-WOLVERHAMPTON.





## 9-H.P. SALOON

### Equipment :

Shock Absorbers.  
 Lucas Electric Lighting (5 lamps).  
 Dash Lamp.  
 Automatic Screen Wiper.  
 Lucas Electric Self-Starter.  
 Smith Speedometer.  
 Smith Eight-day Clock.  
 Electric Horn.  
 Rear Window Blind.  
 Spare Wheel and Tyre.  
 Chassis Grease Gun  
 Tool Kit  
 Slow Running Throttle Adjustment.  
 Spare Wheel Bracket and Centre.  
 Jack and Handle.  
 Wheel Brace.  
 Tyre Inflator.  
 Receptacles on Instrument Board.  
 Container of Wakefield Oil.  
 Number Plates.  
 Petrol Gauge.  
 Patent Slam Locks.  
 Map Pockets.  
 Air Strangler.  
 Ammeter and Switches.  
 Ignition and Mixture Controls.  
 Detachable Seat Squabs.  
 Tool Receptacle.  
 Carburetter Filter.

Petrol Consumption 40/45 m.p.g.  
 Oil Consumption 2,000 m.p.g.  
 Track 3 ft. 9 ins.  
 Wheelbase 7 ft. 3 ins.  
 Petrol Tank Capacity, 4½ gall.  
 Height 5 ft. 6 ins.  
 Overall Length 10 ft. 4 ins.  
 Overall Width 4 ft. 8½ ins.  
 Weight 12 cwt.  
 Speed 45/50 m.p.h.

# 9 H.P. FABRIC SALOON,

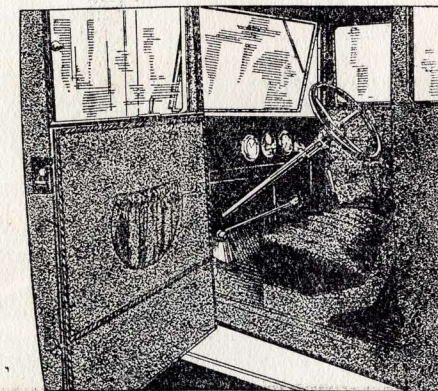
OWNERSHIP of a saloon car has, in the past, carried with it the disadvantages of drumming, rattles, scratched paint work, as well as the trouble and expense of adequate cleaning arrangements.

This fabric saloon not only eliminates these inconveniences, but it is in addition very much lighter in weight—a factor of considerable importance. It should be remembered that the famous Clyno four wheel brakes—remarkably light steering—easy gear change, and thoroughly adequate suspension, are special attractions of the new model.

Four adults can tour in the Clyno 9 h.p. saloon with absolute comfort. It has two exceptionally wide doors fitted with patent slam locks, moveable windows and neat side pockets. Both front seats tilt forward, giving easy access to or exit from rear seats.

Rear window blind is fitted. Instruments are mounted on an attractive facia board. The finish of this model is exceptionally good throughout, and despite its price only the best materials obtainable have been employed. Interior finish is in best quality leather cloth and baize with mahogany and heavily nickel plated fittings. Exterior finish in antique brown fabric, with black wings, valances and lamps.

Price: £160



FOUR WHEEL BRAKES—AUTOMATIC SCREEN WIP

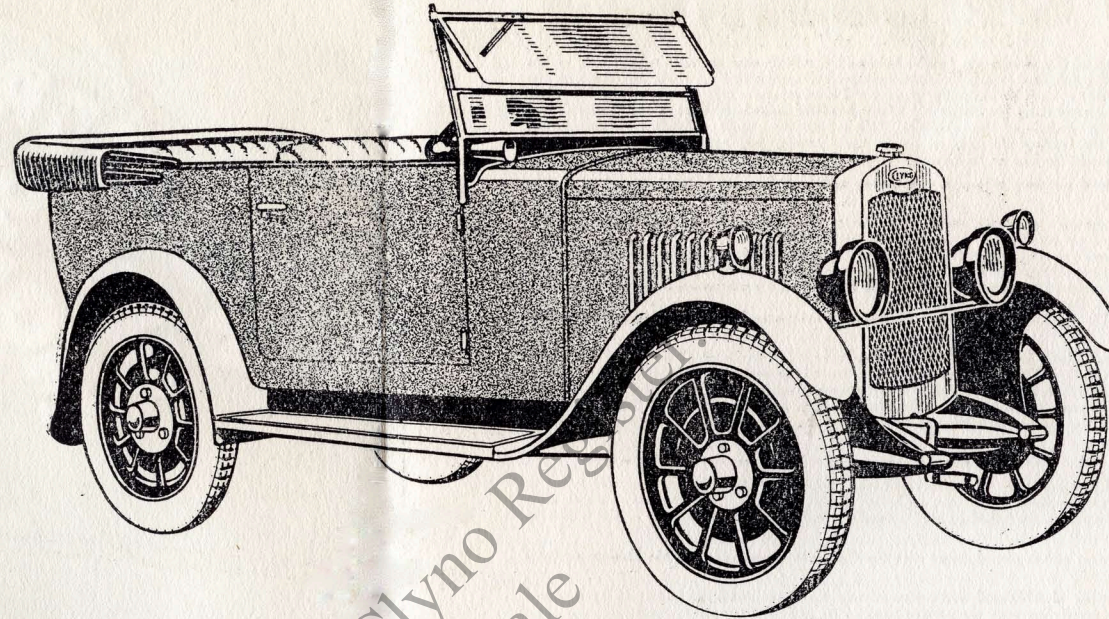


## 9-H.P. TOURER

### Equipment :

Shock Absorbers.  
Lucas Electric Lighting (5 lamps).  
Dash Lamp.  
Automatic Screen Wiper.  
Lucas Electric Self-Starter.  
Smith Speedometer.  
Smith Eight-day Clock.  
Bulb Horn.  
Rigid Side Screens (detachable).  
Spare Wheel and Tyre.  
Chassis Grease Gun.  
Tool Kit.  
Slow-running Throttle Adjustment.  
Spare Wheel Bracket and Centre.  
Jack and Handle.  
Wheel Brace.  
Tyre Inflator  
Container of Wakefield Oil.  
Number Plates.  
Map Pockets.  
Air Strangler.  
Hood Envelope.  
Ammeter and Switches.  
Ignition and Mixture Controls.  
Detachable Seat Squab.  
Tool Receptacle.  
Carburettor Filter.  
Receptacle for Side Screens.

Petrol Consumption 40/45 m.p.g.  
Oil Consumption 2,000 m.p.g.  
Track 3 ft. 9 ins.  
Wheelbase 7 ft. 3 ins.  
Petrol Tank Capacity, 4½ gall.  
Overall Length, 10 ft. 4 ins.  
Overall Width, 4 ft 8½ ins  
Weight 12 cwt.  
Speed 45/50 m.p.h.



## 9 H.P. FABRIC TOURER.

THIS model will maintain a wonderfully high average speed (with full complement of passengers) on a protracted tour. Extremely wide doors are fitted, and as both front seats tilt forward, it is perfectly easy to gain access to the rear seats. All weather side screens that open with doors, and one man hood offers particularly good protection.

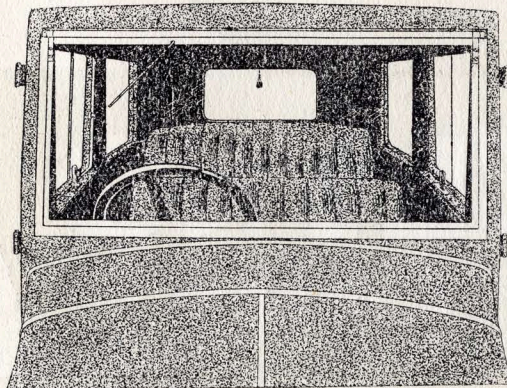
The problem of really adequate seating accommodation has been solved in a wonderful manner, and it is no exaggeration to say that there is no car of similar type offering such delightful comfort for both passengers and driver.

An undoubted attraction is the fitment of the latest type fabric touring body. This motor car is complete with a very comprehensive array of equipment, two panel windscreen and other refinements too numerous to mention.

Particular attention has been paid to superlatively good finish throughout, and in particular it should be noted that a polished solid nickel radiator case is used.

Only the finest material obtainable has been employed, and from first to last nothing has been skimped. Finish in either antique brown fabric or highly finished paintwork. All bright parts are heavy nickel plated, with black wings, valances and lamps. Upholstery to match coachwork.

Price: £145



ER—FULL FOUR SEATER BODY—FIVE LAMP SET.