

**CLYNO
CARS**





CLYNO CARS

11 H.P.

12/28 H.P.

THE CLYNO ENGINEERING CO. (1922) LTD.
WOLVERHAMPTON

LONDON SHOWROOMS AND EXPORT DEPT.:
ROOTES LTD., DEVONSHIRE HOUSE, PICCADILLY, W.1

INTRODUCTION

WHEN one considers the undoubted value for money offered in Clyno Cars ever since their introduction, it is not surprising that their sale during the past Season has increased beyond even the most sanguine expectations. In this fact lies the proof of public appreciation of a thoroughly British production.

Clyno Cars have achieved their remarkable and ever-growing popularity simply by reason of their wonderful all-round merit.

Incontestable reliability under all conditions, proved economical maintenance, ease of control, complete comfort, extremely attractive appearance and comprehensive equipment are a few of the many important features which have made such a phenomenally wide appeal, not only in this Country but throughout the civilized world.

In deciding to adopt the policy of Four-wheel Brakes on all models the Company is actuated by dual considerations. First, to give every Clyno Car owner that additional sense of road security which in these days of congested traffic is to a large degree essential, and secondly, to secure to that same owner a good second-hand value for his car far beyond that obtainable for a car fitted with Brakes on the rear wheels only.

INTRODUCTION

All 1927 Clyno Four-wheel Brakes are fitted with 12in. diameter drums and are easily adjustable at four convenient points, two in front of the car and two in rear. Their application, both by foot and hand, is free from the strain so often found in cars of modest price. In operation Clyno Four-wheel Brakes are smooth, silent and entirely effective at all speeds.

For Coachwork the Company has decided to rely upon the type which has proved so successful in the past. First-class British coachbuilt bodies, equal in most respects to those fitted to cars at many times Clyno prices, are a feature of Clyno production for the 1927 Season. The material, finish and workmanship are the best obtainable and will we are confident leave the owner not only satisfied but proud of his car.

Our 1927 Programme, embracing as it does very many improvements as well as a phenomenal reduction in prices on all models, includes what is unquestionably the most remarkable Saloon value ever offered to the public.

The Clyno Engineering Company, therefore, present their 1927 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 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. 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. Single cantilever rear springs sliding on hardened steel rollers in housings on back axle casing.

I H. P. MECHANICAL SPECIFICATION

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 12in. 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—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—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.

11 H.P. EQUIPMENT

ALL 11 H.P. CLYNO MODELS ARE FULLY EQUIPPED WITH—

Lucas Electric Starter.
Smith Speedometer.
Smith Eight-day Clock.
Rigid Side Screens (detachable).
Lucas 12-volt Electric Lighting (5 lamps).
Spare Wheel and Tyre.
Chassis Grease Gun.
Tool Kit.
Slow Running Throttle Adjustment.
Rust-proof Hub Caps.
Spare Wheel Bracket and Centre.
Rubber Door Buffers.

Jack and Handle.
Wheel Brace.
Tyre Inflator.
Clyno Special Design Taper Bolt Door Locks.
Rubber Moulding Strip on Windscreen.
One-man Hood, with Storm Flap.
Two-panel Sloping Windscreen.
Container of Wakefield Oil.
Number Plates.
Petrol Gauge.
Map Pockets.

Rubber Floor Covering (Lino on Two-Seater).
Air Strangler.
Metal Covered Bonnet Board.
Ammeter and Switches.
Ignition and Mixture Controls.
Detachable Seat Squab.
Steering Column Bracket.
Tool Receptacle.
Large Foot Well.
Carburetter Filter.
Receptacle for Side Screens.

AND IN ADDITION THE 11 H.P. 2-SEATER HAS (see page 7)—

Bulb Horn. Wind Screen Wiper.

11 H.P. 4-SEATER HAS (see page 8)—

Hood Envelope and Receptacle on Instrument Board, Bulb Horn, Windscreen Wiper.

11 H.P. 4-DOOR SALOON HAS (see page 9)—

Electric Horn, Windscreen Wiper, Receptacle on Instrument Board, Winding Windows, Scuttle Ventilators, Rear Window Blind, Floor Carpets.

11 H.P. ROYAL 2-SEATER HAS (see page 10)—

Hood Envelope, Electric Horn, Driving Mirror, Smith Shock Absorbers, Spring Gaiters, Automatic Windscreen Wiper, Dash Lamp, Scuttle Ventilators, Receptacle on Instrument Board.

11 H.P. ROYAL 4-SEATER HAS (see page 11)—

Hood Envelope, Spring Gaiters, Electric Horn, Automatic Windscreen Wiper, Dash Lamp, Luggage Grid, Receptacle on Instrument Board, Smith Shock Absorbers, Driving Mirror, Scuttle Ventilators.

11 H.P. ROYAL SALOON HAS (see page 12)—

Spring Gaiters, Electric Horn, Automatic Windscreen Wiper, Dash Lamp, Luggage Grid, Receptacle on Instrument Board, Winding Windows, Driving Mirror, Smith Shock Absorbers, Scuttle Ventilators, Rear Window Blind, Floor Carpets, Rope Pulls at Rear, Ash Trays.

11 H.P.
2 SEATER



EQUIPMENT

Includes Lucas Electric Starter, Bulb Horn, Smith Speedometer, Windscreen Wiper, Smith Eight-day Clock, Lucas 12-volt Electric Lighting (5 lamps), Spare Wheel and Tyre, Petrol Gauge, Chassis Grease Gun, One-man Hood with Storm Flap, All-weather Side Screens, Tool Kit, Receptacle on Instrument Board.

(For the full equipment supplied with this Model see page 6.)

BODY DIMENSIONS

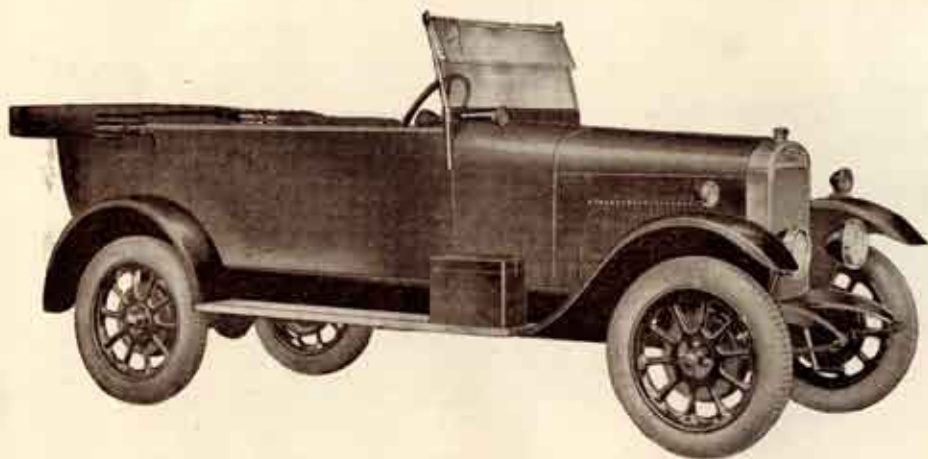
Full depth of front seat, 18in.; squab of front seat to pedals, 3ft. 7in.; overall height (hood up), 5ft. 9in.; overall length, 11ft. 11in.; overall width, 5ft. 1in.; width of doors, 21½in.; weight, 15cwts.

JUST as much care is lavished on this model as on the more expensive of the Clyno range, while on account of its sturdy construction, easy gear change, perfect steering, general accessibility, and phenomenally low fuel consumption, this car can be driven anywhere easily and in absolute comfort. Two wide doors give easy access to a large well-upholstered body of ample proportion and leg room. All weather side screens (which are rigid and detachable) and one-man hood give complete protection. A very comfortable sunk dickey seat is fully upholstered and capable of seating two adults. Coachwork in blue grey, with leather cloth upholstery to match.

Price, with F.W.B. ... £160



11 H.P.
4 SEATER



DESIGNED to meet the requirements of the family man of modest means, this model definitely maintains all those special features that have made the name "Clyno" synonymous with incontestable reliability and economical maintenance. A full four-seater, with two wide doors and adjustable front seat; completely equipped with all-weather side screens that open with the doors, and one-man hood. Coachwork in blue grey, with upholstery to match.

Price, with F.W.B. ... £172 10 0

EQUIPMENT

Includes Bulb Horn, Windscreen Wiper, Hood Envelope, Petrol Gauge, Lucas Electric Self-Starter, Smith Speedometer, Smith Eight-day Clock, Lucas 12-volt Electric Lighting (5 lamps), Chassis Grease Gun, Spare Wheel and Tyre, Tool Kit, Receptacle on Instrument Board.

(For the full equipment supplied with this Model see page 6.)

BODY DIMENSIONS

Squab of front seat to pedals, 3ft. 2in. (min.), 3ft. 5½in. (max.); internal width of body front, 3ft. 5in.; internal width of body rear, 3ft. 5in.; back of front seat to rear squab, 3ft. 1in. (min.), 3ft. 5in. (max.); overall height (hood up), 6ft. 2½in.; overall length, 13ft.; overall width, 5ft. 1in.; width of doors, front, 22in., rear, 23in.; weight, 15cwt. 2qrs. 0lbs.



11 H.P. 4 DOOR SALOON



EQUIPMENT

Includes Electric Horn, Receptacle on Instrument Board, Scuttle Ventilators, Rear Window Blind, Floor Carpet, Lucas Electric Starter, Smith Speedometer, Smith Eight-day Clock, Lucas 12-volt Electric Lighting (5 lamps), Spare Wheel and Tyre, Petrol Gauge, Chassis Grease Gun, Windscreen Wiper, Tool Kit.

(For the full equipment supplied with this Model see page 6.)

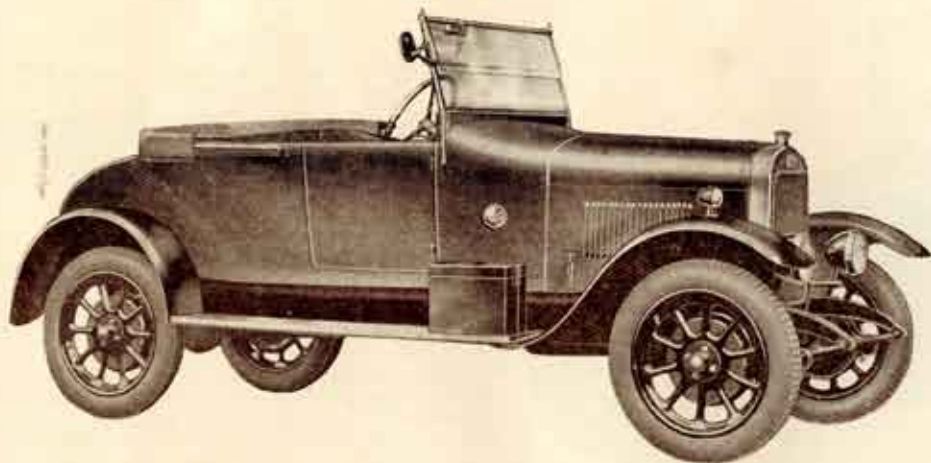
BODY DIMENSIONS

Full depth of front seat, 19½ in.; full depth of rear seat 1ft. 10½ in.; squab of front seat to pedals, 3ft. 1in. (min.), 3ft. 5½ in. (max.); internal width of body front, 3ft. 7in.; internal width of body rear, 3ft. 6in.; back of front seat to rear squab, 2ft. 10in. (min.), 3ft. 5in. (max.); overall height, 6ft.; overall length, 13ft.; overall width, 5ft. 1in.; width of doors, 25in.; weight, 18cwt.

NEITHER material nor workmanship has been sacrificed in the production of this remarkable model. The general finish is extraordinarily good; comfort is assured by reason of the ample interior dimensions and well-constructed upholstery. The performance of the car on the road fully upholds the enviable reputation already attained by Clyno Cars in all parts of the world. Four wide doors, adjustable front seat and winding windows are a few of the principal features. Coachwork in brown, with hair-lined cloth upholstery to match.

Price, with F.W.B. ... £199 10 0

11 H.P. "ROYAL" 2 SEATER



A "DE-LUXE" Two-Seater, which, in every way, upholds Clyno prestige. Economical to maintain, fully equipped, entirely comfortable, and delightful to drive. Ample accommodation is provided in front while the fully-upholstered sunk dickey-seat will accommodate two adults. Perfect all-weather side screens (rigid, detachable and opening with both doors), and one-man hood give ample protection. Coachwork in royal blue, with leather upholstery to match.

Price, with F.W.B. ... **£195**

EQUIPMENT

Includes Hood Envelope, Electric Horn, Driving Mirror, Smith Shock Absorbers, Spring Gaiters, Automatic Screen Wiper, Dash Lamp, Receptacle on Instrument Board, Scuttle Ventilators, Lucas Electric Self-Starter, Smith Speedometer, Smith Eight-day Clock, Lucas 12-volt Electric Lighting Set (5 lamps), Spare Wheel and Tyre, Tool Kit, Chassis Grease Gun, Petrol Gauge, Floor Carpets.

(For the full equipment supplied with this Model see page 6.)

BODY DIMENSIONS

Full depth of front seat, 20in.; squab of front seat to pedals, 3ft. 7in.; internal width of body front, 3ft. 10 $\frac{1}{2}$ in.; overall height (hood up), 5ft. 11in.; overall length, 11ft. 11in.; overall width, 5ft. 1in.; width of doors, 21 $\frac{1}{2}$ in.; weight, 15cwt. 2qrs. 0lbs.



11 H.P. "ROYAL" 4 SEATER



NO better Four-seater is obtainable or indeed necessary, this model being acknowledged to fulfil every requirement, especially in regard to comfortable touring at high average speeds, and with the minimum fuel consumption. Four wide doors make entrance or exit particularly easy. Latest all-weather equipment (rigid, detachable, and which opens with doors), and one-man hood give perfect protection. Front seat is adjustable, this giving the option of additional leg room in the already amply-proportioned and thoroughly comfortable British coachbuilt body. Coachwork in royal blue, with leather upholstery to match.

Price, with F.W.B. ... £199 10 0

EQUIPMENT

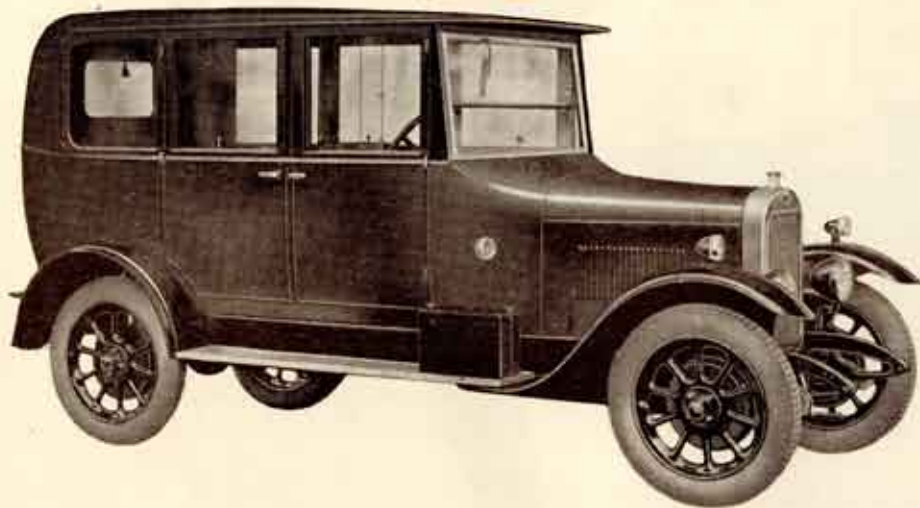
Includes Spring Gaiters, Hood Envelope, Electric Horn, Automatic Screen Wiper, Dash Lamp, Luggage Grid, Smith Shock Absorbers, Driving Mirror, Scuttle Ventilators, Petrol Gauge, Tool Kit, Chassis Grease Gun, Spare Wheel and Tyre, Lucas 12-volt (5 lamp) Lighting Set, Smith Eight-day Clock, Lucas Electric Starter, Smith Speedometer, Floor Carpets. (For the full equipment supplied with this Model see page 6.)

BODY DIMENSIONS

Full depth of front seat, 19in.; full depth of rear seat, 1ft. 10½in.; squab of front seat to pedals, 3ft. 2in. (min.), 3ft. 6in. (max.); internal width of body front, 3ft. 7in.; internal width of body rear, 3ft. 7½in.; back of front seat to rear squab, 3ft. 1¼in. (min.), 3ft. 5½in. (max.); overall height (hood up), 6ft. 2½in.; overall length, 13ft.; overall width, 5ft. 1in.; width of doors, front, 22in., rear, 23in.; weight, 16cwt. 1qr. 0lbs.



11 H.P. "ROYAL" SALOON



EQUIPMENT

Includes Spring Gaiters, Electric Horn, Automatic Screen Wiper, Dash Lamp, Luggage Grid, Receptacle on Instrument Board, Driving Mirror, Smith Shock Absorbers, Rear Window Blind, Floor Carpets, Ash Trays, Rope Pulls, Petrol Gauge, Tool Kit, Chassis Grease Gun, Spare Wheel and Tyre, Lucas 12-volt (5 lamp) Lighting Set, Smith Eight-day Clock, Smith Speedometer, Lucas Electric Self-Starter, Large Tool Box under Running Board.

(For the full equipment supplied with this Model see page 6.)

BODY DIMENSIONS

Full depth of front seat, 21in. ; full depth of rear seat, 1ft. 10½in. ; squab of front seat to pedals, 3ft. 2in. (min.), 3ft. 9in. (max.) ; internal width of body front, 3ft. 7in. ; internal width of body rear, 3ft. 8in. ; back of front seat to rear squab, 2ft. 10in. (min.), 3ft. 5in. (max.) ; overall height, 6ft. ; overall length, 13ft. ; overall width, 5ft. 1in. ; width of doors, 25in. weight, 18cwt. 2qrs. 0lbs.

UNQUESTIONABLY a most attractive Saloon, which for comfortable touring is quite equal to similar models of considerably higher price and power. The amply-proportioned coachbuilt body, of registered design, incorporating sloping windscreens, combination slam locks, domed rear panel, swept cantrail and many other refinements, looks what it undoubtedly is—a sound British production. Four wide doors ; six large windows, four of which open ; patent window winding apparatus ; ample head and leg room ; instantly adjustable front seats, mounted in metal runners. Coachwork in royal blue, with hair-lined cloth or leather cloth upholstery to match.

Price, with F.W.B. ... £230

12/28 HP MECHANICAL SPECIFICATION

ENGINE, 12/28 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 m.m., Stroke 100 m.m., 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—Lucas High Tension magneto.

CARBURETTER—Cox Atmos.

COOLING—Thermo Syphon. 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. Single cantilever rear springs sliding on hardened steel rollers in housings on back axle casing.

12/28 HP MECHANICAL SPECIFICATION

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 12in. 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—Dunlop, 28 × 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.

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

12/28 H.P. EQUIPMENT

ALL 12/28 H.P. CLYNO CARS ARE EQUIPPED WITH—

Lucas Electric Self-Starter.
Smith Speedometer.
Smith Eight-day Clock.
Rigid Side Screens (detachable).
Lucas 12-volt Electric Lighting (5 lamps).
Spare Wheel and Tyre.
Chassis Grease Gun.
Tool Kit.
Slow-running Throttle Adjustment.
Rust-proof Hub Caps.
Spare Wheel Bracket and Centre.
Rubber Door Buffers.
Jack and Handle.
Wheel Brace.

Tyre Inflator.
Smith Shock Absorbers.
Motor-driven Electric Horn.
Spring Gaiters.
Automatic Screen Wiper.
Driving Mirror.
Dash Lamp.
Scuttle Ventilators.
Rubber Moulding Strip on Windscreen.
Special Raised Centre Panel Instrument Board.
One-man Hood, with Storm Flap.
Two-panel Sloping Windscreen.
Container of Wakefield Oil.

Number Plates.
Petrol Gauge.
Map Pockets.
Floor Carpets.
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.

AND IN ADDITION THE 12/28 4-SEATER HAS (see page 17)—

Luggage Grid.

12/28 SALOON HAS (see page 18)—

Luggage Grid, Smith's Ladies' Companion, Electric Cigar Lighter and Smokers' Companion, Three Window Blinds, Parcel Net, Rope Pulls in Rear.

12/28 H.P.
2 SEATER



THE ambition of the motorist of modest means to own a really smart, completely equipped, and thoroughly reliable Two-seater, is realised by the inclusion of this model. A superb British coachbuilt body, with two wide doors and ample accommodation. The adjustable front seat, mounted on metal runners, is an extremely useful innovation. The large sunk, fully-upholstered dickey seat, with accommodation for two adults is of attractive design. Neat all-weather equipment (rigid, detachable, and opening with doors), and one-man hood, with envelope. Beautifully finished in maroon, with leather upholstery to match.

Price, with F.W.B. ... £215

EQUIPMENT

Includes Lucas Electric Self-Starter, Smith Speedometer, Smith Eight-day Clock, Lucas 12-volt Electric Lighting (5 lamps), Spare Wheel and Tyre, Chassis Grease Gun, Tool Kit, Smith Shock Absorbers, Motor Driven Electric Horn, Spring Gaiters, Automatic Screen Wiper, Driving Mirror, Dash Lamp, Scuttle Ventilators, One-man Hood with Storm Flap, Petrol Gauge, Floor Carpets, Hood Envelope.

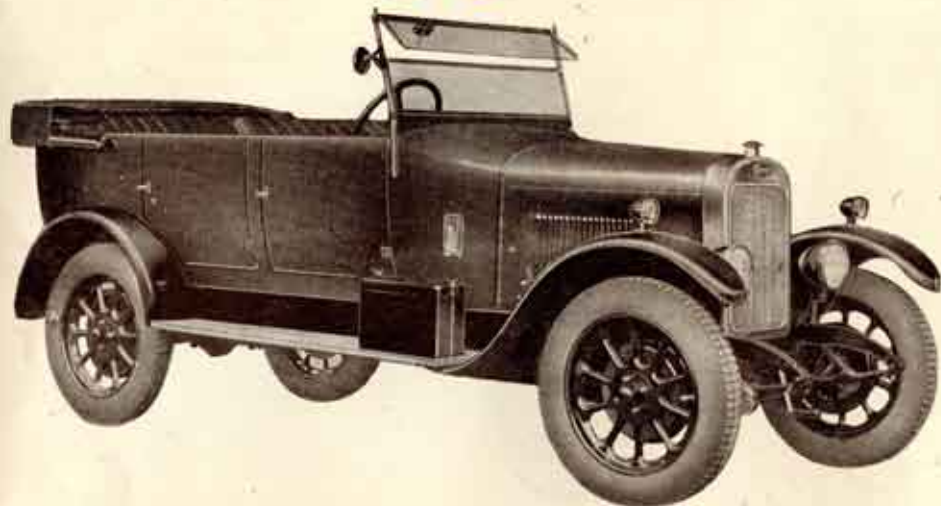
(For the full equipment supplied with this Model see page 13.)

BODY DIMENSIONS

Full depth of front seat, 20in.; squab of front seat to pedals, 3ft. 7in.; internal width of body front, 3ft. 10in.; overall height (hood up), 5ft. 11in.; overall length, 11ft. 11in.; overall width, 5ft. 1in.; width of doors, 21½in.; weight, 15cwt. 2qrs. 0lbs.



12/28 H.P. 4 SEATER



THIS perfectly equipped full Four-seater makes the purchase of a "luxury car" quite unnecessary. Distant touring with a full complement of passengers and their luggage can be undertaken in entire comfort, at speed and with economy. Complete protection is assured by the fitment of latest type one-man hood, which is complete with hood envelope, while the all-weather equipment (rigid and detachable) gives perfect vision. Four wide doors and adjustable front seat add to the comfort of a car, which, for specification, low price and performance is unequalled. Coachwork in maroon, with leather upholstery to match.

Price, with F.W.B. ... £220

EQUIPMENT

Includes Luggage Grid, Lucas Electric Self-Starter, Smith Speedometer, Smith Eight-day Clock, Lucas 12-volt Electric Lighting (5 lamps), Spare Wheel and Tyre, Chassis Grease Gun, Tool Kit, Smith Shock Absorbers, Motor-driven Electric Horn, Spring Gaiters, Automatic Screen Wiper, Driving Mirror, Dash Lamp, Scuttle Ventilators, One-man Hood, with Scorn Flap, Petrol Gauge, Floor Carpets, Hood Envelope.

(For the full equipment supplied with this Model see page 13.)

BODY DIMENSIONS

Full depth of front seat, 19in.; full depth of rear seat, 1ft. 10½in.; squab of front seat to pedals, 3ft. 2in. (min.), 3ft. 6in. (max.); internal width of body front, 3ft. 7in.; internal width of body, rear, 3ft. 7½in.; back of front seat to rear squab, 3ft. 1¼in. (min.), 3ft. 5¼in. (max.); overall height (hood up), 6ft. 2½in.; overall length, 13ft.; overall width, 5ft. 1in.; width of doors, front, 22in., rear, 23in.; weight, 16cwt. 1qr. 0lbs.



12/28 H.P. SALOON



EQUIPMENT

Includes Luggage Grid, Smith's Ladies' Companion, Electric Cigar Lighter and Smokers' Companion, Three Window Blinds, Parcel Net, Rope Pulls, Lucas Electric Self-Starter, Smith Speedometer, Smith Eight-day Clock, Lucas 12-volt Electric Lighting (5 lamps), Spare Wheel and Tyre, Chassis Grease Gun, Tool Kit, Smith Shock Absorbers, Motor Driven Electric Horn, Spring Gaiters, Automatic Screen Wiper, Driving Mirror, Dual Lamp, Scuttle Ventilators, Petrol Gauge, Floor Carpets, Large Tool Box under Running Board.

(For the full equipment supplied with this Model see page 13.)

BODY DIMENSIONS

Full depth of front seat, 21in.; full depth of rear seat, 1ft. 10 $\frac{1}{2}$ in.; squash of front seat to pedals, 3ft. 2in. (min.); 3ft. 9in. (max.); internal width of body, front, 3ft. 7in.; internal width of body, rear, 3ft. 8in.; back of front seat to rear squash, 2ft. 10in. (min.), 3ft. 5in. (max.); overall height, 6ft.; overall length, 13ft.; overall width, 5ft. 1in.; width of doors, front, 25in., rear, 25in.; weight, 18cwt. 2qrs. 0lbs.

FOR town use, as well as for comfortable touring, this model, which is of Clyno registered design, exactly meets every modern day requirement. Ample power, remarkable top gear performance, delightfully light steering, economical maintenance and charming appearance are a few of the features that make this model the best value obtainable. The completely new type coachbuilt body, incorporating sloping windscreen, domed rear panel, swept cantail, patent slam locks, is replete with specially designed upholstery and luxurious internal fittings. Four wide doors, ample head and leg room, four of the six large windows open. Patent window-winding apparatus. Instantly adjustable front seats, mounted on metal runners. Coachwork in maroon or dual brown, with leather upholstery to match.

Price, with F.W.B. ... £250

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.

