


Argyll Cars



The
Argyll
Car



THE ARGYLL MOTOR COMPANY, LIMITED, BRIDGETON, GLASGOW

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On Pride

WE are proud of what we have produced in the past—very proud indeed—so much so, that there may be people, we fear, who think we make too much of what has gone before.

To those, we would appeal for forgiveness, on the grounds that we always remember and are applying the lessons of our experience in an effort to eclipse the achievements which have “Stood the test of time.”



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July, 1926



The
Argyll
"12"




Front view of standard **Argyll**
"12" Four-Seater Tourer with
front wheel brakes fitted



FOREWORD

IN design and construction the "Argyll" is a masterpiece of British skill. Ceaseless research and exhaustive experiment have been expended upon its development. Maximum simplicity in design is an outstanding feature. It is a car of phenomenally low running and upkeep cost. Every part in its construction has been perfected by years of experience and the whole is of an excellence for which "Argylls" are world famous. We are certain that there is no better value on the market in its respective class.

After perusing this catalogue we wish you to try the car as only in this way can you truly estimate its superiority over others. We shall gladly make any arrangements you may desire for a trial run.

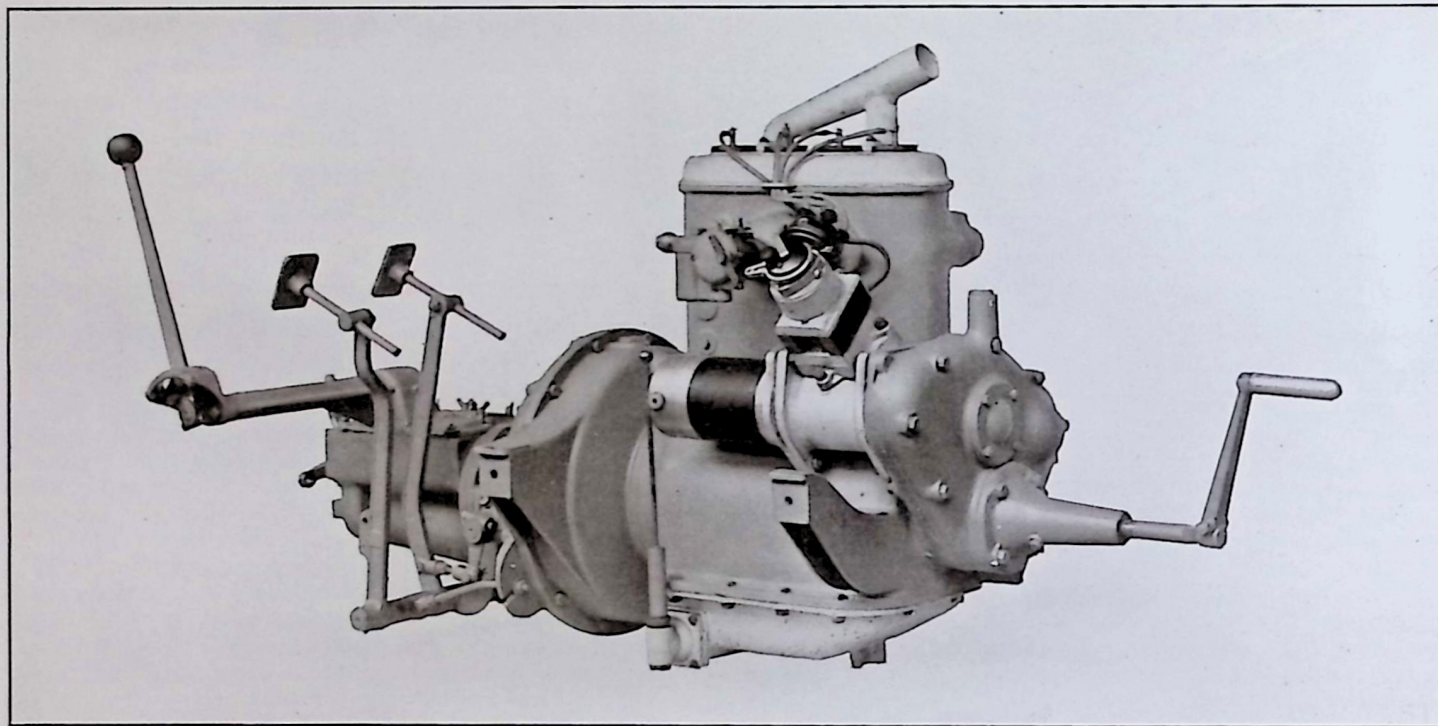
The outstanding feature of the "Argyll" since the year 1911 has been the Single Sleeve Valve Engine (built under Burt M'Collum Patents), and the 1926 models still retain this unique power unit. The experience gained during those years has demonstrated the all-round superiority of the single sleeve valve engine over the poppet valve engine. Never did manufacturers place a car on the market with more confidence than did the Argyll Company when they put the first post-war "Twelve" on the road some three and a-half years ago. That this confidence was justified is shown by the fact that since that time no important changes have taken place in the power unit.

Improvements have been made in body work and equipment from time to time, but otherwise the car remains substantially the same as last year. The consistently good reports from owners and agents as to comfortable, reliable and economical running determined the "Argyll" policy of "no change" as far as the standard "Twelve" was concerned.

This year, however, sees the introduction of a 12/40 Fast Touring Chassis. In this we have an engine specially designed to give greater revs. and acceleration. Front wheel brakes are fitted as an intergal part of the equipment, and the front springs and their attachments have accordingly been redesigned to take the additional braking stresses.



The Argyll Single Sleeve Valve Engine



Introducing the Engine

THE ARGYLL SINGLE SLEEVE VALVE ENGINE (built under Burt-M'Collum Patents) is an engine which appeals particularly to the motorist to whom satisfaction is measured only in terms of long unbroken service.

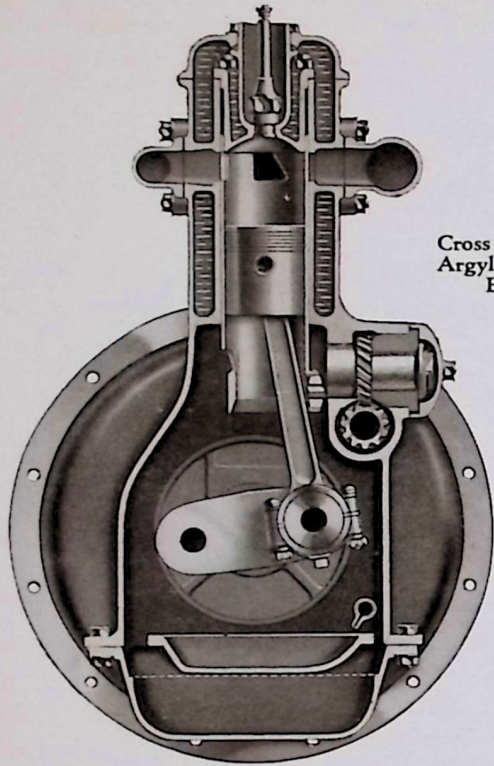
Every motor owner desires to possess an engine which will constantly give maximum power, which will not call for valve adjustment or grinding, and which maintains its compression and is not affected by carbon ; and engine which lubricates itself perfectly, and is silent and efficient during its entire life.

There could scarcely be a more simple device than the smoothly moving, single sleeve valve, performing effectively the dual functions of admitting the explosive mixture and providing exits for the burnt gases.

All the worry and work incidental to valve grinding—tappet adjustments—and provision against leaking valve guides have been eliminated : the only attention necessary being decarbonisation about every 30,000 (thirty thousand) miles, and occasional cleaning out of the oil filters.

These briefly are the outstanding features of the ARGYLL SINGLE SLEEVE VALVE ENGINE, and years of service with previous models upon the same principle have proved beyond doubt that the claims we make are fully justified.





Cross Section of
Argyll 12 h.p.
Engine

View of Valve Shaft
with Sleeve and Cross
Shaft of 12 h.p.
Argyll Engine



CYLINDER PORT

SLEEVE PORTS

PORT OPENING

COMPRESSION
RINGS
EXHAUST
PORTS
PATH OF PORTS



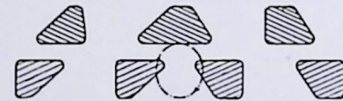
INLET ABOUT TO OPEN.



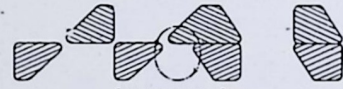
INLET FULLY OPEN.



INLET CLOSED.



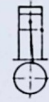
FIRING POINT.



EXHAUST ABOUT TO OPEN



EXHAUST FULLY OPEN



RELATIVE POSITION
OF ENGINE PISTON

DIAGRAM OF SINGLE SLEEVE VALVE PORTS.



How the Argyll Single Sleeve Valve operates

THE Single Sleeve Valve is cylindrical in form, having a number of specially shaped ports at the top and a single universal driving connection at the bottom.

Each sleeve is actuated by a short cross shaft consisting of a disc with an eccentric pin on the end engaging in this universal joint at the bottom of the sleeve. These discs are driven by means of skew gears from the valve shaft—the equivalent of the camshaft on a Poppet Engine.

It will be seen that when these discs are rotated by the valve shaft the eccentric pins thereon impart to the sleeves a combined vertical and horizontal travel, the universal joints allowing the sleeves freedom to partially rotate on their axis.

The resultant path of each sleeve is, in fact, elliptical, that is to say, if a pencil point could be passed through the cylinder wall and held against a sleeve it would mark thereon an ellipse.

The cross-shafts run at half engine speed. The ports in the cylinders are therefore only uncovered by corresponding ports in the sleeves once in a complete revolution of the valve shaft, or two revolutions of the crank shaft.

The sleeve, it will be seen, IS POSITIVE IN ACTION and ALWAYS IN DEFINITE ADJUSTMENT, and does not depend on spring action. On this perfectly simple idea is based the success of the Argyll Single Sleeve Valve Engine.

The action of the sleeve valve will be best understood by referring to the diagram which illustrates the relative positions of the cylinder ports and the sleeve ports at six points in the cycle of operations.

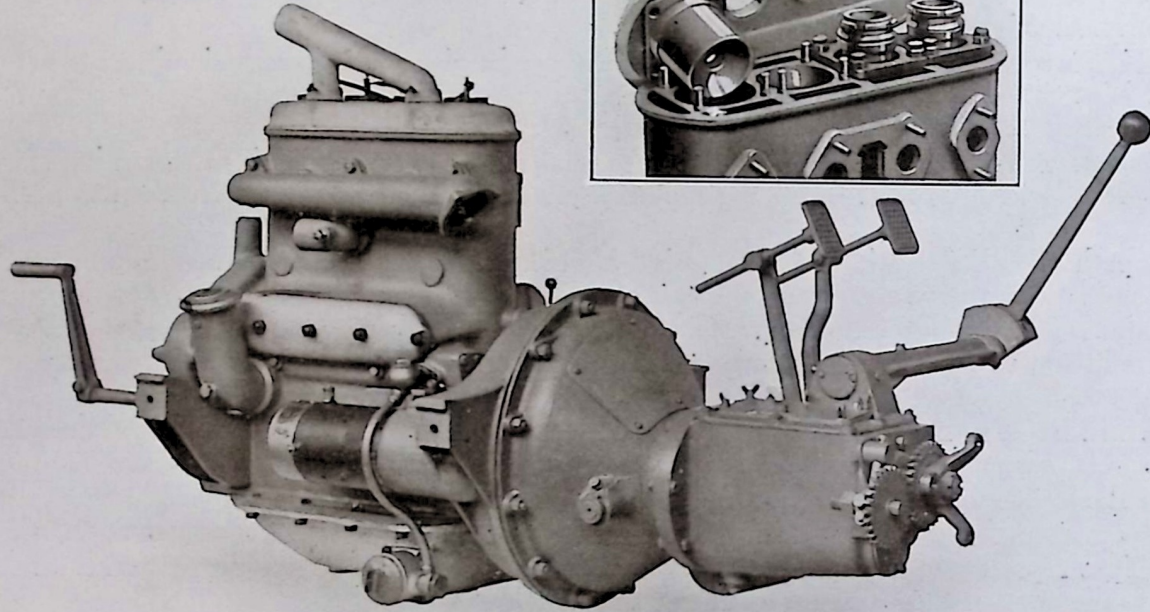
The dotted ellipse represents the path followed by a point on the surface of the sleeve, and the relative position of the piston to the ports is shown in the small side diagrams.

There are two inlet and two exhaust ports per cylinder. The sleeve carries three ports, one of which is a large double-purpose port, one half being used as an inlet and the other half as an exhaust.



Argyll Single Sleeve Valve Engine

View showing simplicity of dismantling cylinder heads



The Advantages of the Argyll Single Sleeve Valve Engine

as compared with Poppet Valve Engines

COMPARISON of the number of necessary valve parts in the Argyll Engine with those required for the ordinary Poppet type affords striking proof of the advance achieved in design, and consideration of the nature of these parts shows how silence, efficiency and maintenance of tune have been attained.

The simplicity of the Argyll Engine is at once apparent from the drawings, and probably the most obvious advantages which it possesses over the Poppet Valve type lie in the mechanical silence and reliability of the valve mechanism.

The whole of the valve operating mechanism is enclosed and runs in oil, therefore wear is infinitesimal. Although the sleeve is larger and heavier than the Poppet Valves which it replaces, less power is absorbed in its operation than is required to raise Poppet Valves against their springs, and, in the case of the Poppet Exhaust Valve, against the compression of the exploded gases in the cylinder.

The continuous oscillating motion of the sleeves in a closed path is a low speed harmonious movement and has the advantage not only of lessening the frictional resistance, and in consequence wear, but also distributes the lubricant evenly over all the surfaces which are in contact.

The pistons on the compression and firing strokes are also travelling in the *same* direction as the sleeves, this again reducing the friction, and consequently the wear.

These facts explain why it is never necessary to renew or regrind the cylinders of an Argyll Engine



The Advantages of the Argyll Single Sleeve Valve Engine—Continued

During the compression and firing strokes the sleeve ports pass up into an annular space between the cylinder wall and the head and are sealed. There are no valve caps and no joints depending on the life of gaskets or washers for their tightness.

The sleeve ports can be made to open and close much more rapidly than Poppet Valves, while the arrangement of the ports is such that a particularly high degree of gas turbulence, so essential for complete and rapid combustion of the mixture, is obtained and similarly more complete scavenging is obtained on the exhaust stroke.

Carbon does not accumulate on the Argyll Engine as quickly as on an ordinary Poppet Engine, as it obviously will not readily collect on the polished symmetrical combustion heads. Any carbon deposited on the large wearing surfaces of the sleeve tends to work its way into the annular space between the cylinder and head, and helps to maintain the " seal " for the sleeve ports during the compression and firing strokes by automatically " taking up " any slight wear.

Thus it is that power is maintained over very long periods in the Argyll Engine, and it is so seldom found necessary to decarbonise. That an accumulation of carbon does not impair the efficiency of the Argyll Engine has been proved by years of service, and explains the remark often made, that it actually " improves with use "

When decarbonising, which is recommended at approximately 30,000 miles, the cylinder heads are very easily detached without disturbing the valve mechanism, and there are no difficult joints to make (see inset page 10).



Efficiency and Economy

EFFICIENCY and fuel economy in an engine begin with the proper conversion of the fuel into power. All the necessary elements which internal combustion engine designers are constantly striving after are found to be inherent features of the "Argyll" Single Sleeve Valve Engine, viz. :—Perfect combustion head shape ; ideal spark plug position ; positively controlled quick opening and closing of the valve ports ; large port areas ; absence of valve pockets or local hot spots ; unrestricted inlet and outlet passages for the gasses ; gas turbulence ; natural lubricating movement of working parts ; small heat loss to cylinder walls.

All these are to be found in the Argyll Engine. These features in combination account for the high volumetric efficiency obtained



Specification of Standard 12 h.p. Engine.

Bore, 68 mm.

Stroke, 103 mm.

Capacity, 1496 c.c.

R.A.C. Rating 11.4 h.p.

Compression ratio 5 to 1.

36 B.H.P. at 3000 r.p.m.

Cylinders	.. ..	Cast-iron, machine moulded. Monobloc with exceptionally large water spaces.
Crankcase	.. ..	Cast integral with cylinders forming an extra rigid casting.
Cylinder Heads	.. ..	Made of close grained cast-iron. Easily detachable.
Crankshaft	.. ..	Nickel chrome steel of heavy proportion (2 ins. diameter) with solid counter balance weights statically and dynamically true.
Connecting Rods	.. ..	Nickel steel, light and accurately balanced for weight. Big ends direct lined with white metal; small ends anti-attribution bronze bushed.
Pistons..	.. ..	Very light cast-iron. Two rings also scraper ring. Full floating gudgeon pin, spring ring retained.
Sleeve Valves..	.. ..	Cast-iron, cast in rotating mould.
Timing Gears..	.. ..	Helical cut teeth, steel meshing with Bakelite idler.
Cooling	.. ..	Thermo-syphon water circulation.
Fan	.. ..	Only fitted for tropical countries.
Magneto	.. ..	" M-L " in exceptionally accessible position.
Carburettor	.. ..	" Solex."
Flywheel	.. ..	Steel stamping machined all over and balanced dynamically. Starter gear teeth cut direct on periphery.
Lubrication	.. ..	Rotary double-plunger positively driven pump supplies main bearings, valveshaft tunnel and troughs for big ends. A large filter is fitted in an accessible position.

Chassis Price

£295



Specification of 12/40 h.p. Engine

Bore 71 mm.

Stroke 103 mm.

Capacity 1630 c.c.

R.A.C. Rating 12.5 h.p.

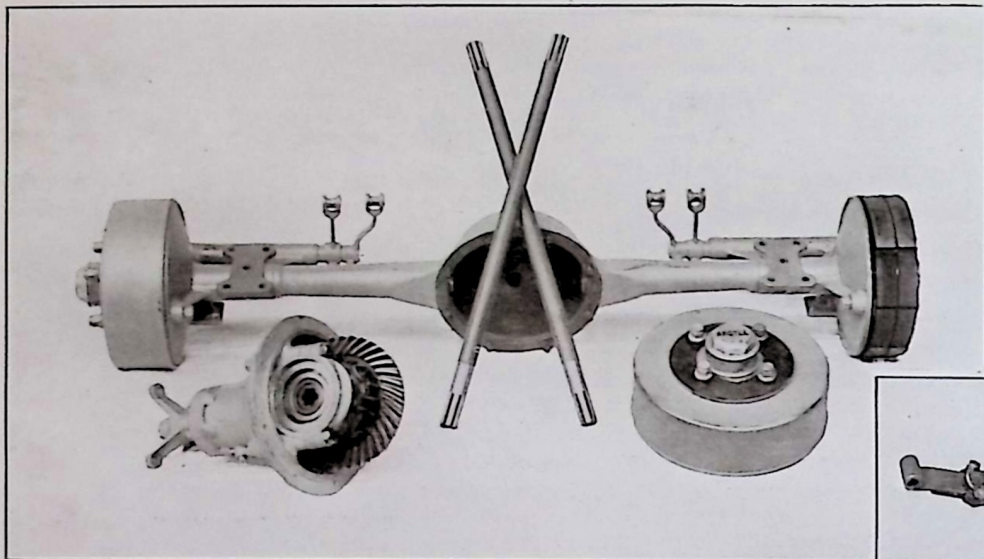
Compression ratio 5.5 to 1.

42 B.H.P. at 3200 r.p.m.

Cylinders	.. ..	Cast-iron, machine moulded. Monobloc with exceptionally large water spaces.
Crankcase	.. ..	Cast integral with cylinders forming an extra rigid unit.
Cylinder Heads	.. ..	Made of close grained cast-iron. Easily detachable.
Crankshaft	.. ..	Nickel chrome steel of heavy proportions (2 ins. diameter) with solid counter weights statically and dynamically true.
Connecting Rods	.. ..	Nickel steel, light and accurately balanced for weight. Big ends direct lined with white metal; small ends anti-attrition bronze bushed.
Pistons..	.. ..	Aluminium Alloy and of unique design. Two rings also scraper ring. Fixed gudgeon pin, spring ring locked.
Sleeve Valves..	.. ..	Steel of special alloy giving great strength and lightness.
Timing Gears..	.. ..	Helical cut teeth, steel meshing with Bakelite idler.
Cooling	.. ..	Thermo-syphon water circulation.
Fan	.. ..	Only fitted for tropical countries.
Magneto	.. ..	" M-L " in exceptionally accessible position.
Carburettor	.. ..	" Solex."
Flywheel	.. ..	Steel stamping machined all over and balanced dynamically. Starter gear teeth cut direct on periphery.
Lubrication	.. ..	Rotary double-plunger positively driven pump supplies main bearings, valvshaft tunnel and troughs for big ends. A large filter is fitted in an accessible position.

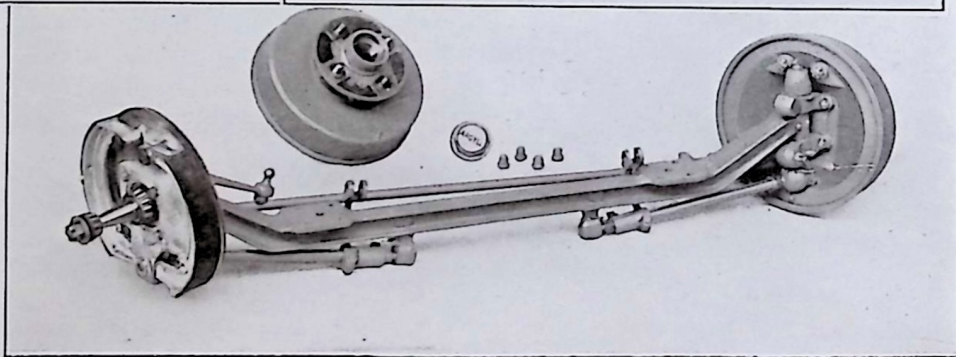
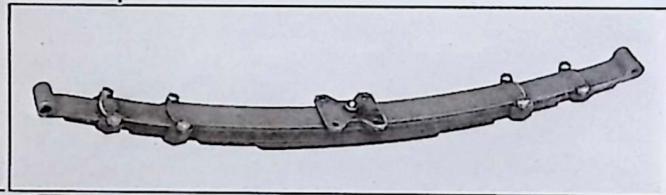
Chassis Price
£315





ABOVE—Rear Axle assemble showing differential and indicating ease of dismantling, also large area of braking surfaces and substantial dimensions of axle shafts

BELOW—Front Axle assemble which also shows large braking surfaces together with brake operating gear. INSET—Patent shock absorbing spring showing rebound top leaves and clips



Specification of Chassis

CLUTCH Single steel disc, very light. "Ferodo" friction surfaces fixed to flywheel and pressure plate. In action it is sweet and free from any fierceness. Clutch actuating levers are mounted on the central unit, thus ensuring proper alignment of all parts. The clutch is of a dry type demanding no lubrication.

GEAR BOX Orthodox sliding-pinion gear box. Four speeds and reverse. Right-hand control. Shafts are both short and stiff, and are mounted on ball bearings.

Gear ratios :—1st, 4.01 to 1 ; 2nd, 2.60 to 1 ; 3rd, 1.71 to 1 ; 4th, Direct ; Reverse, 5.15 to 1. Gear drive for speedometer at rear of gear box.

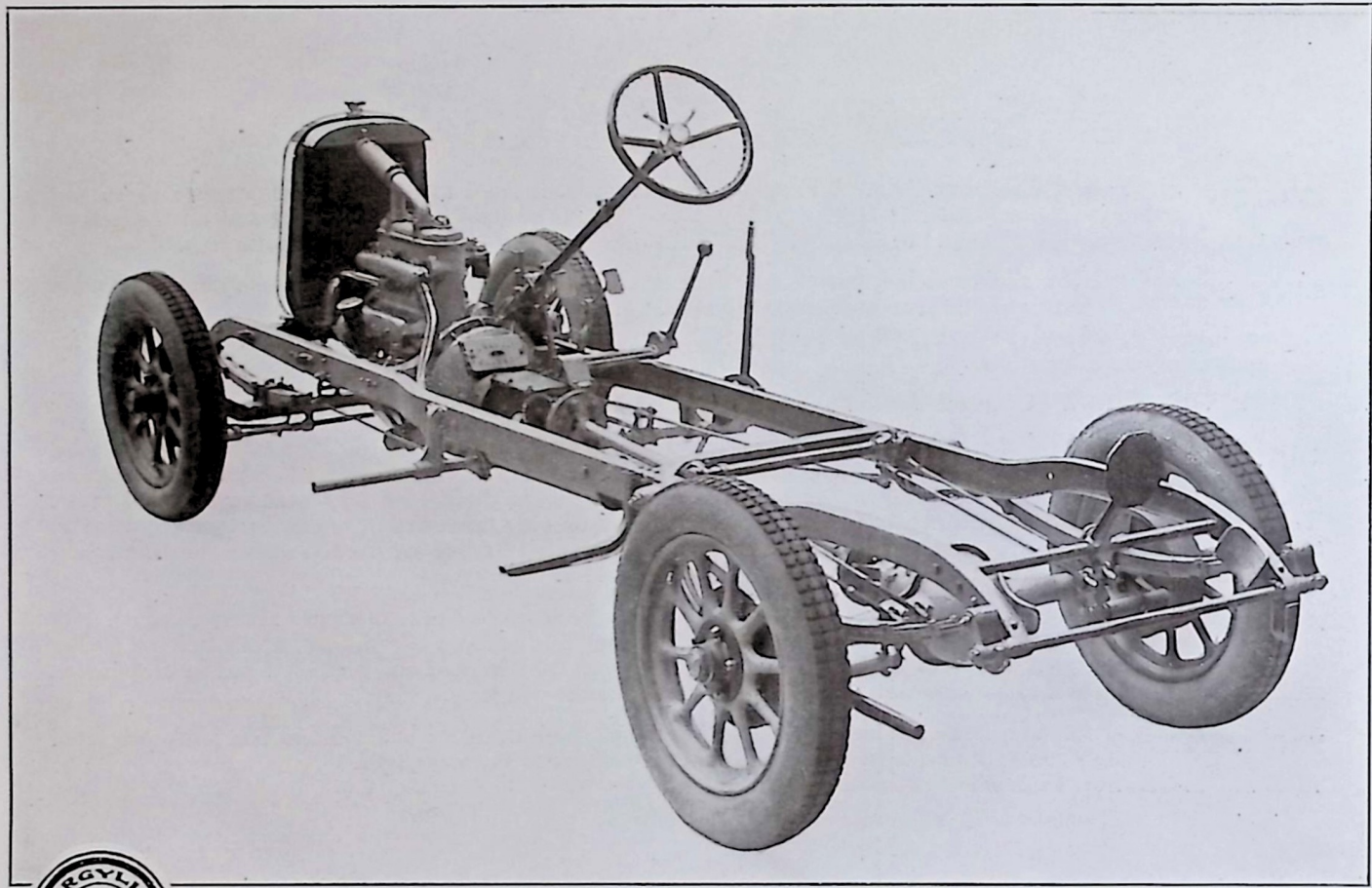
PROPELLER SHAFT Open tubular shaft with flexible disc joints. Sliding spline at rear covered by gaiter.

BACK AXLE This is of the full-floating type, and spiral gears ensure quiet running. The axle casing is a solid stamping throughout. All gears can be removed for examination and adjustment without disturbing the axle. Special arrangement has been incorporated in the design for easy and simple adjustment. The entire weight of the car is carried on the axle casing, the shafts only transmitting the necessary propulsion to the road wheels. The wheels are carried on ball bearings of dimensions to give satisfaction under the most trying conditions. Ratio on open cars, 4.5 to 1 ; ratio on closed cars, 5 to 1.

SPRINGS Semi-elliptic front and rear. Extensive tests have been carried out to ensure riding comfort. All springs are self-shock-absorbing type, embodying "Woodhead's" patent combined solid lug plates and rebound clips. Made of Silico Manganese spring steel, oil hardened and tempered and in conjunction with low pressure tyres they take up every road inequality and obviate side sway.

FRONT AXLE Front axle is a drop forging of "H" section. Stub axles are inclined and ball joints are fitted to steering connections. No shocks are transmitted to steering wheel.
12/40 h.p. models have front wheel brakes fitted as standard.





Specification of Chassis—Continued

STEERING GEAR This is constructed under patents known as the "Marles." The fundamental difference between this and all other principles is the purely rolling motion obtained by employing a revolving roller in place of friction gears. The rolling motion is responsible for the high efficiency and delightfully effortless operation of the steering throughout its entire range of movement.

Due to the absence of all rubbing action, wear is almost entirely absent, therefore "back lash" is unknown even after extraordinary mileage. No adjustments on account of wear are necessary, but full adjustments are incorporated to meet all circumstances from the engineering standpoint.

Accuracy of steering is vastly superior, and the entire absence of road shocks coming through the steering column even at high speeds over the worst of ruts and pot holes is most noticeable and lends a wonderful feeling of safety. We claim that this steering gear is the only complete answer to the difficulties experienced in meeting the stresses and strains of balloon tyres and front wheel brakes.

PETROL TANK This is of $6\frac{1}{2}$ gallon capacity, is mounted in the scuttle and is filled from under the bonnet. To obviate the necessity of carrying a spare tin on the running board, a special design of petrol tap is fitted. This is of the two-level type. Petrol is first drawn from the higher level, and when the supply from this is exhausted it indicates that only a limited quantity of fuel is left.

This reserve supply approximates half a gallon and may be used by simply turning the lever of the tap to the lower level position.

A large capacity filter is also fitted and this intercepts all particles of grit and water effectively before the petrol enters the carburettor.

WHEELS On the 12 h.p. models "Dunlop" all-steel detachable disc wheels are standard, but the option of artillery all-steel wheels is given at a slight extra cost.

On the 12/40 models a choice of disc or artillery is given, but where no definite desire in this respect is stated artillery wheels will be fitted.



Specification of Chassis—Continued

CHASSIS LUBRICATION “Wakefield” canister ram gun system.

ELECTRICAL EQUIPMENT “Lucas” 12-volt lighting and starting two-unit system has been adopted as standard. The dynamo is driven direct. The starter is of the pinion type, which meshes with a steel gear on the flywheel. The battery is placed on the outside of the chassis frame on the near side. This allows of easy access for the purpose of refilling with acid as required.

STANDARD BRAKES Both hand and foot brakes operate side by side shoes in drums on the rear hubs. These shoes are of the internal expanding type and are faced with highest quality lining. Shields are provided to exclude dust and mud. The brake shafts are mounted in bronze bushes.

Adjustment is simple—by means of wing nuts situated accessibly. The shoes are operated in pairs, and each pair can be adjusted independently.

FRONT WHEEL BRAKES Where four wheel brakes are fitted, those on the rear axle are as described above with the foot pedal interconnected with the brakes mounted on the front axle. The actuating mechanism is so arranged that the total distribution of braking power is suitably proportioned between front and rear axles.

The design is such that when cornering the front wheel, which is performing the greater radius, is braked to a lesser extent than the inner or smaller radius wheel, this being graduated in ratio to the angle of turn. Thus liability to skid is eliminated and great steadiness is obtained.

The principle adopted is known as the “Rubery” patent and has been proved to be not only the safest but the simplest. It demands the least attention.

Adjustment is easily carried out. On account of the large surfaces wear is infinitesimal, and therefore constant attention is not called for.



To My Lady

THE "Argyll" is beloved of the lady driver by reason of its easy operation and control.

Very little pressure is needed to release the clutch for the silent changing of gears.

Large areas of braking surfaces make considerably reduced demands by way of the amount of physical effort required to quickly bring the car to rest.

The comfortable driving position, the beautifully light steering and the efficient starter positively endear the machine to the lady expert.

In addition, the forceful charm of design, with its subtle mingling of power with grace, appeals to every woman's sense of beauty.

The "Argyll" is truly a car for "My Lady."





Argyll 12 h.p. Two-Three Seater
R.A.C. Rating 11·4 h.p.

This model if desired can be supplied with a 12/40 h.p. Engine
at an extra cost of £20.

Four-wheel Brakes £15 extra

£415



The **Argyll**

12 h.p. TWO-THREE SEATER

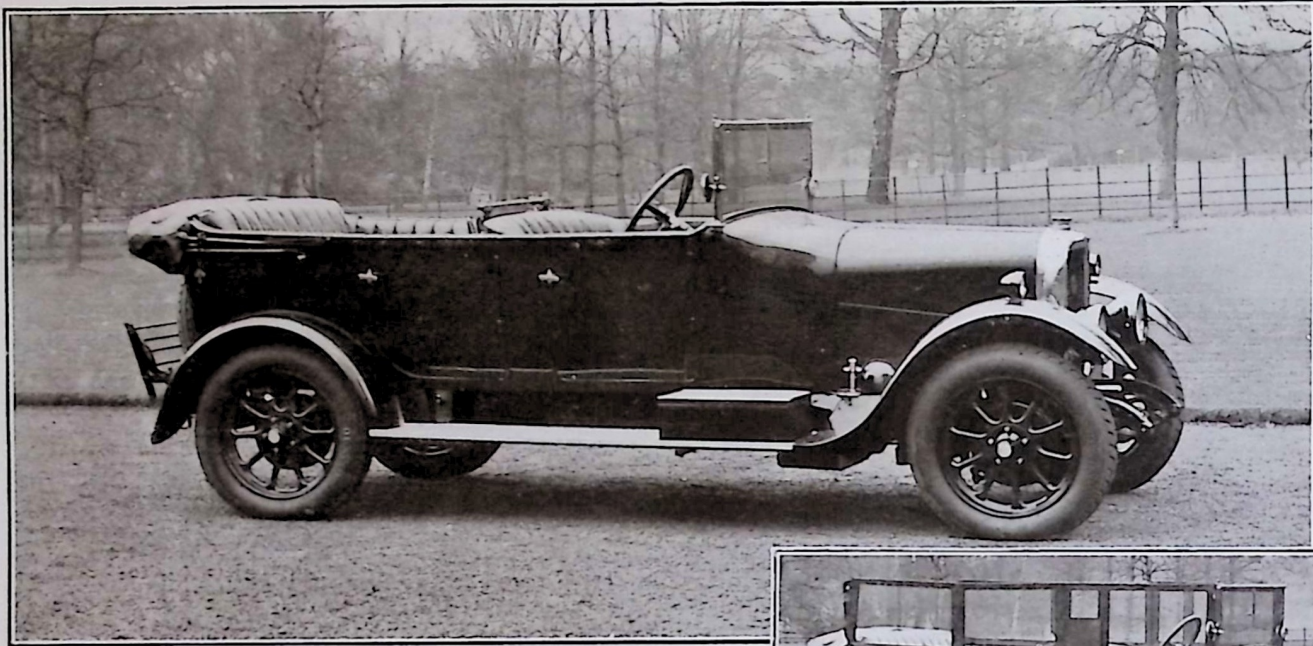
DESCRIPTION Very handsome wide $2/3$ seater body upholstered in best quality hand buffed leather. The leg room is unusually large and the dickey seat is of dimensions which permit the accommodating of two adults in comfort. Three-panel windscreen is fitted and the hood is of a special design which affords complete protection and is easily manipulated. The side screens are of improved design and can be used with hood lowered as protection from side winds. Finish of fittings throughout is in nickel.

Colour of coachwork and upholstery may be as desired.

EQUIPMENT 12 volt. "Lucas" electric lighting and starting set with head, side and tail lamps. Spare wheel complete with tyre; Shock absorbers to all road springs; "Dunlop" reinforced balloon tyres, 28 by 4.95; electric horn; speedometer; clock; dash lamp; "Jeavon" spring gaiters; screen wiper; hood envelope; driving mirror; licence holder; number plates; and full kit of tools, including jack, pump, grease gun, etc., etc.

PRINCIPAL DIMENSIONS Wheel base, 9 ft. 3 ins.; track 4 ft.; overall length, **13 ft.**; overall width, 5 ft.; height hood raised, 5 ft. 10 in.; chassis weight, 13 cwts.; total weight, 20 cwts.

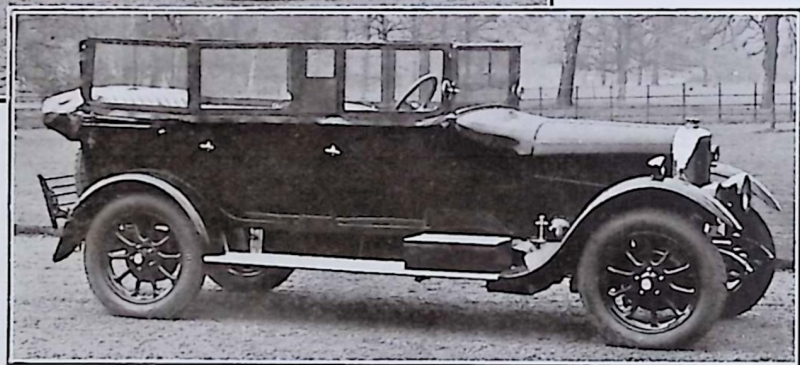




R.A.C.
Rating
11.4 h.p.

£395

*This model if desired can be supplied
with a 12/40 h.p. engine at a cost of
(£20 extra) = £415*



The Argyll

12 h.p. Four-Seater Touring Car

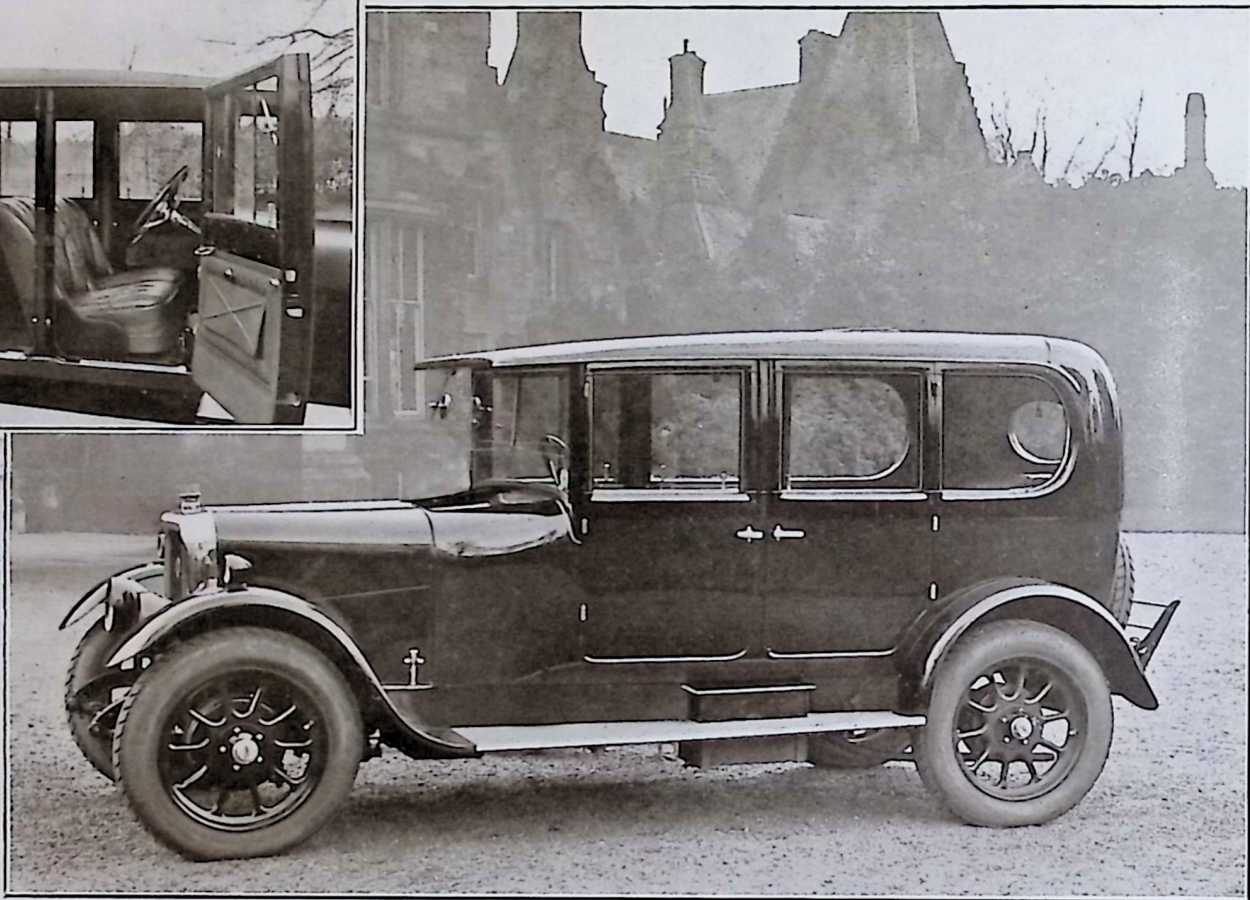
DESCRIPTION A car of commanding appearance, having a wide four-seater body with high sides. The front seat is adjustable to permit of meeting individual drivers' requirements. Four wide doors (fitted with large pockets) permit of easy entrance and exit. Rear squab is hinged, furnishing a large and suitable compartment for the housing of side screens when these are not in use. A neat and moveable foot-stool is fitted for the rear passengers and this incidentally forms a very accommodating tool locker, to which access can be obtained without disturbing passengers as is necessary where tools are carried under the rear seat. The hood is of special design, furnishing complete protection and is easily manipulated. Side screens open with the doors and can be used when the hood is lowered as protection from side winds. The upholstery is of very full dimensions, giving great comfort, and is carried out in real hide, hand buffed, stuffed with pure hair and cushioned with best quality springs.

The entire vehicle is one which appeals to the discriminating motorist as being built upon solid experience. No detail has been overlooked in aiming at comfort, grace, and durability. Finish of fittings throughout is in nickel. Colour of coachwork and upholstery may be as desired.

EQUIPMENT 12 volt "Lucas" electric lighting and starting set with head, side and tail lamps; spare wheel complete with tyre; shock absorbers to all road springs; "Dunlop" reinforced balloon tyres, 28 x 4.95; electric horn; speedometer; clock; dash lamp; "Jeavon" spring gaiters; carpet; screen wiper; hood envelope; licence holder; number plates; and full kit of tools, including jack, pump, grease gun, etc., etc.

PRINCIPAL DIMENSIONS Wheel base, 9 ft. 3 ins.; track, 4 ft.; overall length, 13 ft.; overall width, 5 ft.; height hood raised, 5 ft. 10 ins.; ground clearance, 9 ins.; chassis weight, 13 cwts.; total weight, 21 cwts.





**Argyll 12/40 h.p.
Saloon**

R.A.C. Rating 12.5 h.p.

£495

(12 h.p. Saloon Discontinued)



The Argyll

12/40 h.p. Four-Door Four-Seater Saloon

DESCRIPTION A masterpiece of engineering and coachbuilding. Quiet—refined and luxuriously comfortable. Adjustable separate front seats permit of individual requirements in leg room.

The four wide doors allow of easy entrance and exit. Head and elbow room to both front and rear seats is generous. Front side windows slide, thus permitting of rapid traffic signalling. Centre windows can be raised or lowered by a patent winding device to whatever degree desired. Rear quarter windows are fixed. A large rear window is provided, as also is another in the roof. The latter can be opened for ventilation, and is, even in the worst weather, watertight when closed. Upholstery is carried out in natural brown leather, which lends an effect of warmth to the interior—a point lacking in many closed cars. The details throughout are in keeping. The ladies' and gentlemen's "companions" fitted are of the very best quality. Silk blinds on spring loaded rollers are fitted to back window, rear quarter windows and also to rear doors to furnish privacy. Two interior electric lights of most pleasing design finish appropriately a car which, to describe briefly, "bespeaks its own pedigree."

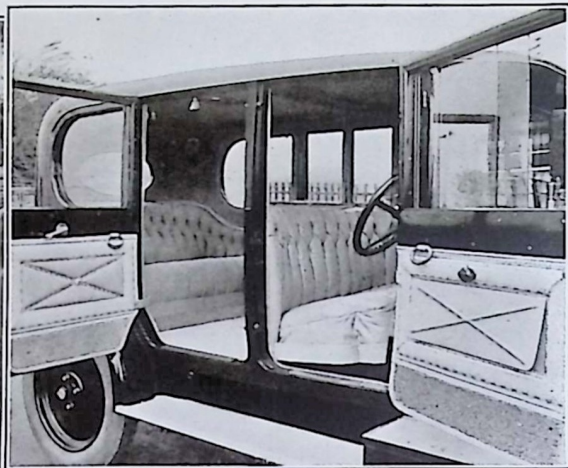
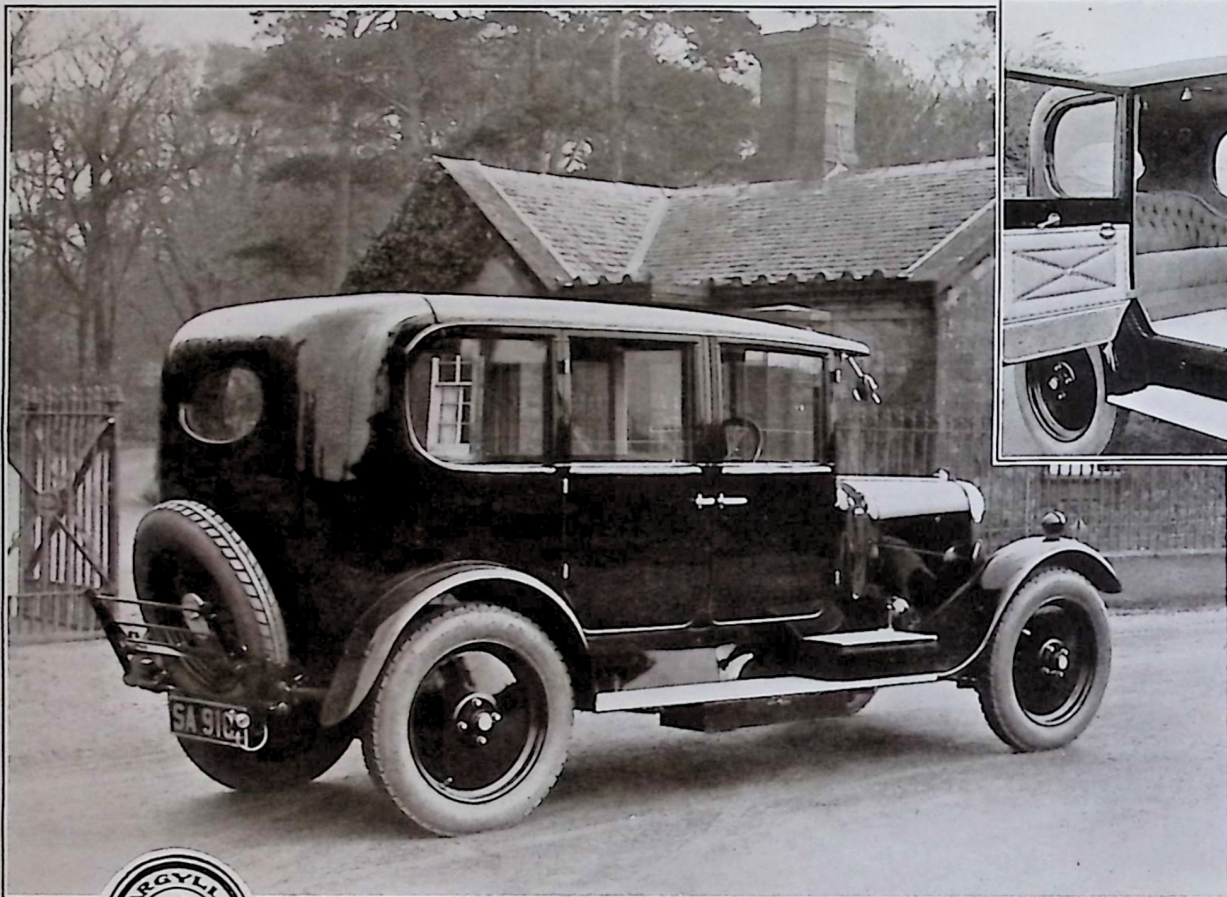
Colour of coachwork may be as desired.

Should Bedford cord upholstery be preferred, it can be supplied without extra charge.

EQUIPMENT 12 volt "Lucas" electric lighting and starting set with head, side and tail lamps; spare wheel complete with tyre; shock absorbers to all road springs; "Dunlop" reinforced balloon tyres, 30 × 5.25; electric horn; speedometer; clock; dash lamp; "Jeavon" spring gaiters; 2 carpets; lady's companion; gentleman's companion; screen wiper; driving mirror; licence holder; number plates; grease gun; 2 interior lights; 5 silk blinds; roof ventilator window. Two large, yet neat, tool cabinets are mounted on running board. Full kit of tools, including jack and pump, etc., etc.

PRINCIPAL DIMENSIONS Wheel base, 9 ft. 3 ins.; track, 4 ft.; overall length, 13 ft. 1½ ins.; overall width, 5 ft.; height, 6 ft.; ground clearance, 9 ins.; chassis weight, 13 cwts.; total weight, 23 cwts.





**Argyll 12/40 h.p.
Enclosed
Limousine**

R.A.C. Rating 12.5 h.p.

£520

(12 h.p. Limousine Discontinued)



The **Argyll**

12/40 h.p. ENCLOSED LIMOUSINE

DESCRIPTION. This model, although designed primarily to be chauffeur driven, is equally suitable for the owner who may desire to drive. There is a sliding glass centre division, which is both proper and practical in so much as it permits of complete privacy for business or social conversation between the occupants of the rear. When the car is being owner-driven or used for informal or touring purposes, this sliding panel may be kept open.

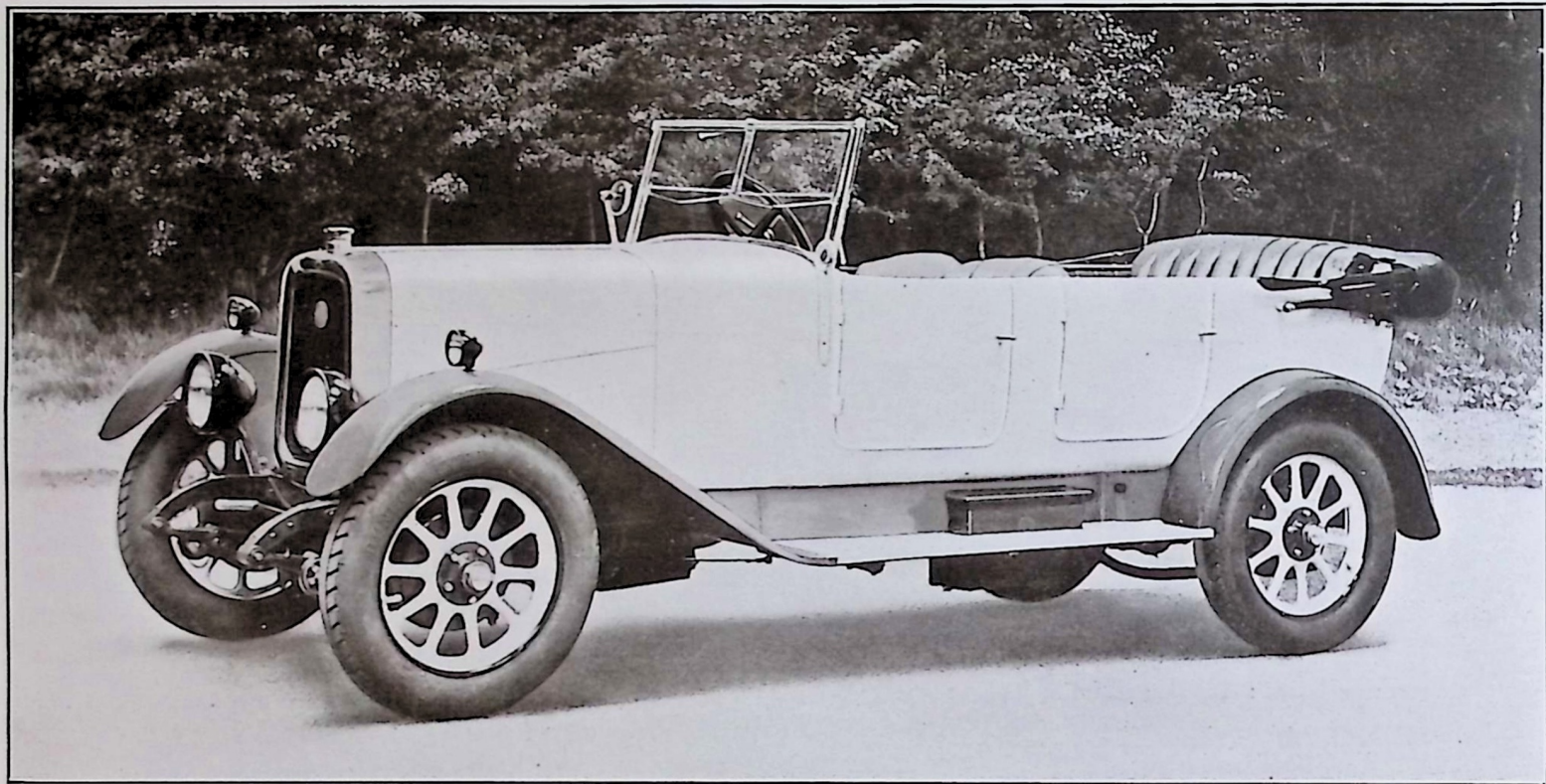
An ideal car for the professional or business man. It is also eminently suited to the needs of ladies requiring a closed car for shopping, afternoon calls, or for travelling to theatres or dances. The interior finish and decoration is identical with the Saloon described on page 27. Bedford cord upholstery may be supplied if desired without extra charge, but where this is preferred, we recommend that leather be adhered to for the driving seat.

Coachwork colours as may be as desired.

EQUIPMENT. 12 volt "Lucas" electric lighting and starting set with head, side and tail lamps; spare wheel complete with tyre; shock absorbers to all road springs; "Dunlop" reinforced balloon tyres, 30 x 5.25; electric horn; speedometer; clock; dash lamp; "Jeavon" spring gaiters; 2 carpets; lady's companion; gentleman's companion; screen wiper; driving mirror; licence holder; number plates; grease gun; 2 interior lights; 5 silk blinds; roof ventilator window; 2 large, yet neat, tool cabinets are mounted on running board; full kit of tools, including jack and pump, etc., etc.

PRINCIPAL DIMENSIONS Wheel base, 9 ft. 3 ins.; track, 4 ft.; overall length, 13 ft. 1½ ins.; overall width, 5 ft.; height, 6 ft.; ground clearance, 9 ins.; chassis weight, 13 cwts.; toal weight, 23½ cwts.





Argyll 12/40 h.p. Four-Seater Fast Tourer
R.A.C. Rating 12.5 h.p.

Colour of coachwork and
upholstery may be as desired

£425



The Argyll

12/40 h.p. Four-Seater Fast Tourer

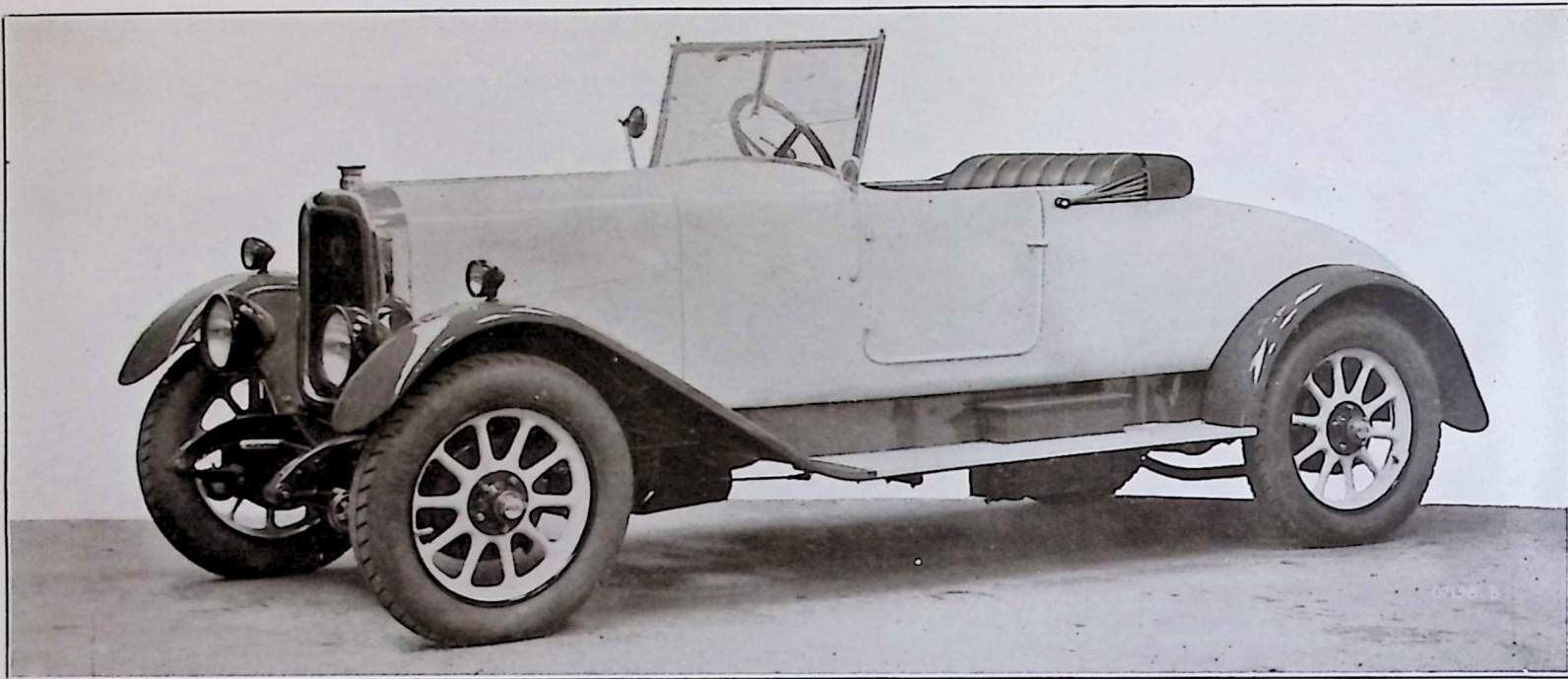
DESCRIPTION In this model we have catered for the motorist who desires the comfort of a standard touring car, yet wishes something of the vigour and spice of a sports car.

We do not offer it as a sports car in the ordinary acceptance of the term, yet we do claim a performance equal to many actually marketed as such. Sixty-five miles per hour can be obtained in comfort; but it is in the high averages obtained over long distances that this car has its appeal. Such averages are due to the wonderful effortless acceleration of the engine and its ability to maintain high speeds without fatigue. To secure high averages there is no need for such extreme gear changing as is beloved of the true sports driver. Although such may be resorted to and permits of sensational performances, it is unnecessary in the Argyll. In most makes such gear work is essential, but the necessary art is not everyone's possession or even desire. To handle this car at speeds of 45 m.p.h. and upwards is to truly appreciate it. The outstanding features of this car are:—The gloriously light yet steady steering; the hearty responsiveness of the engine; the way the car clings to the road, even on corners; the perfect springing; the powerful yet sweetly acting brakes. Finally, with all its high speed performance and power of acceleration its astounding slow speed top gear performance. No other engine of the same power has so wide a pulling range. A most fascinating product, and one of which we are truly proud.

EQUIPMENT 12 volt "Lucas" electric lighting and starting set with head, side and tail lamps; four wheel brakes; spare wheel complete with tyre; "Dunlop" reinforced balloon tyres, 28×4.95, or "Dunlop" high pressure tyres, 765×105, to choice; shock absorbers to all road springs; electric horn; speedometer; clock; dash lamp; "Jeavon" spring gaiters; carpet; hood envelope; screen wiper; driving mirror; licence holder; number plates; grease gun; also a complete set of side screens which open with the doors, and can be used with hood lowered as protection from side winds; full kit of tools, including jack and pump, etc., etc.

PRINCIPAL DIMENSIONS Wheel base, 9 ft. 3 ins.; track, 4 ft.; overall length (hood down), 13 ft.; overall width, 5 ft.; height (hood up), 5 ft. 10 ins.; ground clearance, 8 ins.; chassis weight, 13 cwts.; total weight, 21 cwts.



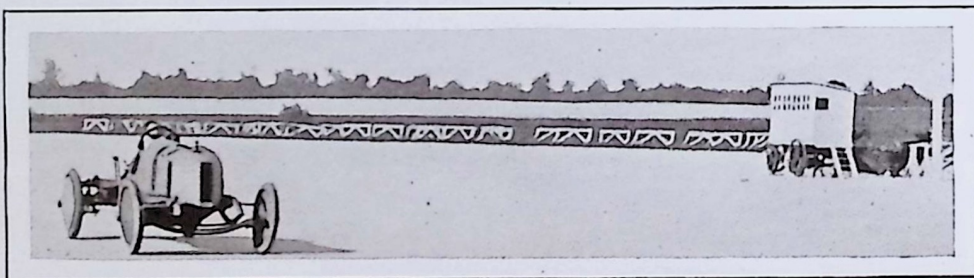


Argyll 12/40 h.p. Two-Seater
Fast Tourer

R.A.C. Rating 12.5 h.p.

Colours of coachwork and
upholstery may be as desired

£425



The **Argyll**

TWO-SEATER FAST TOURER

DESCRIPTION The first glimpse of this trim and sporty two-seater will compel further inspection. That it is built by experts is obvious in every detail. Speed and comfort are here hand in hand. Two doors of ample dimensions are fitted. The three-panel sloping screen and side screen afford complete protection. Arm-chair comfort is to be found, not alone in the main seats, but also in the large capacity dicky seat in which, incidentally, leg room is more than ample; guns, golf clubs, or fishing tackle can readily be accommodated without discomfort to passengers.

In all but body design this car is identical with the four-seater fast tourer described on page 31, and therefore the impression of the car's capabilities given in connection with the four-seater is applicable to this two-seater.

EQUIPMENT 12 volt "Lucas" electric lighting and starting set with head, side and tail lamps; four wheel brakes; spare wheel complete with tyre; "Dunlop" reinforced balloon tyres, 28 x 4.95, or "Dunlop" high pressure tyres, 765 x 105, to choice; shock absorbers to all road springs; electric horn; speedometer; clock; dash lamp; "Jeavon" spring gaiters; carpet; hood envelope; screen wiper; driving mirror; licence holder; number plates; grease gun; and full kit of tools, including jack and pump, etc., etc.

PRINCIPAL DIMENSIONS Wheel base, 9 ft. 3 ins.; track, 4 ft.; overall length, 13 ft.; overall width, 5 ft.; height (hood up), 5 ft. 10 ins.; ground clearance, 8 ins.; chassis weight, 13 cwts.; total weight, 20½ cwts.



R.A.C. Rating
11.4 h.p.

The Argyll

PRICE £525

For brakes £15 extra

12 h.p. 2/3 Seater Three-quarter Coupe

DESCRIPTION. In this model we have something which will always appeal to the doctor or professional man, and also to those others who need a car to get them out in all kinds of weather. When closed, perfect protection is furnished—while the top may be lowered and all the joys of the open tourer obtained. Large windows are fitted for a clear all-round vision. There is also occasional accommodation for two adults in the rear. The interior finish is luxuriously carried out. The upholstery is of hand buffed leather, and the interior may be, without extra charge, of Bedford cord. Finish of fittings throughout is in nickel. Colour of coachwork and refinement. Colour of coachwork may be as desired.

EQUIPMENT. 12 volt "Lucas" electrical system; complete set with head, side and tail lamps; spare wheel complete with tyre; "Dunlop" reinforced road springs; "Dunlop" reinforced balloon tyres, 28 x 4.95; electric horn; speedometer; "Jeavon" spring gaiters; carpet; interior light; screen wiper; driving mirror; mud flaps; mud plates; grease gun; and full kit of tools, including jack, pump, etc., etc.

PRINCIPAL DIMENSIONS wheelbase, 7 ft. 6 in.; track, 4 ft.; overall length, 13 ft.; overall width, 5 ft.; height, 5 ft. 6 in.; ground clearance, 9 ins.; chassis weight, 13 cwts.; total weight, 20 cwts.

This model is also available with a 12/40 engine at an extra cost of £20.



GUARANTEE AND TERMS

ALL cars or chassis shall be accepted subject only to the following express warranty, which shall exclude all conditions, warranties, and liabilities whatsoever, whether statutory or otherwise, which might exist but for this provision.

It is a guarantee subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken to secure excellence of materials and workmanship, but the purchaser shall not be entitled to claim any damages for injury to his car or occupants. The Argyll Motor Co., Ltd., undertake, subject to the conditions mentioned below, to make good, at any time within twelve months from date of purchase, defects in their cars, except in regard to tyres or any special fittings or proprietary articles that may be specified, fitted, or supplied. This guarantee does not apply to the results of ordinary wear and tear, misuse, or neglect.

CONDITIONS OF GUARANTEE.—If any replacement is required under this guarantee, the part must be sent to the factory at Glasgow, carriage paid, accompanied by an intimation from the sender that he desires to have it replaced or repaired free of charge under the guarantee, giving at the same time the number of the car, name of the agent from whom he purchased, and the date of purchase.

The guarantee must be understood to end with the supplying of the new part, or repair of the faulty part or parts. The Company do not undertake to do the work of replacing these parts free of charge.

This guarantee only applies to those cars which are bought either direct from the Argyll Motor Co., Ltd., or from any of their duly authorised Agents.

The Company reserve the right to amend or modify the specifications of their cars at any time as they may consider necessary, without any notice being given to the public. Alterations may also be made in prices. This Catalogue cancels all previous issues.

TERMS OF BUSINESS.—The prices quoted in this Catalogue are Nett Cash.

DELIVERY.—At Company's Works, Bridgeton, Glasgow.

DEPOSIT.—Deposit of £50 to accompany order for each car or chassis, and the balance of the purchase price to be paid on receipt of notice that the car is ready for delivery at the Works.

July, 1926



M^C CORQUODALE
GLASGOW LONDON

What "Argyll" Owners Say

JUL 0 1909

What "Argyll" Owners Say

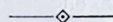
"You will be interested to hear that the 12 h.p. Two-seater you supplied last June has now done 8,264 miles. The owner, Mrs. ———, who has driven the car throughout has never been let down on the road and is very pleased with it."



"The 12 h.p. supplied at the last Glasgow Show is going O.K. and giving great satisfaction. She has now done 5,000 miles and has never given the slightest trouble."



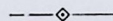
"I have now had this car fifteen months during which time it has run 20,500 miles and I have nothing but praise for the way the engine has performed its work."



"The only fault I can find with your cars is that they are made to last too long and appear never to get worn out."

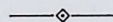


"I just write to say that I have run the 'Argyll 12' almost 10,000 miles and it has assuredly given me 100 per cent. satisfaction. I have never had any trouble or breakdown. The petrol consumption is very low. I just had one accurate test when I run 326 miles at 39 miles per gall., and on my return journey with much too heavy a load doing 36 miles per gall. I can assure you I cannot speak too highly of it."



"She is behaving like a gem. She is very pleasant and steady to drive, and altho' you say she is not meant for a fast car, she can keep up a very good average speed. The balloon tyres are not wanted, as the springing and shock absorbers are quite enough to give an easy passage over quite bad roads.

"You may take it that I am more than pleased."



"I have been in a few cars of the same rating but they were all miles behind the Argyll in their coachwork.

"They never give one the room, the sense of comfort, the pleasure of finish and of 'made-to-last-ness' which the Argyll does; in a word, the whole job is the direct opposite of mass production and dear cheapness."

" It has occurred to me that you may be interested to know how the Little Sleeve Valve Car is getting on. I consider it a success and wish all my investments had turned out so well. There is a fine feeling of power 'at the heart' when going for the hills with a full load.

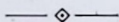
" This reserve power probably accounts for the steady running on the level. Having been an owner of many different makes these last 15 years, it seems to me that taking taxation, petrol consumption and low repair bill into consideration, Scotland to-day gives the best value for the money."



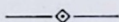
" During the year I have had my car I have driven 5,000 miles ; except for one puncture the car has never been the cause of my stopping on the road.

" The self-starter is particularly efficient and at all times readily starts the engine without any preliminary assistance from the hand starter.

" The lady owner-driver who has to look after her own car will appreciate the ease with which she can do this."



" The car is doing excellently, never seems to get tired or fed up but just goes on running. I'm going to the South of France for a time—the car will get a slight rest and time too, for she has done a long way over 20,000 miles during the past 18 months or so. I hope you are busy: you should be."



" My mileage has now reached 34,000 miles in two years and one month. As regards the engine, with the exception of having had the ports and the silencer cleaned out twice, it has never been touched and is running perfectly."



" I have now had my Argyll Car twenty-four months, during which it has run over 25,000 miles—a large proportion of this distance being on Highland by-roads. The engine is behaving splendidly, and to-day pulls, if anything, better than it did when the car was new.

" The coach-work is frequently remarked on for the excellency of its condition (no thanks to the way it has been kept) and in all respects the car has more than done what it professed to do. It is a really first-class production, able to stand up to any amount of hard work, and from many points of view its simplicity of detail must make it appeal forcibly to an owner-driver like myself."

" I have now done just over 13,000 miles, over all kinds of roads and under the varying conditions met with in a wide-spread country medical practice.

" Throughout the above mileage the story has been one of complete satisfaction. I have never had an involuntary stop of any kind during the year ; while her running to-day is even better than when I got her. For its size I think the engine a marvel. She is both flexible and lively.

" Previously I had always hankered after the even pull of a 6 cyl., but this desire has largely disappeared since I have experienced the silky running of the single sleeve valve engine. Even with the coupé body she has on several occasions done well over 50 m.p.h. Petrol consumption works out at 33 m.p.g. The gears are as silent as ever and are easily changed.

" I have not yet decarbonised the engine and have only cleaned the plugs once. Even with the fairly heavy coupé body I have found her very light on tyres, due I think to the even running of the sleeve valve engine.

" The coach-work has never been touched and you will see from the photographs taken only three days ago how well it has stood the constant use the car has been put to in all weathers. This is due largely to the excellent workmanship and finish combined with the really excellent springing. I consider it one of the most comfortable bodies I have been in.

" I must thank you for the interest you have always taken in the car. Wishing you every success."



" I have much pleasure in reporting to you that after nearly two years constant use—since June, 1923—my 12 h.p. Argyll is running smoothly and giving no trouble. The engine is so silent that when ticking over it is impossible to say whether it is running, and after over twenty years of driving behind poppet-valved engines it comes as a pleasant surprise to realise that I have had nothing to remind me that this engine possesses valves at all. Recently I had the cylinder head taken off for decarbonising and was informed that there was very little carbon deposit to remove. The brakes give no trouble and require very little adjustment and have not required relining."

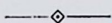


" The 12 h.p. Argyll which I bought 13 months ago has now done over 11,000 miles and is behaving splendidly. I do not feel competent to enter into a technical criticism of its various mechanisms, but it is standing up exceedingly well to a doctor's requirements, has never given a moment's trouble or caused any delay.

" The firm with which I garage have remarked that there has been no bill for repairs, and also on the smallness of the petrol bill as

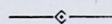
compared with that of other cars doing similar work. The accessibility of various parts makes examinations, adjustments and greasing very easy. The brakes are good. The upholstery is as good as on the day the car left the works, and despite daily running in all weathers the paintwork looks almost as fresh as it did a year ago. The original tyres are still in use and appear to be good for several hundred miles yet.

"My old car was also an 'Argyll 12' and I have nothing but praise for them. In this instance the vintage of 1912 has been well maintained if not enhanced."

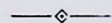


"Since taking delivery the car has done over 12,000 miles and is running as sweetly as on the first day. The original tyres are still in use and should be good for a considerable time to come.

"On top gear the car is very silent and smooth and reasonably so on the lower gears at all speeds. Back transmission is perfectly silent. Most of my touring has been in the shires of Inverness, Ross and Sutherland over very hilly and rough roads, including the famous Glendoe Hill. On the latter only, where the average gradient is 1 in 7, maximum 1 in 4, has it been necessary to come down to the lowest gear. All ordinary gradients are taken on top or on next gear at 20 m.p.h., leaving two gears in reserve. Acceleration is rapid and lively. Petrol consumption for an average speed of 25 to 30 m.p.h., with a full load, is 30 m.p.g. On top gear the car is capable of running quietly and easily from 15 to 50 m.p.h.; 30 m.p.h. is a very comfortable speed on moderately good roads. Springing is very easy and steady, and the brake system adequate for the hilliest country. The upholstery shows no sign of wear and the paint-work looks nearly as fresh as when new. A specially useful feature is the ease with which every essential part can be reached for adjustment. The sleeves and the magneto have required no attention whatsoever. I consider the car a first-class proposition in workmanship and engineering."



"Since I got my car 22 months ago I have done over 13,000 miles mostly on Highland roads, some of them of very poor surface and all of steep gradients. The car is capable of climbing anything without overheating and I have no hesitation in going to the most out-of-the-way places and over the roughest roads. I have the greatest admiration for the very compact and flexible engine and for the sound workmanship of chassis and body, and I want to drive nothing better."



The Argyll Motor Company, Limited

Bridgeton

J. D. BRIMLOW
Managing Director

Glasgow

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