

AN AERIAL VIEW OF KINGSTON WORKS

Leyland Motors - Ltd -

Trojan - Factory
KINGSTON-ON-THAMES.

Telephone:- KINGSTON 3994-5-6-7

Head Office & Works - LEYLAND, LANCs.

Branches at Belfast, Bristol, Cardiff, Chorley, Glasgow, Kingston-on-Thames,
Leeds, Liverpool, London, Manchester.

And at Auckland, Buenos Aires, Calcutta, Capetown, Colombo, Dublin,
Lisbon, Melbourne, Montreal, Oporto, Rangoon, Rotterdam, Singapore,
Sydney, Tokio, Toronto, Vancouver, Wellington.

THE Trojan CAR



*The CAR that
sees you "through"*

The simplest Car in the World

IN the following pages will be found illustrations and full details of the Trojan Car in its various models.

Nothing we could write would ever convey fully the smooth running properties of the car, the amazing performance of its simple engine, or the silent luxurious progress on the "Wonder-springs" over the roughest surfaces; it is essential that the Trojan be seen and driven.

You are therefore cordially invited to arrange with the nearest Trojan Agent for a free demonstration run—there will be no talk of purchase, unless you wish it—the capabilities of the Trojan will be the measure of the salesman's eloquence.

Leyland Motors
Ltd
 LEYLAND - LANCs.

October 1926

THE
Trojan



SCHEDULE OF MODELS

Sales designation	Model	Price
"A"	Solid-Tyred Utility Car	£ 125
"C"	Pneumatic-Tyred Utility Car.....	£ 130
"TDS"	Solid-Tyred Three-Door Touring Car	£ 140
"TDP"	Pneumatic-Tyred Three-Door Touring Car	£ 145
"TDB"	Balloon-Tyred Three-Door Touring Car	£ 145



THE Trojan

CHASSIS



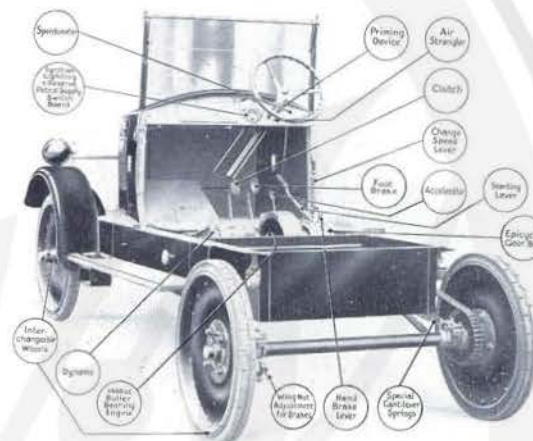
THE range of complete Trojan models is so well suited to average requirements that only in rare cases are orders for chassis received. However, the Trojan chassis can, when desired, be purchased without a body—the price is then £115 on solid, and £120 on pneumatic tyres.

The following equipment is supplied with chassis only:—

Two front mats.	Running board, L.H. and R.H.
Two seat boxes.	Lin rubber and nosings for ditto.
Kit of tools.	Top step with lin rubber.
Standard windscreen.	Valance.
Front mudguards only.	All necessary 2 B.A. screws and nuts.
Front lamps.	Front and rear cross beams.
Tail lamp wire.	Tie bar for ditto.
Pull-off spring for speed bands.	Front floor boards.
	Battery and battery box.

THE Trojan

CHASSIS (continued)



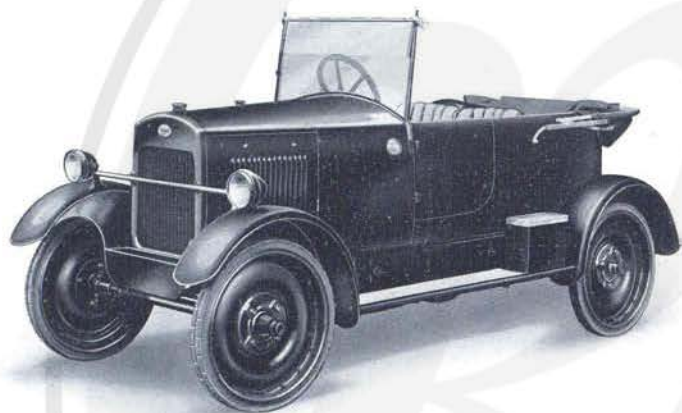
THE ingenious distribution of the components, yielding, in conjunction with the "Wonder-springs," the smooth riding qualities for which the Trojan is well known, have often puzzled those who see the car for the first time. "Where is the engine?" say they, on lifting the bonnet and finding underneath it the steering gear, petrol tank, carburetter and electric horn! The diagram at the head of this page indicates where the mechanism is situated.

Trojan

Trojan

THE
Trojan

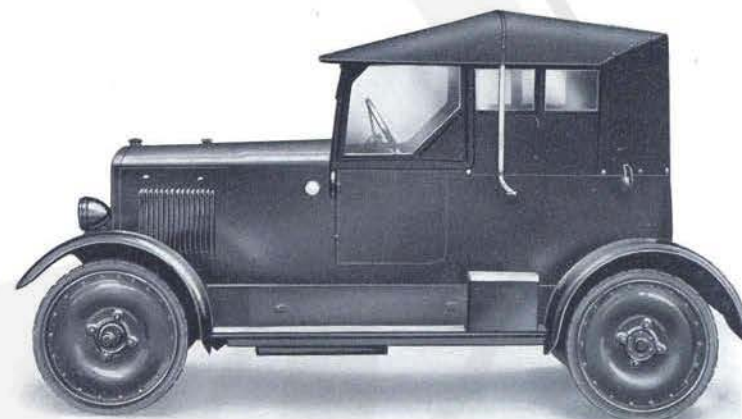
4
UTILITY
FOUR-SEATER CAR
: on solid tyres :



THE design of the Trojan Car, throughout, has succeeded in procuring for the owner a degree of mechanical certainty hitherto unattained; the simplicity of the design, and the discreet elimination of those components proved by experience to give trouble, are here found in combination with another factor of certainty, the solid tyre. With the Trojan, therefore, a mechanical breakdown becomes the merest possibility, while tyre trouble, admittedly, cannot occur.

THE
Trojan

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UTILITY
FOUR-SEATER CAR
: on solid tyres :
(continued)



THE TROJAN UTILITY MODEL ON SOLID TYRES, complete with electric lighting set and horn, speedometer, two-piece glass windscreen, rigid sidescreens, patent quick-raising hood and side curtains (a most effective all-weather equipment), mats, and generous kit of tools, painted "Trojan Blue" with black wings [with improved 1927 finish and accessories]

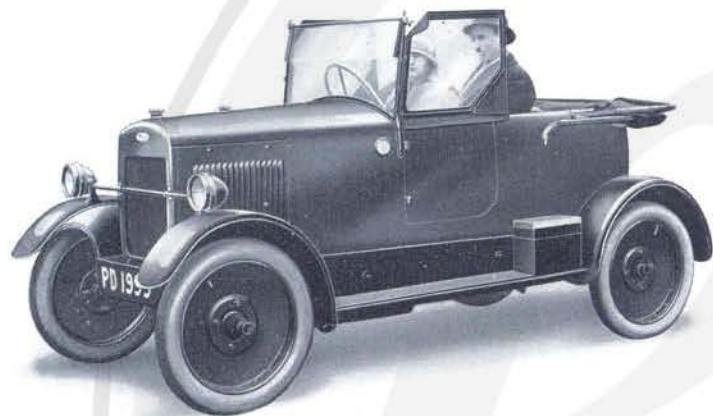
Price - £125 Complete

Trojan

Trojan

THE
Trojan

UTILITY
FOUR-SEATER CAR
on pneumatic tyres



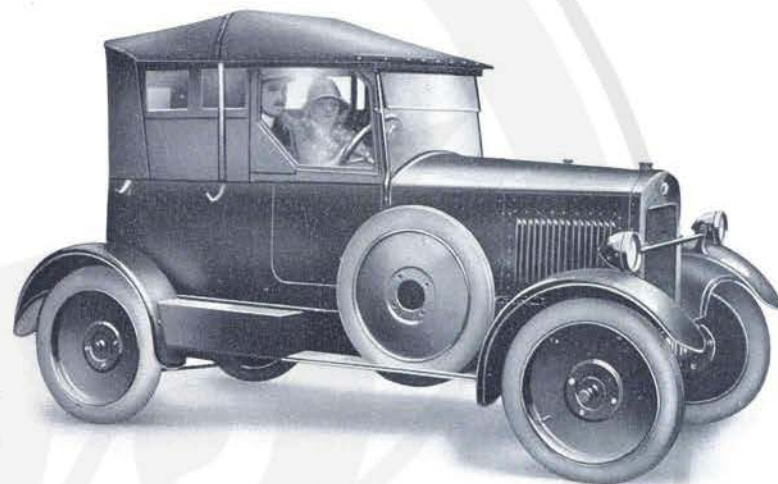
WITH its "Wonder-springs," the Trojan on solid tyres is as comfortable a form of travel as are many makes of car with pneumatic tyres; but on pneumatic tyres—the Trojan is a revelation in luxurious suspension; "pot holes" are passed as though they did not exist; so when a customer asks if he can have his Trojan on pneumatic tyres, we reply that the present high standard of the pneumatic tyre will more than justify the fitting.

The pictures on this page serve to demonstrate the roominess of this car, and its suitability as a family runabout.

THE
Trojan

UTILITY
FOUR-SEATER CAR
on pneumatic tyres

(continued)



THE PRICE OF THE TROJAN ON PNEUMATIC TYRES (size 770×190), with the same full equipment as the Utility model on solids, and with improved 1927 finish and accessories, is

£130 Complete

Trojan

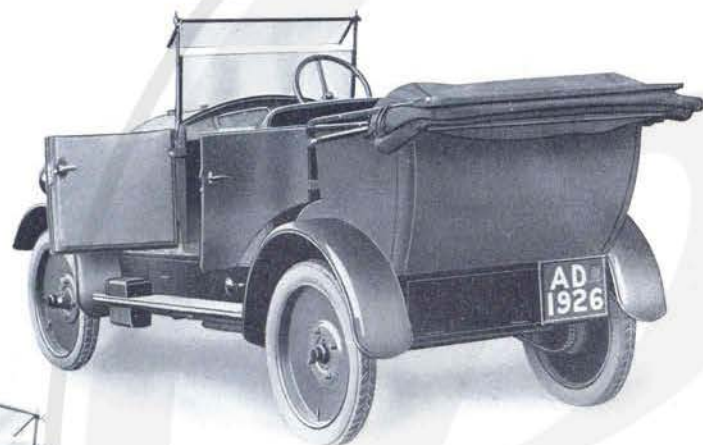
Trojan

THE
Trojan

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3-DOOR TOURING CAR

on pneumatic tyres



AT GLANCE at the illustrations of the Trojan Touring Model, on this page, will reveal a car resembling in

every outline all that is most pleasing in modern automobile body construction. Yet this model retains the Trojan Chassis with all its special features:—

Simple engine of only seven moving parts.

The Wonder-springs.

The famous gearbox with gear-change that cannot be bungled.

Hand-operated starter on the driver's right.

Improved priming device.

Improved carburetter.

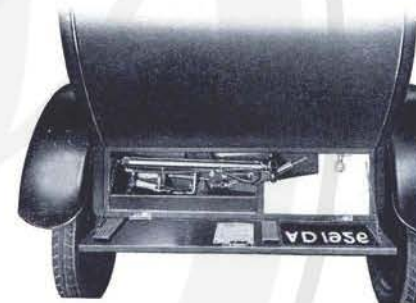
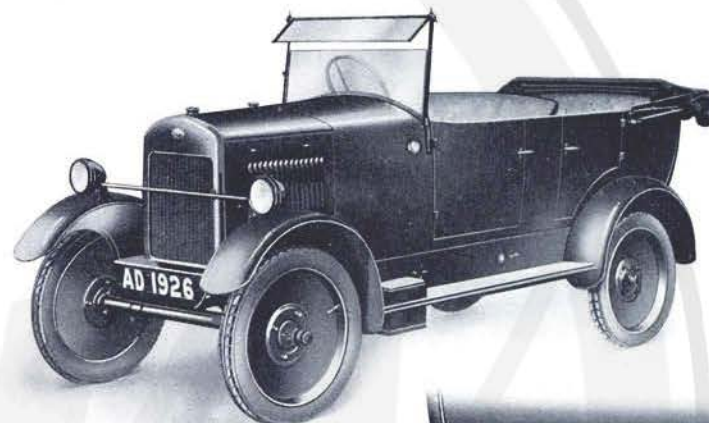
THE
Trojan

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3-DOOR TOURING CAR

on pneumatic tyres

(continued)



THE TROJAN 3-DOOR TOURING CAR, complete with electric lighting set and horn, speedometer, two-piece glass windscreen, rigid side-screen, patent quick-raising hood and side-curtains, mats, and generous kit of tools, painted with black wings [with "Trojan Blue" improved 1927 finish and accessories]

Price - £145
Complete

NOTE:—The Trojan 3-Door Touring Model can also be supplied on Solid Tyres—the price is then - £140

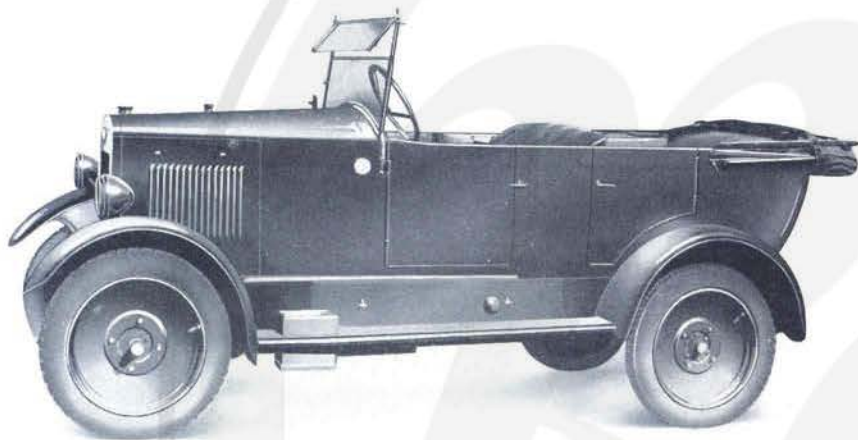
Trojan

Trojan

THE
Trojan

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3 - DOOR
TOURING CAR
on balloon tyres



THIS is a development of the Trojan Car which will make a special appeal to those who desire to combine the unique features of the car with somewhat higher speed.

By the introduction of balloon tyre equipment, a greater degree of adhesion to the road surface is obtained, and this permits of greater speed.

The increased speed is obtained by the introduction of a higher chain-gear ratio.

THE
Trojan

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3 - DOOR
TOURING CAR
on balloon tyres

(continued)



PRICE COMPLETE -- with same comprehensive equipment as the pneumatic-tyred Touring model, and improved 1927 finish and accessories

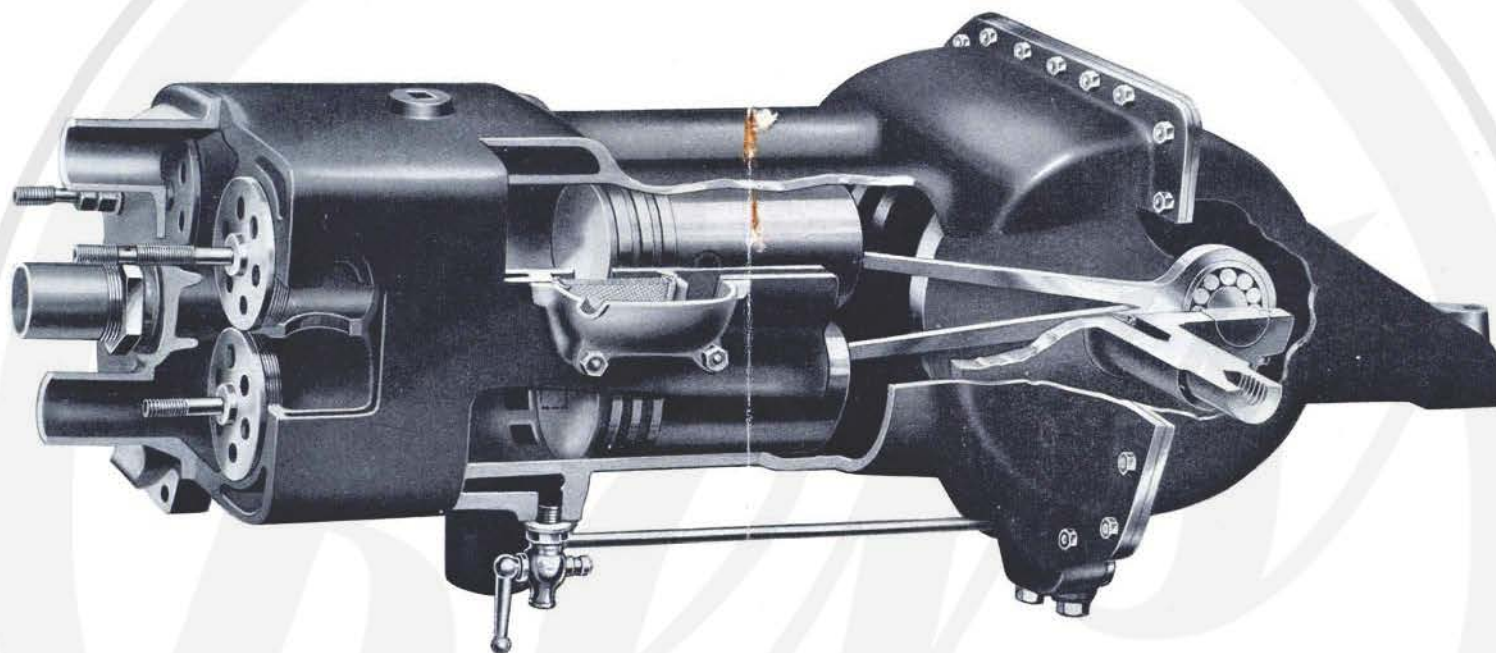
£145



Trojan

Trojan

ENGINE has only 7 moving parts



Engine. The Trojan engine, working on the two-stroke principle, is valveless; it is placed horizontally with the cylinder heads pointing forward. The four water-cooled cylinders, which are cast monobloc, are internally connected in pairs, there being only two combustion chambers. The two crank-throws are set at 180°, and a central bearing is provided, housed in a web which divides the crankcase into distinct halves, in each of which identical operations take place.

The new 1488 c.c. engine (now fitted to all models) embodies :—

1. Higher crankcase compression.
2. Carefully balanced crankshaft.
3. Improved arrangement of ports.
4. Roller-bearing big-ends.

An exceptionally high torque is obtained at low speeds, greatly facilitating driving in traffic and hill climbing. There are only seven separately moving parts, all of which can be removed as a complete unit after detaching the crankcase foot.

Brief Specification

Engine Two-stroke four-cylinder engine; the new 1488 c.c. engine embodies:—

1. Higher crankcase compression;
2. Carefully balanced crankshaft;
3. Improved arrangement of ports;
4. Roller-bearing big-ends;

water cooled; bore $2\frac{1}{2}$ ins., stroke $4\frac{5}{8}$ ins.; Treasury rating 10 h.p. (£10 tax).

Proportionate Lubrication The engine is lubricated by putting a certain quantity of oil in with the petrol, the correct proportion being assured by a simple device. The oil is pumped continuously to all the bearings without the use of valves or a separate pump.

Ignition Coil and accumulator.

Lighting Dynamo.

Gears The change-speed gear is epicyclic, two speeds forward, one reverse; operated by gate-controlled lever and clutch-pedal. Ratios: top, 4—1; bottom, 12—1; reverse, 16.8—1. With engine revolutions at 1,000 per minute, the top gear gives 20 m.p.h.

Brakes Two independent brakes are provided, one acting on the transmission and the other on the rear axle. In emergency, the epicyclic reverse gear is also available.

Suspension and Solid Tyres The ingenious combination of careful weight distribution with the use of long cantilever springs of special construction fitted both to front and rear axles, together with other novel features, makes the use of solid rubber tyres a practical and comfortable proposition.

Brief Specification *(continued)*

Front Axle and Steering The front axle is of tubular construction; the steering is on the Ackermann system, the steering column being at a comfortable angle. The reduction is of the spur and pinion pattern, enclosed and working in oil.

Rear Axle and Final Drive A single duplex chain transmits the power to a differential-less axle shaft, which drives both wheels. This shaft runs on ball-bearings and is completely enclosed.

Road Wheels and Tyres Single-disc wheels. Solid, pneumatic or balloon tyres, as fitted to the various models.

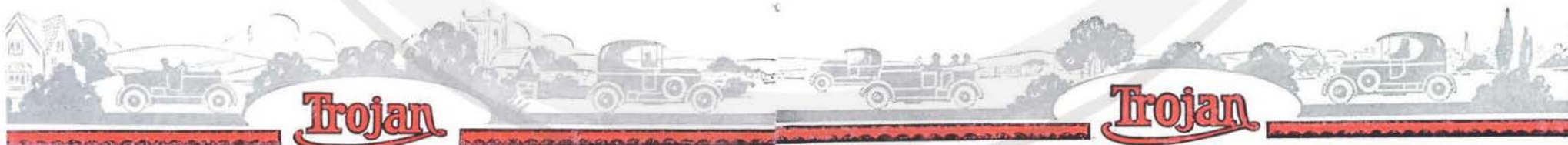
Bodywork The body seats four people. A two-piece glass wind-screen, side-screens, and a folding hood with side curtains are part of the standard equipment.

Equipment A serviceable set of tools and tool-boxes is included, also a licence holder.

Extras The following extras suitable for the car can be supplied: clock, spot-light, driving mirror, inspection lamp, screen-wiper and pedal covers.

Guarantee The complete car is guaranteed against faulty workmanship and material for a period of six months, in accordance with the Terms of Business printed on page iii.

NOTE.—The engine, lubrication system, flexible-coupling, starter, gearbox, change-speed gear control, suspension system, disc wheels, part of the ignition system, priming device, and reserve petrol provision, etc., are all protected by patents.



Sequence of Operations. In order to understand fully the working of the engine, it is better to consider only one side (i.e., one pair of cylinders and the corresponding half of the crankcase) at a time. At the moment of maximum compression, with the pair of pistons at the inner limit of their stroke (i.e., close to the cylinder head), the gas is fired in the common combustion chamber and the pistons are forced towards the crankcase, the lower one leading slightly, owing to the angularity of the connecting rods. Before reaching the limit of its travel, the head of the lower piston uncovers the exhaust port (which communicates with the lower cylinder only) and the gas flows out. The head of the upper piston then uncovers a port (the "Transfer Port") which opens a passage between the upper cylinder and the crankcase, in which a fresh charge has been compressed by the descending pistons. This gas is thus pumped into the upper cylinder and thence through the combustion chamber, driving the exhaust gases from both cylinders. As the pistons recede, three operations take place. (1) The lower piston closes the exhaust port. (2) The upper piston closes the transfer port. (3) The skirt of the upper piston uncovers the inlet port, leading from the induction pipe to the crankcase, where the receding pistons have created a partial vacuum which induces a fresh charge of explosive mixture from the carburetter.

Owing to the lead which the lower piston possesses over the upper, and owing to the small communicating passage between the two cylinders, a state of turbulence is maintained in the combustion chamber, so that when the firing point is reached, flame propagation is extremely rapid.

Chassis. Strictly speaking, the Trojan chassis does not incorporate a frame, its place being taken by a light steel pressing (known as the "punt") which provides enormous strength, in addition to constituting an effective undershield.

Ignition. See brief specification.

Lighting. See brief specification.

Lubrication. Lubrication is based on the petrol system, but in a new form which effectually removes the old-standing objection, namely, that of imperfect oil circulation. The oil is contained in the same tank as the petrol, the correct proportion—3 per cent.—being ensured by a special measuring device. After passing through the carburetter, whence it issues in the form of fine spray, the oil is carried along the induction pipe, and is admitted, with the explosive mixture, into each side of the crankcase alternately as the respective inlet ports are opened. Being heavier than the petrol mixture, the oil falls to the bottom of the crankcase. The internal circulation of the oil is effected by the states of partial vacuum and pressure alternately existent in the two halves of the crankcase. The forward travel of one pair of pistons forces the oil through a strainer and sump to the main bearing of the opposite half of the crankcase, where a partial vacuum simultaneously assists its progress into the hollow crankshaft. Centrifugal force throws the oil along the hollow webs, whence it lubricates the big-end bearings, splashes the cylinder walls, drains to the sump, and is thence fed back, in a similar manner, to the other main bearing. The principal advantage of this lubrication system over that employed in other modern automobile engines is that an ideal proportion of oil to petrol is maintained, depending, not on the speed of the engine, but on the load.



Petrol System and Carburetter. Placed under the bonnet, and shielded from the engine by a steel partition, is the petrol tank with a capacity of seven-and-a-half gallons. A patented device retains one gallon of this as a reserve, instantly available from the driver's seat, and prevents chance water or dirt or undissolved oil from reaching the carburetter. The carburetter, which is of the improved 1927 pattern, and which has been specially designed for the Trojan, is, like the petrol tank, shielded from the engine; it gives a practically constant air-petrol mixture under all conditions, without employing moving parts subject to engine suction and consequent wear. Even after dismantling, there are no parts requiring accurate adjustment. A variable jet, operated from the dash, permits the correct setting for any climatic conditions and, with the exception of the pedal accelerator, is the only engine control. A muffler, fitted to the air-intake, reduces the noise, acts as an air filter and prevents loss of petrol due to blow-back. The mixture passes down the induction pipe, through a passage surrounded by the hot water-jackets, and impinges on a hot plate which deflects it, through the inlet port, into the crankcase. Due to this arrangement, the separation of the petrol from the oil is completed.

Gears and Transmission. The power is transmitted from the engine to the gearbox through spiral springs, set radially. This provides a smooth and flexible, though positive, drive. An exceptionally easy gear-change is obtained by the use of epicyclic gears. A gate-change lever at the driver's right contracts the top, low speed, or reverse bands on to their respective drums. A clutch-pedal is, therefore, not essential, though one is fitted for convenience. The engine gives such a high torque at low speeds that hills with a gradient of 1 in 8 can be climbed with full load, in top gear which has a ratio of 4 to 1, while the emergency low gear (12 to 1) enables practically any hill to be negotiated without the slightest difficulty. The reverse gear has a ratio of 16.8 to 1. (A road speed of 20 m.p.h. represents an engine speed of 1,000 r.p.m. in top gear.) The drive is taken through a spur reduction gear, and

thence by duplex chain to the solid back axle, where the absence of a differential not only helps the car to hold the road, but renders it less liable to skid and makes passage through deep snow and over soft ground possible. The enclosed axle shaft runs on ball-bearings.

Suspension and Tyres. The chassis is designed for solid tyres. No sacrifice of comfort is entailed, owing to the exceptional design of the long cantilever springs fitted at both front and rear, in conjunction with a careful disposition of weight. Being widely spaced, and rigidly attached to the axles, they give great stability. Pneumatic tyres can be supplied.

Brakes. See brief specification.

Front Axle and Steering. See brief specification.

Bodywork. The body seats four people. A two-piece glass screen with side-screens, and a folding hood with side-curtains, are standard equipment. The back of the car affords ample capacity for luggage, and a capacious cupboard under the dash, illuminated at will, is an additional convenience. The tail-lamp is completely enclosed behind a translucent number-plate, and is visible to the driver through a tell-tale. [For description of three-door touring model, see pages 9 and 10.]

Controls. The hand-brake and change-speed levers are placed at the driver's right hand, in proximity to the starting-lever, which also retards the spark for starting. All three levers are so arranged that they do not interfere with the off-side doorway. A detachable key, which fits a socket in the dash, acts as a master switch for the ignition and electric horn, and also forms the "main" and "reserve" petrol tap. To the right of the steering wheel is the mixture regulator. There are three pedals, actuating accelerator, foot-brake and clutch. There is also a hand-operated priming device situated on the dashboard.

NOTE—For General Dimensions see page 24

THE
Trojan

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7-CWT. VAN and why it pays



ECONOMY.—It is more than economical; running expenses are revolutionised by the use of solid tyres and Wonder-springs.

Easy starting, by lever from the driver's seat, prompts him to save fuel by stopping the engine during calls. The extreme simplicity of the TROJAN engine and transmission (there are only seven moving parts in the engine) and automatic lubrication are other points that tell. The TROJAN always looks spick and span; a shower of rain will clean it, there are no plated parts.

LOAD CAPACITY 7 CWT.

LOADING SPACE .. 60 CUBIC FEET

FULL SPECIFICATION AND PRICES ON APPLICATION.

THE
Trojan

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Press Opinions

"Overseas Daily Mail."—"The popularity of the Trojan is confined to neither class nor profession."

"The Sketch."—"Has now firmly established itself as an economy machine."

"Motor World."—"Nothing to go wrong."

"The Daily News."—"No car easier to drive."

"Country Life."—"The utility car par excellence."

"The Press (New Zealand)."—"It is the simplest car to drive and the most 'foolproof' to handle."

"Irish Motor Trader."—"Ideal for country use . . . no idea it was so good."

"Daily Telegraph."—"That wonderful production."

"West Africa."—"The hardy and agile Trojan."

"The Autocar."—"Like no other vehicle . . . sure and certain climber."

"Motor World."—"The peak of economical transport for the family man."

"The Natal Witness."—"Well fitted to perform any service."

"The Municipal Journal."—"Everything mechanical is reduced to a remarkable degree of simplicity."

"Irish Times."—"The utility car' is an apt description."

"Road Construction."—"Its perfection of running, its simplicity of driving, and its many advantages."

"Evening Standard."—"Amazingly comfortable."

"The Queen."—"The truly wondrous little Trojan."

"The Lancet."—"Suitable for very rough hilly country."

"Bristol Times."—"The car that will stick at nothing."

"Motor Cycling."—"Selling like hot cakes."

"Car and Golf."—"It is not only in its initial cost that the Trojan 4-seater represents economy."

"Tatler."—"Maintenance of perfect running order is practically automatic."

"The Scotsman."—"Sources of potential trouble are reduced to a minimum."

"The Times."—"Essentially a utility car."

"Egyptian Gazette."—"A proved success."

"The Indian Cycle."—"So sprung as to make all roads smooth."

"The Guardian."—"Ideal for country users."

"The Motor."—"The workmanlike Trojan chassis and car."

"Financial Times."—"Maintenance is negligible."

"India and Eastern Motors."—"Nothing less than amazing."

"Yorkshire Observer."—"A cheap, utility, no-trouble car."

"Daily Chronicle."—"Has proved its worth."

"Financial Times."—"Maintenance is negligible."

"Motor in Australia."—"The Trojan is a masterpiece of engineering and a credit to the makers, Leyland Motors Ltd., of England."

"Lancet."—"Wonderful springs and exceptionally simple controls. Very economical running."

Trojan

Trojan

From :

- F.H.C.**—Southsea :—" We call the car Felix, because it keeps on walking."
- C.G.I.**—Oxford :—" It has done 17,000 miles without the engine being cleaned."
- L.W.**—Liverpool :—" The Trojan is the best light car on the market for simplicity, efficiency, reliability and economy."
- W.F.S.C.**—Hants. :—" As a hill climber she is the best I've ever seen."
- F.P. (M.I.M.E.)**—Manchester :—" I am merely writing to you as an old motorist—and an engineer—to express my admiration of the wonderful springing of your Trojan."
- A.L.B.** :—" The Trojan is a sound proposition."
- C.N.**—Wellington :—" I taught myself to drive the Trojan from the Instruction Book."
- C.H.D. (D.S.O.)**—Srinagar, India :—" Altogether the car is proving itself a most wonderful proposition for reliability, economy and cheap initial cost."
- J.D.M.**—Zomba :—" The general simplicity of all controls and adjustments is, in my opinion, a great asset . . . the climbing powers of the car are extraordinarily good."
- B.G.**—London :—" I cannot express the great admiration I feel for my very fortunate investment."
- J.M.L.**—Huntingdon :—" Everyone who rides in her remarks on her smooth running over rough roads."
- H.F.C.**—Tintagel :—" We think the Trojan is a marvel."
- J.S.**—Surrey :—" I am convinced the Trojan does all you claim for it and probably a little more. One can safely say that your claims are quite modest."
- F.B.**—Barnstaple :—" It has proved a perfect wonder."
- M.E.W.**—Elland, Yorkshire :—" The simplicity of the Trojan makes driving a pleasure instead of work."

- L.H.**—Brighton :—" Your wonderful little Trojan car . . . Your own claims are modest."
- J.C.**—Grantham :—" I can state with absolute conviction that judged either from a standpoint of value for money or reliability, the Trojan leads and others follow. . . . such a phenomenal vehicle at such a low price."
- W.L.**—Brighton :—" It must be a freak hill to compel the average driver to use the low gear . . . one is bound to get home . . . the riding of the car is 50 per cent. better than that of other light cars."
- C.E.F. (M.D.)**—London :—" Most manageable and restful in the thickest traffic. . . the solid tyres are absolutely comfortable."
- R.T.**—Beaconsfield, Bucks. :—" We would not have pneumatics put on even if you offered to make the change for nothing . . . you will smile at our enthusiasm . . . everything you claim it to be."
- C.M.S.**—Faversham, Kent :—" Most useful for taking dogs and keepers to shoots."
- R.L.B.**—Hungerford :—" I was able to take it out for a run without a single lesson."
- N.H.**—London :—" Makes one wonder what will ultimately be the fate of cars with ordinary engines and puffed-up tyres."
- W.H.M.**—Surrey :—" An absolutely trouble-proof car . . . the most ideal commercial travellers' car made so far."
- W.J.E.**—Daventry :—" Far exceeds my most sanguine expectations."
- W.E.**—East Grinstead, Sussex :—" The solid tyres are no detriment at all."
- P.R.W.**—London :—" I did not change speeds once . . . and took the car up every conceivable kind of road and track . . . impassable even to a Ford . . . epoch-making . . . has already owned 23 different kinds of cars."
- L.M.**—Grantham :—" Simply marvellous. This hill has never before been climbed on top gear by any car."
- R.T.**—Beaconsfield :—" The Trojan which had made motoring possible for me and my family . . . 'caravanning' with the Trojan . . . it is a fine little worker."
- L.P.**—Gt. Ponton :—" Climbed big hills on top."



General Dimensions

Model	Wheel Base	Track	Ground Clearance	Height of Wind-screen	Height to Top of Hood	Overall Width	Overall Length		Front Axle Weight	Rear Axle Weight	Total Weight
							Hood Up	Hood Down			
A ..	FT. INS. 4 0	FT. INS. 8 0	FT. INS. 0 9	FT. INS. 5 8	FT. INS. 6 5	FT. INS. 5 11	11 0	11 0	C. Q. L. 6 1 7	C. Q. L. 7 0 21	C. Q. L. 13 2 0
C ..	4 1	8 0	0 9	5 8	6 5	5 11	11 0	11 0	6 1 14	7 1 7	13 2 21
T.D.S. ..	4 0	8 0	0 9	5 8	6 3	5 11	12 1	11 3	6 0 21	8 0 21	14 1 14
T.D.P. ..	4 1	8 0	0 9	5 8	6 3	5 11	12 1	11 3	6 1 7	8 1 0	14 2 7
T.D.B. ..	4 2	8 0	0 9	5 8	6 3	5 11	12 1	11 3	6 0 14	8 0 21	14 1 7
V.S. ..	4 0	8 0	0 9	5 8	6 9	5 11	—	11 1	6 1 14	8 0 21	14 2 7
V.P. ..	4 1	8 0	0 9	5 8	6 9	5 11	—	11 1	6 1 21	8 1 7	14 3 0
Solid Chassis	4 0	8 0	0 9	5 8	—	5 11	—	—	5 3 7	6 0 7	11 3 14
Pneumatic Chassis	4 1	8 0	0 9	5 8	—	5 11	—	—	6 0 0	6 0 7	12 0 7

N.B.—Weights without water and petrol but with full equipment.

	Gross Weight	Nett Weight	Case Size
One Trojan Chassis	.. 13 cwt.	.. 12 cwt.	9 ft. 0 ins. X 4 ft. 10 ins. X 3 ft. 10 ins.
Two Trojan Chassis in one case	.. 32 cwt.	.. 24 cwt.	8 ft. 11 ins. X 5 ft. 5 ins. X 5 ft. 0 ins.

TERMS OF BUSINESS & GUARANTEE

(TROJAN UTILITY CAR)

1.—GENERAL. The following are the conditions which apply to all orders given to and accepted by Leyland Motors Limited for Trojan Vehicles, spare parts, and/or other articles relative to such vehicles.

2.—PRICES. Quoted prices are based on the Company's current published lists, which are subject to alteration without notice. They are for delivery at Kingston Works, Surrey. The terms of payment are cash before delivery.

3.—ILLUSTRATIONS AND DESCRIPTIONS. Photographs, illustrations, descriptions, advertisements, lists, and similar matter generally represent the articles referred to therein, but do not necessarily represent in detail goods which are the subject of a quotation or tender, and shall not form part of any contract entered into by the Company.

4.—IMPROVEMENTS AND ALTERATIONS. The Company reserves the right to carry out alterations and improvements in design or methods of manufacture from time to time without further notification. No such alterations shall affect any contract.

5.—TIME FOR DELIVERY.—The Company makes every endeavour to execute each order within the time estimated for delivery, but it is a condition of the contract that no liability shall attach to the Company for delay in delivery, nor for any contingent or consequential loss or damage arising from such delay.

6.—LIABILITY. The Company accepts no responsibility for any damage or loss, either direct or indirect, that may arise after the customer has been notified that the vehicle or other articles are ready for delivery.

7.—VEHICLES DRIVEN BY COMPANY'S STAFF. Vehicles not the property of the Company are only driven by the Company's staff at the owner's risk and responsibility.

8.—GUARANTEE. All vehicles and chassis are subject only to the following express warranty, which is available to the original buyer, and if he is not the first registered user is also available to such first registered user. Such warranty shall exclude all conditions and warranties whatsoever, whether statutory or otherwise, which might exist but for this provision.

In the event of any defect being disclosed in any vehicle or part of a vehicle (except tyres, coachwork, electric fittings and accessories and proprietary and other articles not of the Company's manufacture, and except also defects caused directly or indirectly by racing, wear and tear, dirt, misuse or neglect) the Company undertakes on return of the defective part to its works within six months after the date mentioned below to repair the defective part or supply a new one in place thereof free of charge at works in those cases where on examination by the Company any fault be found due to defective material or workmanship.

This warranty runs from date of invoice, but in the event of any identification plates, numbers or marks being altered or removed the Company's liability thereunder ceases forthwith.

9.—CLAIMS. No claim regarding errors in despatch or invoicing will be recognised unless received by the Company within 14 days after receipt by the purchaser of the Company's advice note.

10.—OBSOLETE VEHICLES. In the event of the Company ceasing to manufacture vehicles of the type ordered by the buyer, the Company may, whether the time for delivery has arrived or not, terminate the contract without any liability to the buyer except the return of any deposit which may have been paid.

11.—EXHIBITIONS. Vehicles, chassis and other goods are sold by the Company only on the express condition that, without the prior consent of the Company in writing, they are not to be exhibited or allowed to be exhibited at any exhibition other than an exhibition held by the Society of Motor Manufacturers and Traders Limited or approved by that Society for exhibition of motor goods by its members. In any case of breach of this stipulation, the original buyer will forthwith pay to the Company as liquidated and ascertained damages the sum of £250 in respect of each breach. Any sum due in respect of any such damage may be assigned by the Company to anyone.

12.—EXPORT. Trojan vehicles or chassis are sold by the Company only on the express condition that they are not to be exported without the consent of the Company in writing. In any case of breach of this stipulation, the original buyer will forthwith pay to the Company as liquidated and ascertained damages the sum of £100.

13.—DEFAULT OF PURCHASER. If before a vehicle or goods have been paid for in full the buyer—

- makes default in any payment due from him to the Company, whether in respect of such vehicle or goods or not;
- becomes subject to the bankruptcy laws;
- makes any composition or arrangement with or assignment for the benefit of creditors; or
- being a company, enters into liquidation or has a receiver appointed;

the Company may cancel the contract for purchase and shall not be liable to refund or give credit for any deposit which may have been paid.

14.—ARBITRATION. If any dispute or difference shall arise as to the meaning or effect of these terms or the rights of the Company or a purchaser hereunder, it shall be referred to an arbitrator to be nominated by the Chairman of the Society of Motor Manufacturers and Traders Limited, and this shall be deemed to be a reference to arbitration under the Arbitration Act, 1889.

All purchasers of motor vehicles or goods from the Company shall be deemed to have so purchased with knowledge of the above conditions. October, 1926.

LEYLAND MOTORS, Ltd., Trojan Factory, Kingston-on-Thames

Telephone: Kingston 3994-5-6-7

