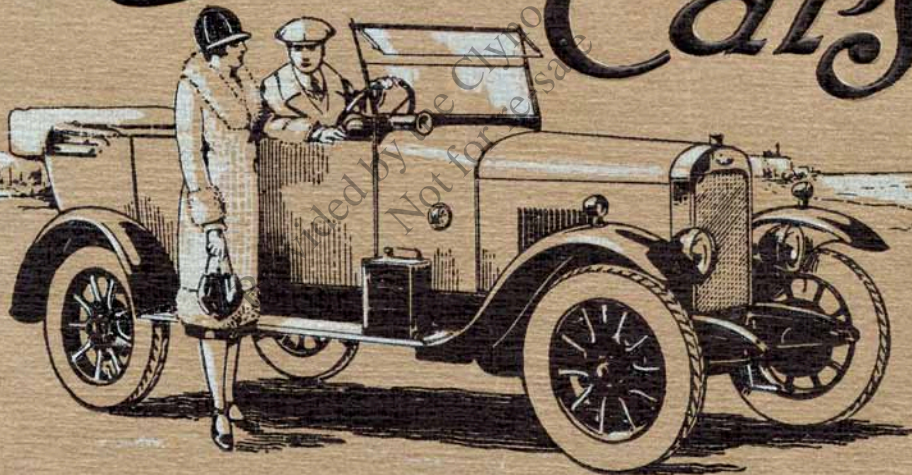


Oct. 1925

Clyno Cars



CLYNO CARS

11 H.P. and 13 H.P. MODELS

Manufacturers

The Clyno Engineering Co. (1922) Ltd
WOLVERHAMPTON

Telephone—Wolverhampton 1741

Telegrams—"Clyno Wolverhampton"

London Showrooms and Export Department

ROOTES LTD 141 New Bond St. LONDON W1

Introduction

THE PRINCIPAL FEATURES of Clyno Cars always have been

- (1) Their proved economical maintenance.
- (2) Their incontestable reliability.
- (3) Their ease of control and general comfort.
- (4) Their attractive appearance.
- (5) Their comprehensive equipment.

It is not surprising, therefore, to learn that the sale of Clyno cars has increased beyond all expectations—positive proof in fact, of public appreciation of the value offered.

The prolonged success of Clyno cars has only been achieved by the incorporation of the best materials obtainable, highest grade workmanship, and by always anticipating and then practising the latest trend in scientific automobile construction.

The new 1926 Programme, embracing as it does vast improvements and lower prices for all 11 h.p. models, in addition introduces the completely new 13 h.p. car—already recognised as being the outstanding production of the year. It has taken more than two years of incessant research and constant road test to bring the “New 13” to its present state of perfection. It is a remarkable car embodying all those tested principles in design and construction that have made the 11 h.p. Clyno car the obvious choice of the discriminating motorist. More powerful than the 11 h.p. car, this new

Introduction

Clyno will carry its full complement of passengers and their luggage anywhere with surprising ease. It will give amazing average speeds, will climb any hill with power to spare, and on account of its superb steering, easy right-hand gear change, and comfortable body, will allow its owner to travel abnormal distances without fatigue or discomfort.

Its equipment is complete down to the very last detail—nothing is skimped in either chassis or coachwork, and in consequence it is rapidly proving itself to be the car often in the past desired—but until now never obtainable.

It is well worth remembering that all Clyno models receive that individual expert attention so necessary in cars destined for a life of hard usage.

The Clyno car is of British manufacture, the engine being exclusively built for the Clyno Company by a well-known British firm of engine builders, and is the result of collaboration on the part of the designers of both firms over the past three years, with the sole object of improving the Clyno car and its performance.

The chassis with all other components, excluding the electrical units &c., is built entirely by the Clyno Company, and the bodywork also is exclusively Clyno.

The Clyno Engineering Company present their new Programme with the assurance that remarkable as has been the value offered in the past—that value is to-day acknowledged to stand alone and unrivalled.

11 h.p. Mechanical Specification

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 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. 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—E.I.C. High tension magneto.

CARBURETTER—Cox Atmos.

COOLING—Thermo Siphon. Large 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—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 upswept and carried well back beyond axle. Semi-elliptic front springs designed to withstand the high stresses imposed by front wheel brakes.

11 h.p. Mechanical Specification

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 (*Patents pending*)—Of exclusively Clyno design, the brakes 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 large diameter, easily detachable brake drums and fitted with Ferodo linings of ample width

are used. These are operated by compensated and inter-connected controls coupled to the brake pedal, the connections being made through high tensile steel rods with facilities for very easy adjustment. The hand brake operates through a separate set of shoes on the back axle.

WHEELS—Detachable pressed steel artillery.

TYRES—Dunlop, 27×4.4 reinforced balloon tyres.

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—Twelve-volt, five-lamp set. Separate dynamo generator with adjustable enclosed chain-drive running in an oil bath.

STARTING—Powerful 12-volt motor; a separate unit having ample power to start the engine from cold. Extra large battery carried in cradle on chassis in accessible position.

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

11 h.p. Standard Equipment

Electric Self-starter.
Smith Speedometer.
Smith Eight-day Clock.
Rigid Side Screens (detachable).
Bulb Horn.
Spare Petrol Can
Electric Lighting (five lamps).
Petrol Can Holder.
Spare Wheel and Tyre.
Chassis Lubricating Pump.
Tool Roll.
Slow Running Throttle Adjustment.
Rust-proof Hub Caps.
Spare Wheel Centre.
Rubber Door Buffers.
Jack and Handle.
Wheel Brace.
Tyre Inflator.

One-man Hood with Storm Flap.
Two-panel Windscreen (slightly staggered).
Container of Wakefield Oil.
Number Plates.
Petrol Gauge (F.W.B. Models)
Door Pockets.
Rubber Floor Covering (Lino on 2-seater).
Set of Tools.
Air Strangler.
Metal Covered Bonnet Board.
Ammeter and Switches.
Ignition and Mixture Controls.
Detachable Seat Squab.
Steering Column Bracket.
Tool Receptacle.
Large Foot Well.
Carburettor Filter.
Receptacle for Side Screens.

Principal Features & General Information

Principal Features

Four Wheel Brakes.	Dunlop Reinforced Balloon Tyres.
New Type Front Axle.	Better Coachwork.
New Type Suspension.	Large Sunk Fully Upholstered Dickey Seats.
New Type Chassis Frame.	Adjustable Front Seats on all Four-seaters.
Right-hand Gear and Brake Control.	Increased Accommodation and Equipment.
Economical to Maintain.	

General Information

Petrol Consumption .. 35/40 m.p.g.	Track 4 ft. 0 in.
Oil Consumption 1,750/2,000 m.p.g.	Wheelbase 8 ft. 9 in.
Radiator Capacity 3 gall.	Speed (in top gear) 5/50 m.p.h.
Oil Sump Capacity 5 pts.	Petrol Tank Capacity 5 gall.

11 h.p. 2-Seater

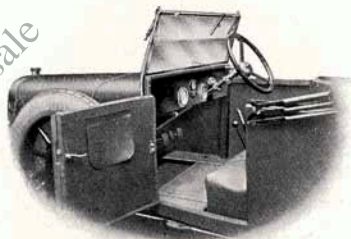
ALTHOUGH the least expensive, just as much care is lavished on this model as on the remainder of the Clyno range. On account of its sturdy construction, easy gear change, super-excellent steering, general accessibility, and phenomenally low fuel consumption—it can be driven anywhere with ease. Complete all-weather side screens giving excellent vision, one-man hood, ample leg room and a large fully upholstered sunk double dickey seat, are additional attractions. It undoubtedly represents the finest value in inexpensive two-seaters ever offered. Coachwork in smoke-grey, with upholstery to match.

EQUIPMENT

Clyno standard (see page 6)

BODY DIMENSIONS

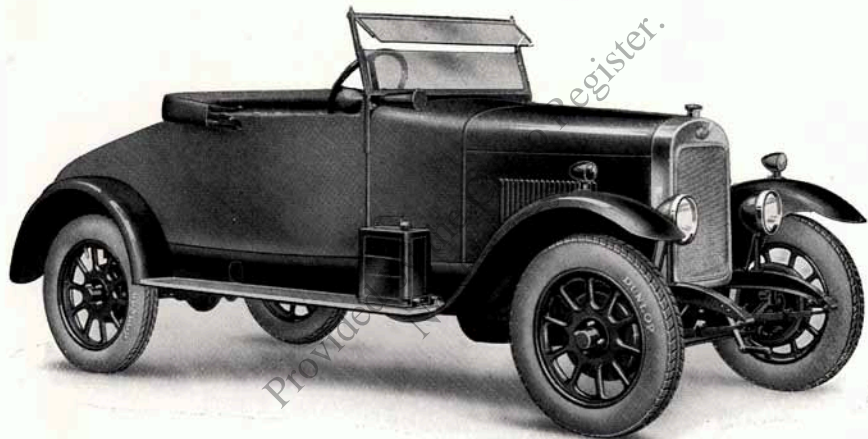
Edge of front seat to pedals, 23 in.; squab of front seat to pedals, 43 in.; depth of front seat (front to rear), 20 in.; width at front seat, 43 in.; dimensions of double dickey seat—width 32½ in.; depth, 14½ in.; overall length, 11 ft. 10 in.; overall height (hood up), 5 ft. 9 in.; overall height (hood down), 5 ft. 2 in.; overall width, 5 ft. 1 in.; weight, 14 cwts.; width of door (front), 20½ in.



Price £162 10s.

With Four Wheel Brakes **£170**

11 h.p. 2-Seater



11 h.p. Occasional 4-Seater

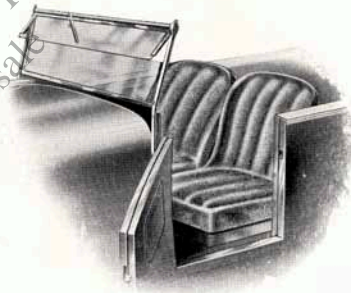
THIS model is in no sense the usual type of "Occasional" Four, in fact, there is ample room for two adults in the adjustable bucket front seats, and two adults in rear. With its well-finished coachwork, complete all-weather side screens, one-man hood, and generous array of equipment, this model is making a special appeal to the man with young family. It is a car which, with the minimum amount of fuel, will go anywhere easily and without the slightest trouble. Coachwork is smoke-grey, with upholstery to match.

EQUIPMENT

Clyno standard (see page 6), with the following additions—Hood envelope and receptacle on instrument board.

BODY DIMENSIONS

Edge of front seat to pedals, 2 ft. 3 in.; squab of front seat to pedals, 3 ft. 9 in.; depth of front seat (front to rear), 1 ft. 6 in.; width at front seat to pedals, 3 ft. 4 in.; overall length, 12 ft. 9 in.; overall height (hood up), 5 ft. 9½ in.; overall height (hood down), 5 ft. 2 in.; overall width, 5 ft. 1 in.; width of rear seat, 3 ft. 2 in.; width of rear door, 1 ft. 11 in.; depth of back seat, 1 ft. 8 in.; edge of rear seat to back of front seat, 1 ft. 8 in.



Price £172 10s.

With Four Wheel Brakes **£180**

11 h.p. Occasional 4-Seater



11 h.p. 4-Seater

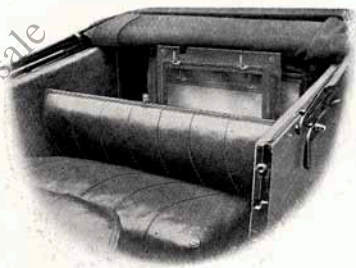
A FULL four-seater, completely equipped with latest all-weather side screens that open with doors and one-man hood. Two wide doors, with outside and inside handles, give easy access to front and rear seats, the former being adjustable. Well-made upholstery allows the maximum comfort even during long runs. With full complement of passengers, this model will climb any hill with ease, and is especially designed to attain very high average speeds with the minimum amount of fuel. Coachwork is smoke-grey, with upholstery to match.

EQUIPMENT

Clyno standard (see page 6) with the following additions—Hood envelope, and receptacle on instrument board.

BODY DIMENSIONS

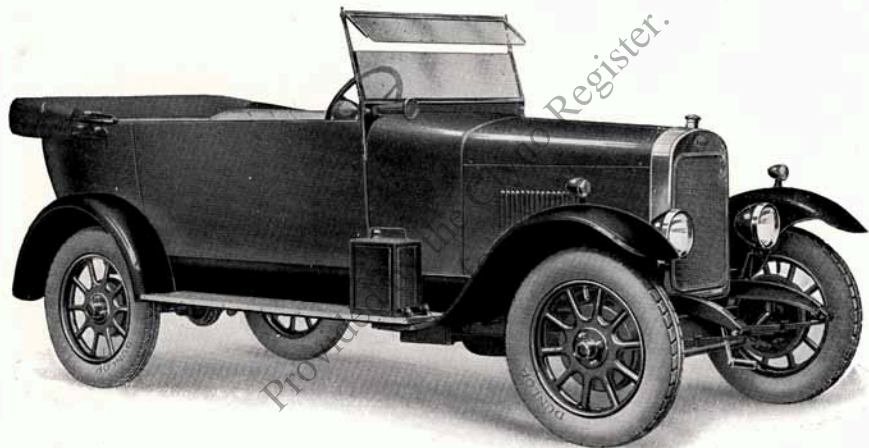
Edge of front seat to pedals (seat adjustable), 23 in.; squab of front seat to pedals, 41 in.; depth of front seat (front to rear), 18 in.; width at front seat, 41½ in.; overall length, 12 ft. 0 in.; overall height (hood up), 6 ft. 0 in.; overall height (hood down), 5 ft. 3 in.; overall width, 5 ft. 1 in.; weight, 15 cwts.; width at rear seat, 41 in.; depth of rear seat, 19 in.; width of door (front), 22 in.; width of door (rear), 23 in.; edge of rear seat to back of front seat (variable), 24 in.



Price £182 10s.

With Four Wheel Brakes **£190**

11 h.p. 4-Seater



11 h.p. "Royal" 2-Seater

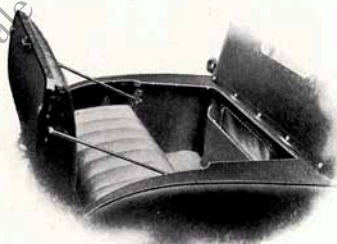
THE superb coachwork instantly shows Clyno individuality at its best. A large fully upholstered sunk dickey seat of special design will accommodate two adults. Perfect all-weather side screens, giving excellent vision, open with each of the two wide doors. There is ample accommodation. This model in every way realises the ambition of the discriminating motorist as regards high touring speeds, ease of control, amazing hill-climbing capabilities, and a big reserve of power always available. Coachwork in royal blue with leather upholstery to match.

EQUIPMENT

Clyno standard (see page 6) with the following additions—Hood envelope, spring gaiters, electric horn, screen wiper, dash lamp, petrol gauge, and receptacle on instrument board.

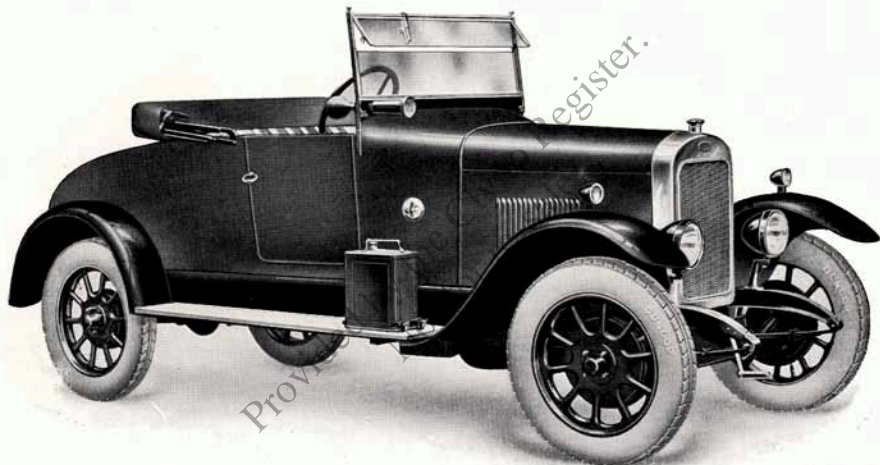
BODY DIMENSIONS

Edge of front seat to pedals, 23 in.; squab of front seat to pedals, 42 in.; depth of front seat (front to rear), 18½ in.; width at front seat, 44 in.; overall length, 11 ft. 10 in.; overall height (hood up), 5 ft. 10 in.; overall height (hood down), 5 ft. 3 in.; overall width, 5 ft. 1 in.; weight, 14½ cwt.; width of door, 20 in.; width of dickey seat, 28½ in.; depth of dickey seat, 17 in.



Price *with Four Wheel Brakes* **£210**

11 h.p. "Royal" 2-Seater



11 h.p. "Royal" 4-Seater

NO better 4-Seater is obtainable—or necessary. This model is easily capable of comfortable touring at high average speeds and with the minimum of fuel consumption, in any civilised country on earth. It is the De-Luxe Model of the 11 h.p. range and as such is completely equipped, extremely well finished and roomy, while specially designed leather upholstery allows the utmost comfort. Three wide doors, with outside and inside handles, numerous side pockets; side screens which can be instantly adjusted to form rear screen and provision for hand signalling when screens are in position, are also prominent features. Coachwork in royal blue with leather upholstery to match.

EQUIPMENT

Clyno standard (see page 6) with the following additions—Hood envelope, spring gaiters, electric horn, screen wiper, dash lamp, petrol gauge, luggage grid, and receptacle on instrument board.

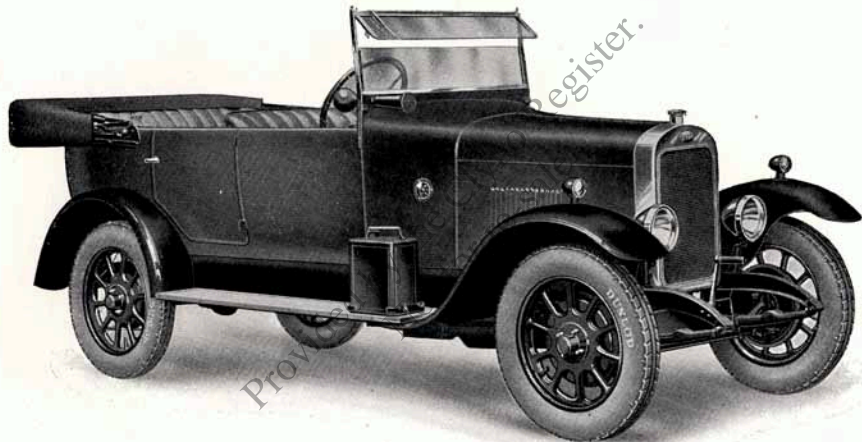
BODY DIMENSIONS

Edge of front seat to pedals (seat adjustable), 22 in.; squab of front seat to pedals, 41 in.; depth of front seat (front to rear), 18 in.; width at front seat, 42½ in.; overall length, 13 ft. 0 in.; overall height (hood up), 6 ft. 0 in.; overall height (hood down), 5 ft. 3 in.; overall width, 5 ft. 1 in.; weight, 15½ cwt.; width at rear seat, 42½ in.; depth of rear seat, 18½ in.; width of door (front), 22½ in.; width of door (rear), 24 in.; edge of rear seat to back of front seat (variable), 24 in.



Price *with Four Wheel Brakes* **£215**

11 h.p. "Royal" 4-Seater



11 h.p. 4-Door Saloon

BECAUSE of numerous improvements, even better value than last year, and therefore probably the finest saloon value ever offered to the public. Acknowledged to fulfil every requirement, particularly as regards comfortable touring, of similar cars many times higher in price. Four wide doors, six large windows, four of which open. Numerous side pockets, ample head and leg room, adjustable front seats. Coachwork in royal blue, with Bedford Cord upholstery to match.

EQUIPMENT

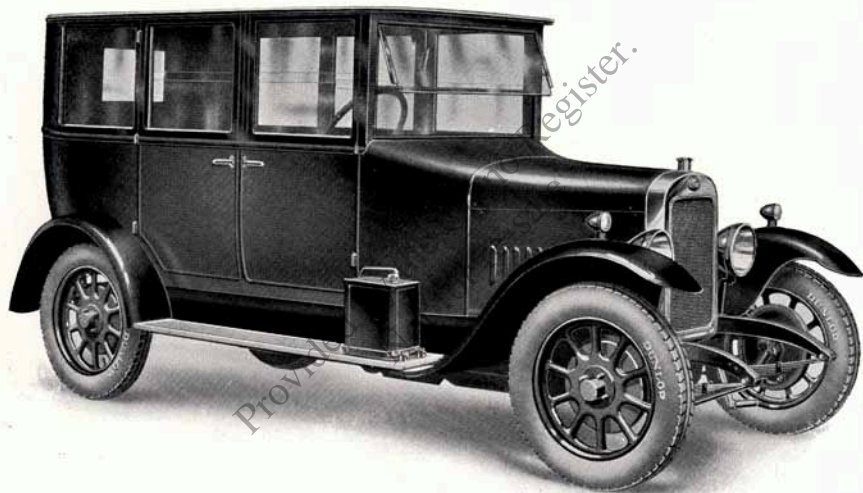
Clyno standard (see page 6), with the following additions—Spring gaiters, electric horn, screen wiper, dash lamp, petrol gauge, luggage grid, and receptacle on instrument board.

BODY DIMENSIONS

Height under cantrail from bottom of body, 46½ in.; height of front seat squab, 20½ in.; height of rear seat squab, 20 in.; depth of rear cushion, 21½ in.; depth of front cushion, 19½ in.; front seat squab to pedals, 41 in.; front of rear seat to back of front seat, 20 in.; width of body inside, 43 in.; width of doors, 24 in.; weight, 17 cwt.; overall length, 13 ft. 0 in.; overall width, 5 ft. 1 in.; overall height, 5 ft. 10 in.

Price with Four Wheel Brakes £245

11 h.p. 4-Door Saloon

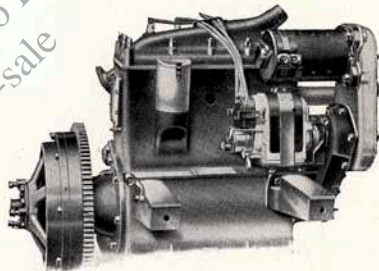


11 h.p. Chassis only

WE offer the 11 h.p. Clyno chassis only in order to facilitate the fitment of coachwork in accordance with our clients' own choice. We are therefore obliged to draw attention to the terms of our guarantee, which will be found on pages 38 and 39 of this catalogue.

EQUIPMENT

C.A.V. electric lighting and starting complete with five lamps, all cables, switches, and head lamp brackets; spare wheel with tyre; magneto control; foot and hand control to the carburetter; chassis lubricating pump and nipples; tool bag and set of tools; bonnet, petrol tank and piping; battery; running board brackets; battery carrier; number plates; steering column steady bracket; chassis number plate.

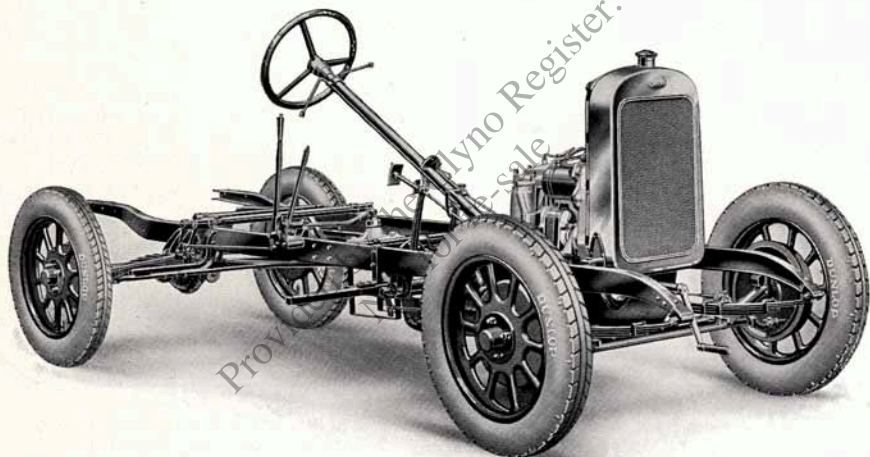


Price

Chassis, without front wheel Brakes £135 0s.

Chassis, with front wheel Brakes £142 10s.

11 h.p. Chassis only



13 h.p. Mechanical Specification

ENGINE, 13 H.P.—Four-cylinder, monobloc, water-cooled, large diameter, side-by-side valves, detachable head, large diameter balanced crankshaft high tensile steel, mounted on three bearings, adjustable tappets.

Bore 69 mm., Stroke 100 mm., C.C. 1,496.

R.A.C. rating 11.9. Tax £12.

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—E.I.C. High tension magneto.

CARBURETTER—Cox Atmos.

COOLING—Thermo Siphon. Large 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—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 propellor shaft totally enclosed in torque tube to spiral bevel in rear axle. Speedometer drive is taken direct from propellor 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 upswept and carried well back beyond axle. Semi-elliptic front springs designed to withstand the high stresses imposed by front wheel brakes.

13 h.p. Mechanical Specification

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 (*Patents pending*)—Of exclusively Clyno design, the brakes 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 large diameter, easily detachable brake drums and fitted with Ferodo linings of ample width

are used. These are operated by compensated and inter-connected controls coupled to the brake pedal, the connections being made through high tensile steel rods with facilities for very easy adjustment. The hand brake operates through a separate set of shoes on the back axle.

WHEELS—Detachable pressed steel artillery.

TYRES—Dunlop, 28×4.95 reinforced balloon tyres.

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—Twelve-volt, five-lamp set. Separate dynamo generator with adjustable enclosed chain-drive running in an oil bath.

STARTING—Powerful 12-volt motor; a separate unit having ample power to start the engine from cold. Extra large battery carried in cradle on chassis in accessible position.

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

13 h.p. Standard Equipment

Electric Self-Starter.
Smith Speedometer.
Smith Eight-day Clock.
Rigid Side Screens (detachable).
Floor Carpets.
Spare Petrol Can.
Electric Lighting (five lamps).
Petrol Can Holder.
Spare Wheel and Tyre.
Chassis Lubricating Pump.
Tool Roll.
Slow-running Throttle Adjustment.
Rust-proof Hub Caps.
Spare Wheel Centre.
Rubber Door Buffers.
Jack and Handle.
Wheel Brace.
Tyre Inflator.

One-man Hood with Storm Flap.
Three-panel Windscreen (slightly staggered).
Container of Wakefield Oil.
Number Plates.
Petrol Gauge (F.W.B. Models).
Door Pockets.
Rubber Floor Covering.
Set of Tools.
Air Strangler.
Metal-covered Bonnet Board.
Ammeter and Switches.
Ignition and Mixture Controls.
Detachable Seat Squab.
Steering Column Bracket.
Tool Receptacle.
Large Foot Well.
Carburettor Filter.
Receptacle for Side Screens.

Principal Features & General Information

Principal Features

Extremely Powerful Smooth-running Engine.
Four Wheel Brakes.
Right-hand Gear and Brake Control.
Dunlop Reinforced Balloon Tyres.
Phenomenally Light Steering.
Remarkable Top Gear Performance.
Economical to Maintain.

Ample Accommodation and Leg room.
Instantly Adjustable Front Seat in Four-seater.
Large, Sunk, Upholstered Dickey Seat in Two-seater.
Special Hood on Four-seater.
Generous Equipment.
Superior Coachwork and Finish.

General Information

Petrol 35/40 m.p.g.
Oil 1,750/2,000 m.p.g.
Petrol Tank Capacity 5 gall.

Track 4 ft. 0 in.
Wheelbase 8 ft. 9 in.
Speed (on top gear) 5/55 m.p.h.

13 h.p. 2-Seater

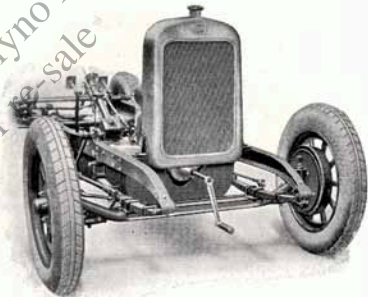
A BEAUTIFULLY built, finished, and upholstered model, complete down to the very last detail. Able to climb any hill with ease. Capable of wonderful average speeds, economical to maintain and with the appearance denied many cars of far higher cost, it is aptly described as the "Ideal Two-Seater." Two wide doors, with outside and inside handles give easy access to a roomy body, while a large superior design dickey seat will comfortably accommodate two adults. Special attention has been given to the question of upholstery. Latest type all-weather equipment and hood. Coachwork in maroon, with leather upholstery to match.

EQUIPMENT

Clyno standard (see page 24), with the following additions—Twelve-volt lighting set, motor-driven electric horn, spring gaiters, Smith's automatic wind screen wiper, driving mirror, dash lamp, petrol gauge, calometer.

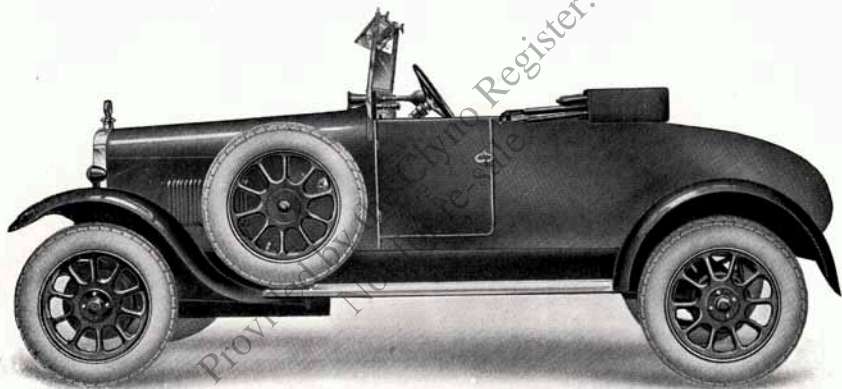
BODY DIMENSIONS

Edge of front seat to pedals, 23 in.; squab of front seat to pedals, 42 in.; depth of front seat (front to rear), 18½ in.; width at front seat, 44 in.; overall length, 11 ft. 10 in.; overall height (hood up), 5 ft. 10 in.; overall height (hood down), 5 ft. 3 in.; overall width, 5 ft. 1 in.; weight, 14½ cwt.; width of door (front), 20 in.; width of dickey seat, 28½ in.; depth of dickey seat, 17 in.



Price with Four Wheel Brakes **£245**

13 h.p. 2-Seater



13 h.p. 4-Seater

It will be a long time before a better, more roomy, or more perfectly equipped four-seater at similar price is offered to the public. Four adults can be carried anywhere with the utmost comfort, and at remarkably low fuel costs. Luxuriously and scientifically upholstered, with numerous side pockets. Four wide doors having inside and outside handles, adjustable front seat, latest all-weather equipment and special hood.

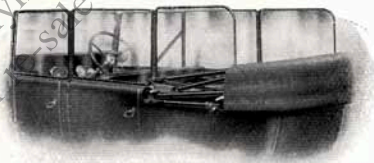
The advent of this model makes the expensive high power car an inadvisable luxury. Coachwork in maroon, with leather upholstery to match.

EQUIPMENT

Clyno standard (see page 24), with the following additions—Luggage grid, 12-volt lighting set, spring gaiters, motor-driven electric horn, bulb horn, automatic screen wiper, driving mirror, dash lamp, petrol gauge, calometer, and Auster rear screen.

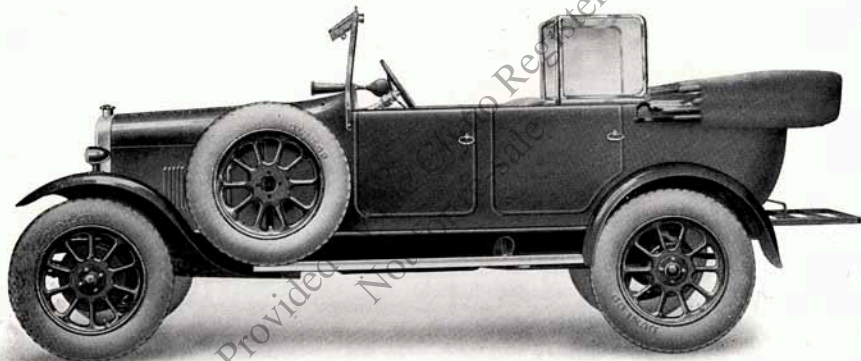
BODY DIMENSIONS

Edge of front seat to pedals (seat adjustable), 22 in.; squab of front seat to pedals, 41 in.; depth of front seat (front to rear), 18 in.; width at front seat, 42½ in.; overall length, 13 ft. 0 in.; overall height (hood up), 6 ft. 0 in.; overall height (hood down), 5 ft. 3 in.; overall width, 5 ft. 1 in.; weight, 15½ cwt.; width at rear seat, 42½ in.; depth of rear seat, 18½ in.; width of door (front), 22½ in.; width of door (rear), 24 in.; edge of rear seat to back of front seat (variable), 24 in.



Price *with Four Wheel Brakes* **£260**

13 h.p. 4-Seater



13 h.p. Saloon

A FULL-SIZE Saloon car, probably unequalled as regards fine coachwork, finish, and luxurious interior fittings. Four wide doors, ample head and leg room, comfortable leather upholstery, adjustable front seats. Four of the six large windows open. The value of this remarkable car is still further enhanced by its instant acceleration, light steering, excellent top gear performance, and low running costs; while it is worth remembering that its capacity for high average speeds, as well as its acknowledged reliability, make it ideal for touring purposes all the year round. Coachwork—Maroon, with leather upholstery to match.

EQUIPMENT

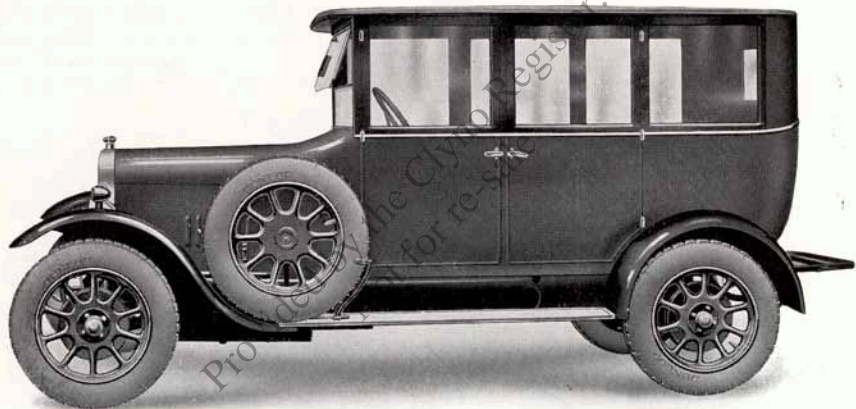
Clyno standard (see page 24), with the following additions—Luggage grid, 12-volt lighting set, spring gaiters, motor-driven electric horn, Smith's automatic wind screen wiper, driving mirror, dash lamp, petrol gauge, calometer, two-panel wind screen.

BODY DIMENSIONS

Height under cantrail from bottom of body, 46½ in.; height of front seat squab, 20½ in.; height of rear seat squab, 20 in.; depth of rear cushion, 21½ in.; depth of front cushion, 19½ in.; front seat squab to pedals, 41 in.; front of rear seat to back of front seat, 20 in.; width of body inside, 43 in.; width of doors, 24 in.; weight, 17 cwts.; overall length, 13 ft. 0 in.; overall width, 5 ft. 1 in.; overall height, 5ft. 10 in.

Price *with Four Wheel Brakes* **£298**

13 h.p. Saloon



13 h.p. Coupé

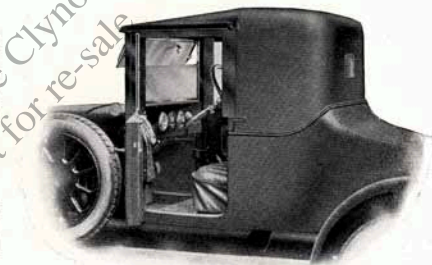
FOR doctors, ladies, and in fact everyone who requires a really smart, comfortable, silent-running car with real all-weather protection, this coupé is ideal. Lavishly equipped and tastefully upholstered, it represents the best value obtainable, while the provision of a large dickey seat and the option of either fixed or drop head are additional attractions. Two wide doors give easy access to a roomy body, and there is ample leg room. Economical to maintain, capable of high average speeds and with a remarkable top-gear performance, its value is further enhanced by its easy right-hand gear change, phenomenally light steering and superb suspension.

EQUIPMENT

Clyno standard (see page 24), with the following additions—Twelve-volt lighting set, motor driven electric horn, spring gaiters, Smith's automatic wind screen wiper, driving mirror, dash lamp, petrol gauge, calometer.

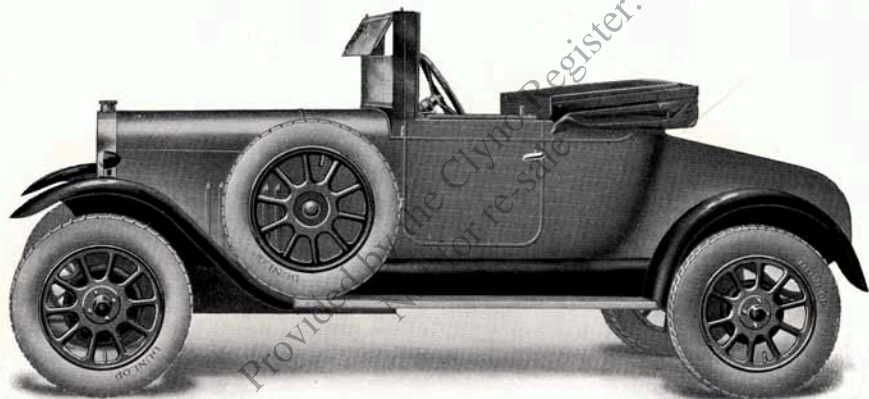
BODY DIMENSIONS

Edge of front seat to pedals, 23 in.; squab of front seat to pedals, 42 in.; depth of front seat (front to rear), 18 in.; width at front seat, 44 in.; overall length, 11 ft. 10 in.; overall height (hood up), 5 ft. 10 in.; overall width, 5 ft. 1 in.; width of door, 22 in.; width of dickey seat, 2 ft. 4½ in.



Price *with Four Wheel Brakes* **£285**

13 h.p. Coupé

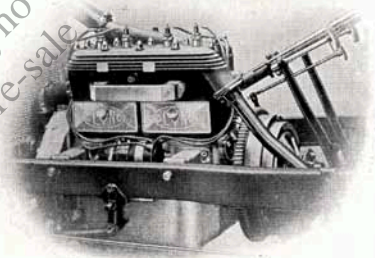


13 h.p. Chassis only

WE offer the 13 h.p. Clyno chassis only in order to facilitate the fitment of coachwork in accordance with our clients' own choice. We are therefore obliged to draw attention to the terms of our guarantee, which will be found on pages 38 and 39 of this catalogue.

EQUIPMENT

C.A.V. electric lighting and starting complete with five lamps, all cables, switches, and head lamp brackets; spare wheel with tyre; magneto control; foot and hand control to the carburetter; chassis lubricating pump and nipples; tool bag and set of tools; bonnet, petrol tank and piping; battery; running board brackets; battery carrier; number plates; steering column steady bracket; chassis number plate.



Price £172 10s.

13 h.p. Chassis only



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 such damages not exceeding £250, as the Committee of the Society aforesaid 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

Terms of Business

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 representation on behalf of the Company other than those contained in the guarantee shown on page 38.

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.

9th Oct. 1925

Guarantee

The Clyno Engineering Co. (1922) Ltd. (hereinafter called "the Company"), hereby guarantee that all precautions which are usual and reasonable have been taken by them to secure excellence of materials and workmanship in their cars. This guarantee is applicable only to new cars or chassis or parts thereof, and is to be in force for a period of six months only from the date when the car or chassis is delivered new from the Company's works.

The Company only holds itself liable under this guarantee for the replacement or repair of any part or parts which may have proved to be defective. The Company will not be responsible for any expense which the purchaser may incur in removing or having removed or in replacing or having replaced any part or parts to be sent for inspection or in fitting or having fitted any new parts supplied in lieu thereof.

In the case of the sale of second-hand cars or cars which have been used for "hiring out"

purposes, no guarantee of any kind is given or is to be implied.

The liability of the Company is limited to the replacement (free at the Company's Works) of any part or parts found to be defective. No guarantee is given in respect of alleged defects caused by wear and tear, accident, misuse, or neglect.

The Company guarantee only those cars or chassis which are bought either direct from one of their duly authorised Main Dealers or Sub-dealers or through a bona fide motor dealer who has been supplied by the Company's authorised Main Dealer in his territory.

Chassis supplied by the Company are intended to be fitted with bodies similar in weight and character to those shown in the Company's catalogue. Should a purchaser fix a body materially differing therefrom he does so at his own risk. The Company accepts no responsibility if the total weight of the car with body, complete and ready for the road, but without driver and passengers, exceeds 18 cwt.

Conditions of Guarantee

If a defective part should be found in a Clyno car it must be sent to the Company, carriage paid, with an advice note under separate cover stating the number of the engine and chassis of the car from which the part was taken as shown by the Company's number plate, the name of the dealer from whom the car was purchased, the date of purchase, and an intimation from the sender that he desires to have the alleged defective part replaced or made good free of charge under this guarantee. Parts returned to the Works without such advice will be at the risk of the sender, and this guarantee and any implied guarantee shall not be enforceable in respect thereof.

The equipment of the Clyno cars is of the highest grade obtainable, but the Company does not guarantee any proprietary fittings whatsoever (whether tyres, lamps, magnetos, electrical equipment, or any other proprietary fitting of any type) supplied with its cars or otherwise.

Such proprietary fittings are covered by a guarantee issued by their separate manufacturers and will be serviced direct by them. Neither does the Company guarantee any component part supplied by the Company to the order of the purchaser which differs from the usual specification of the part supplied with the Company's cars or by the Company in connection therewith. This guarantee shall not apply to any vehicle repaired or altered in any way which in the judgment of the Company shall affect its stability or reliability.

This guarantee is given in lieu and in exclusion of all other warranties, conditions, and obligations imposed or implied by Statute or otherwise in respect of the Company's cars or chassis, and no modification of the terms hereof is authorised whether the purchaser at the time of purchase shall receive a copy of the Company's guarantee or not. The Company does not give any guarantee in respect of second-hand goods sold by them.