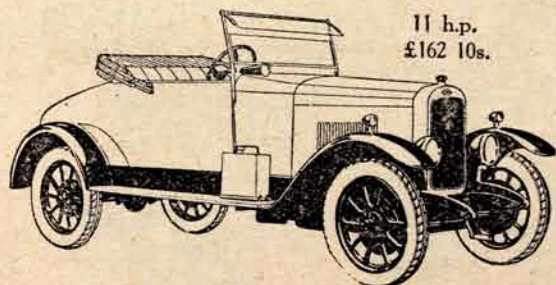


The Clyno Gazette

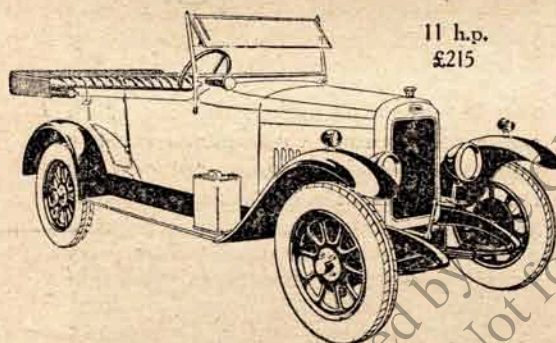
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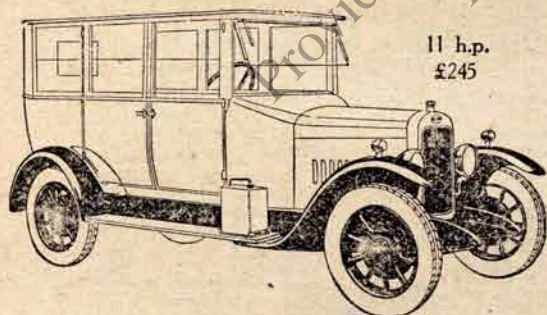
ISSUED MONTHLY.



11 h.p.
£162 10s.



11 h.p.
£215



11 h.p.
£245

*The
Sensation
of the
Motor
Show!*

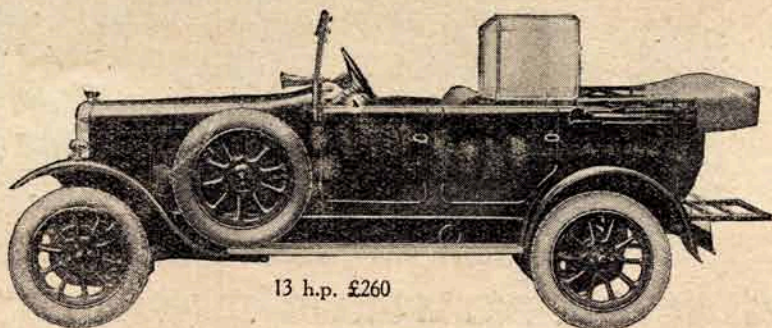
NEW RANGE OF
11 h.p. and 13 h.p.
CARS TO SUIT
ALL NEEDS.

Six 11 h.p. Models.
£162-10-0
to **£245**

Four 13 h.p. Models.
£245
to **£298**

ALL FULLY EQUIPPED.

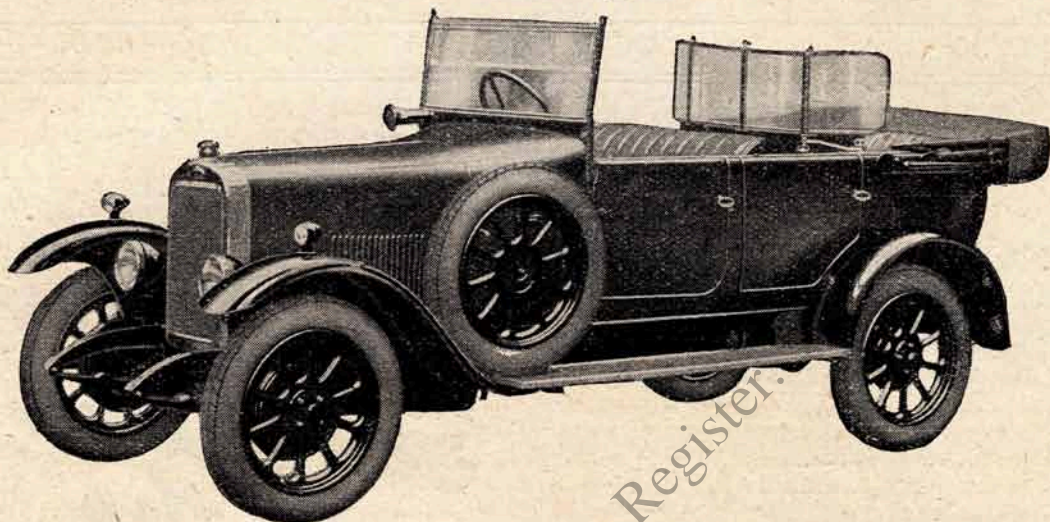
ROOTES, LTD.,
Distributors and Exporters.



13 h.p. £260

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THE NEW 13 h.p. MODELS

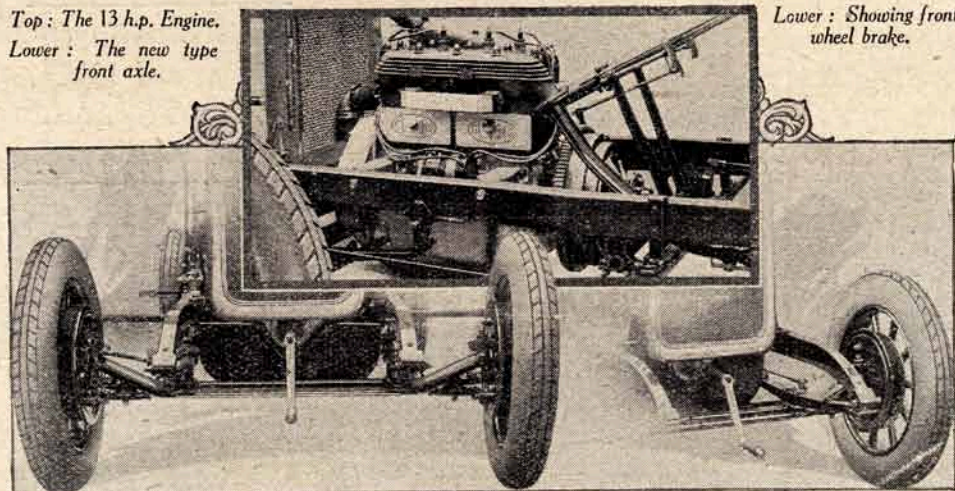


The proved reliability and resultant unprecedented success of the world-famous 11 h.p. CLYNO has induced the manufacturer to introduce a far more powerful model, incorporating all the outstanding qualities—such as the extraordinarily light steering, easy gear changing, and wonderful suspension—which have built CLYNO reputation. The new 13 h.p. CLYNO has, therefore, come into being at a price so moderate, compared with power equipment, elegance and low upkeep costs, as almost to take one's breath away. It has taken over two years' incessant research and exhaustive

tests to perfect this entirely new car, which has, indeed, sprung a sensational surprise upon the motoring public—not only by reason of its handsome appearance and first-class performance, but also because of the remarkable advance it displays in chassis design and suspension; in ample leg room; in delightful driving qualities (with right hand gear and brake control), and in completeness of modern equipment, such as four-wheel brakes, reinforced Dunlop balloon tyres, spring gaiters, automatic screen wiper, motor driven electric horn, dash lamp, petrol gauge, calometer, etc.

Top: The 13 h.p. Engine.
Lower: The new type front axle.

Lower: Showing front wheel brake.



The CLYNO ENGINEERING CO (1922) Ltd., WOLVERHAMPTON.

ROOTES, LTD., Distributors and Exporters.

The Clyno Gazette

CLYNO ENCLOSED CARS

Roomy—Luxuriously Upholstered—Comfortable.

There is no question that the day of the covered car has arrived, and even if—as we all hope—our English weather improves on the past year or so, the closed body will increase in popularity; for a well-designed saloon, which is properly ventilated, is cool in summer and affords protection from the sun. Most car owners have many times desired a closed car, but up to the present the large initial outlay and high running costs have made this impossible.

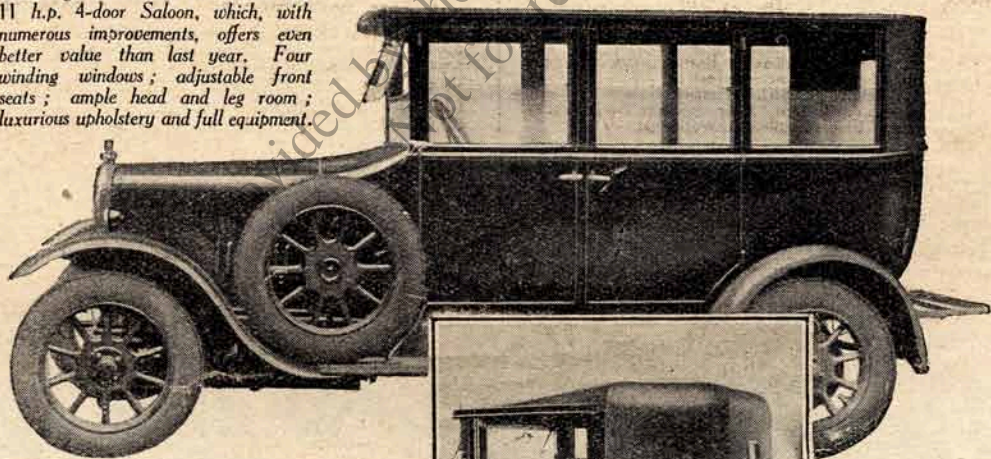
The Clyno Company, in order to give the motoring public what they want at a reasonable price, have introduced three examples of enclosed cars, which probably constitute the finest enclosed car value ever offered. This has not been achieved, as the prices might seem to indicate, by the sacrifice of

workmanship or material, but has been made possible solely by the great demand which is compelling us to manufacture in large quantities.

The finish is remarkably good, and the bodies, which are scientifically designed and very light, have practically the same road performance as an open touring car. All reasonable hills can be climbed on top gear: they are light on tyres and petrol, and oil consumption is exceptionally low.

From the 4-door Saloon at £245—a typically modern car of 11 h.p., to the Fixed Head 13 h.p. Coupe at £285, and the superb 13 h.p. 4-door Saloon at £298—the new CLYNO range provides absolutely outstanding examples of value for money.

The large illustration here shows the 11 h.p. 4-door Saloon, which, with numerous improvements, offers even better value than last year. Four winding windows; adjustable front seats; ample head and leg room; luxurious upholstery and full equipment.



One of the CLYNO range—a drop head Coupe, showing luxuriousness of seating and upholstery, ample leg room, and right hand gear and brake control. For complete list of prices of 11 h.p. and 13 h.p. models, see overleaf.

The CLYNO ENGINEERING CO (1922) Ltd., WOLVERHAMPTON

ROOTES, LTD., Distributors and Exporters.

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CLYNO PRICES

The ENTIRELY NEW 13 h.p. CLYNO (with Four-Wheel Brakes).

2-Seater	£245 - 0
4-Seater	£260 - 0
Coupe (fixed or drop head)	£285 - 0
Saloon (4-door)	£298 - 0
Chassis only	£172 - 10

The IMPROVED 11 h.p. CLYNO.

	Without F.W.B.	With F.W.B.
2-Seater	£162 - 10	£170 - 0
Occasional Four	£172 - 10	£180 - 0
4-Seater	£182 - 10	£190 - 0
"Royal" 2-Seater		£210 - 0
"Royal" 4-Seater		£215 - 0
4-door Saloon		£245 - 0
Chassis only	£135 - 0	£142 - 10

SPECIFICATIONS (Abridged)

11 H.P. MODELS.

ENGINE—Four-cyl. side-by-side valves, detachable head, large diameter balanced high tensile steel crankshaft, adjustable tappets. Bore 66 mm.; stroke 100 mm; c.c. 1,368. Brake h.p.—16 h.p. at 1,500 revs., 25 h.p. at 2,950 revs.
LUBRICATION—By submerged plunger pump.
CLUTCH—Large diameter fabric-lined internal cone.
GEARBOX—Three speeds, forward and reverse.
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—Large diameter bearings, exceptionally strong nickel steel shafts and special Clyno design of spiral bevel and differential set.
CHASSIS AND SUSPENSION—Chassis frame is in-swept at front end, and fitted with dumb irons. Rear of frame

upswept and carried well back beyond axle. Semi-elliptic front springs designed to withstand the high stresses imposed by front wheel brakes.
FRONT AXLE—High tensile stamped steel axle. 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 exclusive anti-skid Clyno design (patents pending), making car easy to control and eliminate skidding at all speeds on greasy roads. Hand brake operates through a separate set of shoes on the back axle.
WHEELS—Detachable pressed steel artillery.
TYRES—Dunlop, 27 x 4 4 reinforced balloon tyres.
CONTROLS—Right-hand gear change and hand-brake lever very conveniently situated. All foot pedals adjustable.
LIGHTING AND STARTING—12 volt.

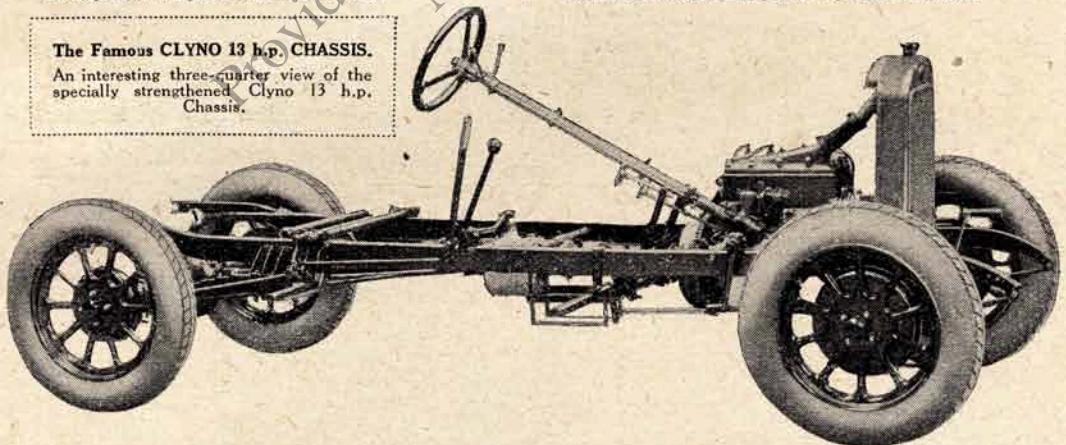
13 H.P. MODELS.

ENGINE—4-cyl. side-by-side valves, 3-bearing crankshaft; bore 69 mm.; stroke 100 mm.; c.c. 1,496.
LUBRICATION—By plunger pump.
CLUTCH—Large diameter fabric lined internal cone.
GEARBOX—Three speeds, forward and reverse.
BACK AXLE—Large diameter bearings, special Clyno design spiral bevel and differential set.
CHASSIS AND SUSPENSION—Frame is in-swept at front and fitted with dumb irons. Rear upswept. Semi-elliptic front springs. Single cantilever rear springs.

FRONT AXLE—The beam is of "H" section between the spring pads, and of oval section at ends to withstand the braking stresses.
FOUR-WHEEL BRAKES—Of exclusive anti-skid Clyno design (patents pending). Hand brake operates through a special set of shoes on back axle.
REINFORCED DUNLOP BALLOON TYRES—23 x 4 95.
LIGHTING AND STARTING—12 volt.
CONTROLS—Right-hand gear change and hand brake.

The Famous CLYNO 13 h.p. CHASSIS.

An interesting three-quarter view of the specially strengthened Clyno 13 h.p. Chassis.



Standard CLYNO Equipment.

11 h.p. MODELS.

8-day Clock, Speedometer, Bulb Horn,
 Rigid Metal Frame Side Screens and Petrol Gauge on
 F.W.B. Models.
 Electric Horn, Spring Gaiters, Screen Wiper and Dash
 Lamp additional on Royal and Saloon Models.

13 h.p. MODELS.

Self-starter, Smith 8-day Clock, Spare Petrol Can and
 Holder, 5-ring Gaiters, Driving Mirror, Luggage Grid on
 Saloon and 4-Seater, Motor Driven Electric Horn, Bulb
 Horn, Automatic Screen Wiper (4-seater), Rigid Metal
 Frame Side Screens, Dash Lamp, Petrol Gauge, Calometer,
 Auster Rear Screen, 12 Volt Lighting Set.

The CLYNO ENGINEERING CO. (1922) Ltd., WOLVERHAMPTON
 LONDON: Showrooms and Export Department—ROOTES, Ltd., 141, New Bond St., W.1.
 MANCHESTER: LOOKER^S, Ltd.