

THE CLYNO GAZETTE

Vol. 1. No. 6.

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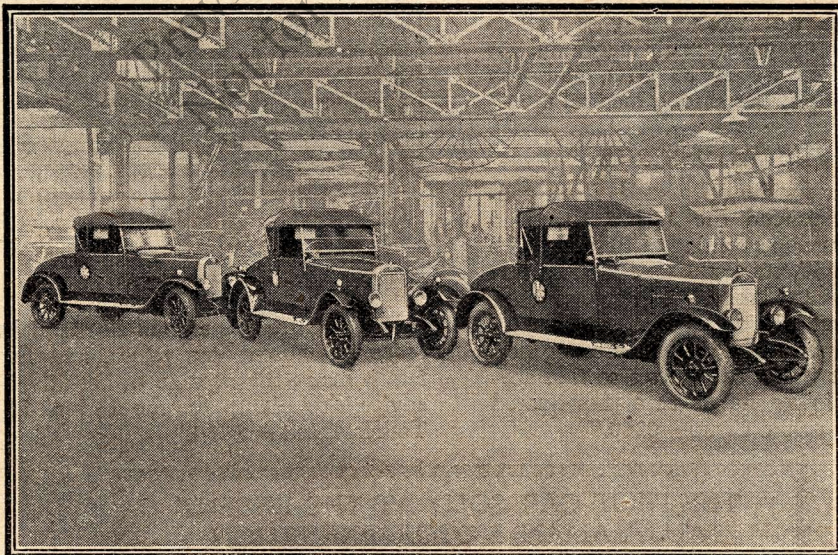
Issued Monthly

THE Art of Discrimination is a fine thing, because it allows you to differentiate between the good, the mediocre and the bad. No motor car demands a ready sale much less an increase in sales, unless it can secure the complete approval of the discriminating motorist.

Clyno Cars are so obviously the choice of the discriminating motorist, that their sales have increased in probably the most phenomenal manner ever recorded in the whole history of the industry.

Modern in design, built by experts from the best materials obtainable, they are to-day, without doubt, the best value obtainable in this or any other country.

*Undoubtedly
the Best
Value
Obtainable*



CLYNO CARS ORDERED FOR THE R.A.C.

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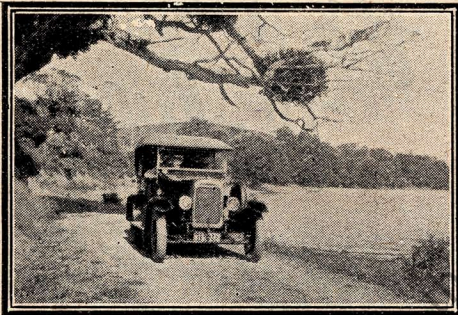
FURTHER PRESS ENTHUSIASM

CAR AND GOLF.

"... a low priced car with an unusual performance."

THE WEEK END ADVERTISER. (DURBAN, S.A.)

"... the Clyno looks like a big car and feels like one. The engine is small in size, but is big in performance. Nothing worried the Clyno."



The Clyno in New Zealand.

THE LANCET.

"... the new Clyno is a nice car to drive, as the engine is quiet and well behaved, the steering is extremely delicate and the four wheel brakes will work gently as well as pull the car up when really necessary. It is an excellent car of its class, and may well become popular among medical men."

THE FISH TRADES GAZETTE.

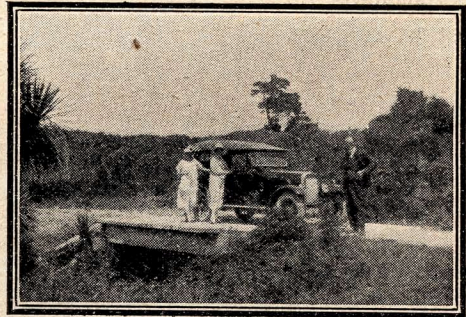
"... as a car for the open road, I can confidently recommend the 13 h.p. Clyno to anybody requiring a touring car able to climb any average hill and to put up a high average speed over any road. A more robust, roomy, smart-looking tourer, capable of covering upwards of 35 miles on one gallon of petrol, it would be difficult to find anywhere at a lower figure than that quoted for the four seater Clyno—£260."

DAILY GRAPHIC.

"... the Car has a particularly good road performance, as I discovered on a recent test. The engine is very smooth running. Hill climbing on top gear is particularly good, and on the lower gears the car will easily climb any hill on which the wheels can obtain a grip. Three speeds and a reverse are provided, and the change is the easiest I have found on any car. A four-wheel braking system of exclusive Clyno design is fitted, these brakes being very smooth and powerful in their action."

MOTOR NEWS (IRELAND).

"... no wonder motoring has become so popular when such models are available at less than many motor cycle combinations even of the present day."



In delightful New Zealand surroundings.

FINANCIAL STANDARD.

"... the writer has a good all-round knowledge of current car values, and for the family man—the average owner-driver—his advice is to plump for the 13 h.p. 4-Seater Tourer, listed at £260."

THE FIRST CAR SOLD AT THE RECENT
AUSTRALIAN MOTOR EXHIBITION
WAS A CLYNO.

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THE LADY DRIVER

VERY prevalent, just now, is the impression that lady drivers should be given a wide berth, apparently on account of their inability to master the general principles of motoring.

This state of affairs is thoroughly unjust. We consider the average lady driver to be a careful and very considerate road user, far less liable to take risks than members of the opposite sex.

It must always be remembered that a great many lady drivers are not so generously equipped by nature with the requisite quota of strength necessary to drive a great many of the cars at present being offered to the public.

Lack of strength is a severe handicap, carrying in its train obvious disadvantages that do nothing but hinder the lady driver in her effort to manipulate an "awkward" car.

Motor manufacturers by giving real thought to her special requirements can greatly help the lady driver, and thus, to some extent, alleviate the unjust criticism from which she at present appears to suffer.

There are certain very definite characteristics which are essential in the car suitable for the lady driver.

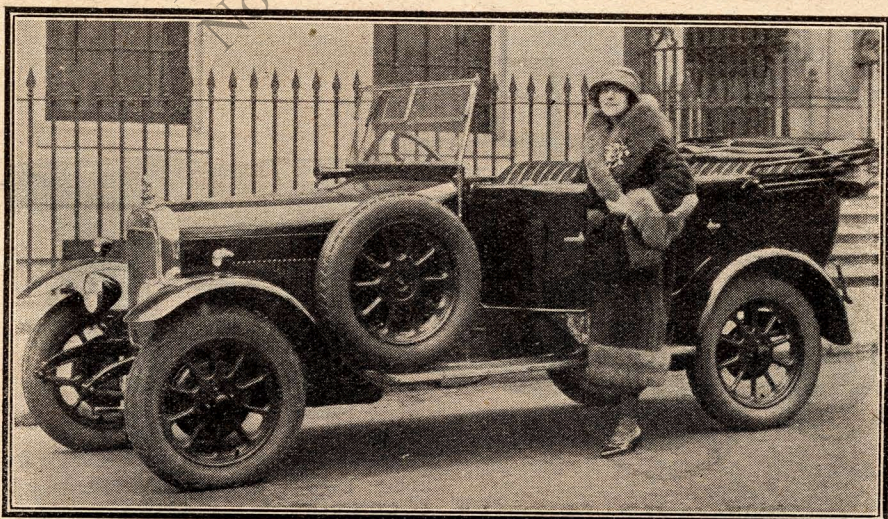
In the first place the lady driver must have absolute comfort.

Upholstery must be scientifically constructed. The front seat of a 4-Seater must be adjustable. There should be a foot-well, and foot pedals should be conveniently placed so that they can be easily operated.

Right hand gear and brake controls are essential, and will be very thoroughly appreciated after having experienced the alternate method. Here again the hand brake must operate smoothly, efficiently and with the minimum amount of effort. A difficult gear change means untold trouble and extreme fatigue.

Even such details as the correct position for the horn and various accessories, and the large flap in the side screen (for signalling) are essentials which have been considered by the expert designer.

Many cars do not give the necessary amount of front and side vision, and this highly



Miss Peggy O'Neil with her new 13 h.p. Clyno

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THE LADY DRIVER

necessary factor simply must be dealt with or the risk of accidents will be largely increased.

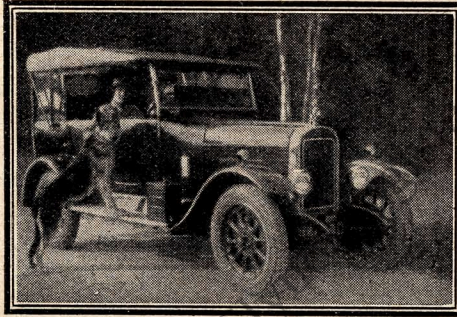
Because of our uncertain climate, the lady driver will be obliged, very soon, to raise the hood and fit the side screens. This should be easy, provided adequate attention has been given to the matter. But how many times have we seen ladies trying desperately but vainly, to complete this comparatively simple operation.

As we have constantly pointed out, Clyno Cars are amongst the very few that are designed by experts who know the difficulties that confront the lady driver.

The engine of every Clyno Car is efficient and powerful. Gear change is delightfully easy, and the change speed lever is placed in a natural position ready for instant

operation with the right hand. The four wheel brakes are powerful, and can be applied with the minimum amount of effort.

Clyno Car steering is the admiration of experts, because it is so phenomenally light.

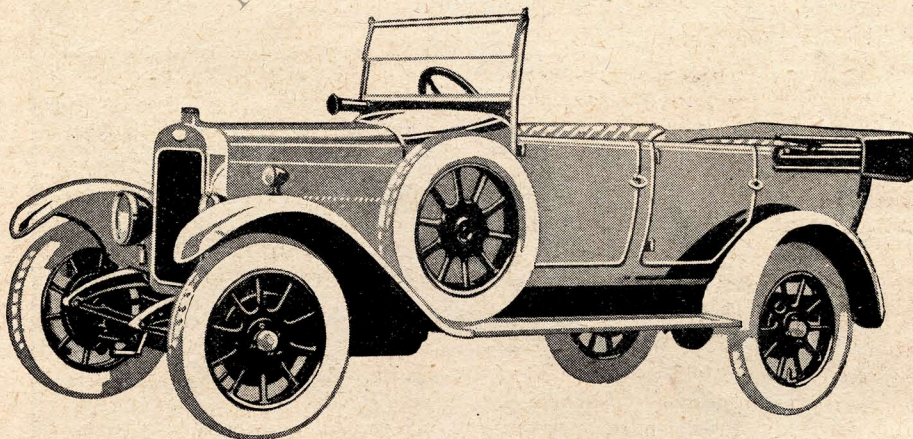


You have only to sit in a Clyno Car to realise the extraordinary comfort provided for everybody.

We venture to suggest that there is no better car for the lady driver at present being offered to the public.

And this is the reason why you notice so many ladies driving Clyno Cars in comfort and with efficiency.

When a man contemplates the purchase of a car he should be very careful that his wife can also drive the car without being subjected to unnecessary fatigue.



THE 11 H.P. "ROYAL" 4 SEATER Price £215.

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11 H.P. "ROYAL" 4-SEATER

CLYNO cars first attract the attention of discriminating motorists on account of their appearance of dignified individuality.

The "Royal" 4-Seater is no exception, and there are many excellent judges who contend that it is the outstanding example of the very fine 11 h.p. range.

Painted royal blue with black wings, valances and specially designed hood, the "Royal" 4-Seater looks what it undoubtedly is, a motor car de-luxe, worthy to be ranked high amongst cars considerably greater in price.

All bright parts throughout this model are heavily nickel plated.

Three wide doors give extremely easy access to an interior that is surprisingly roomy and delightfully comfortable.

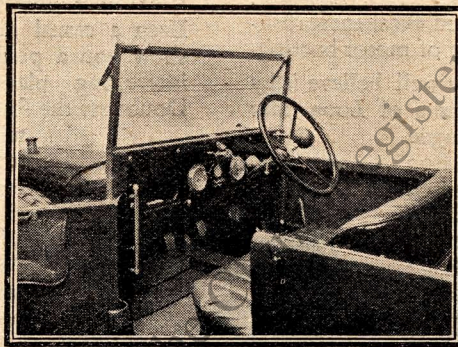
Upholstery which is specially designed to give the maximum amount of comfort, and which will not easily retain dust, is in leather to match coachwork.

In order to make the cleaning of the interior of the car an easy matter, detachable floor carpets are fitted, while the wide foot rest placed for the convenience of rear passengers, is also carpet covered.

The front seat can be adjusted to suit individual requirements, while a foot well is an additional comfort appreciated by both driver and front seat passenger.

A two-piece windscreen fitted with an efficient screen wiper, allows for perfect vision, and it is important to remember that the driver is never, at an awkward moment, confronted with a blind spot, which latter is often the cause of serious accidents.

Magneto and carburetter controls fitted to the steering column are instantly ready for use, while a receptacle for small parcels, the Speedometer, Ammeter Switches, Petrol gauge, Carburetter Strangler, Petrol Tap, Magneto Switch and Horn are very conveniently placed. Clutch, Accelerator and Brake Pedals are so located that, when being used, no unnecessary strain is placed upon the driver.



Dashboard and Controls of 11 h.p. "Royal" 4-Seater.

The only safe and convenient position for the hand brake and change speed levers are on the right hand side of the driver. All Clyno and high-grade cars adopt this obviously important principal.

Special attention has been paid to the all-weather equipment, which, it is sufficient to say here, gives complete protection and excellent vision. Two side screens are so constructed that they can be made to form a rear screen. The hood, for which an envelope is supplied, is of a special "one-man" type, and is extremely easy to raise into position.

The "Royal" 4-Seater on the road will give extremely good results, and one can tour in perfect comfort at high average speeds with a full complement of passengers and their luggage.

On account of phenomenally light steering, easy gear change, good suspension and a powerful engine, it is quite easy to drive this car all day without undue fatigue.

Standard equipment includes the following:— Electric Self-Starter, Smith Speedometer, Smith 8-day Clock, Horn, Spare Petrol Can and Holder, Petrol Gauge, 2-panel Windscreen, All-weather Side Screens, One-man Hood with Storm Flaps, 12-volt Lighting Set, Dunlop Reinforced Balloon Tyres, Jack and Handle, Tyre Inflator, Tool Kit, etc.

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LOOE, SOUTH CORNWALL

By P. B. A. M.

FOR those who wish to combine real tranquillity with a desire to discover the beauties of Cornwall and Devonshire, no more delightful locality can be imagined than the quaint fishing town of Looe.

To expect the usual seaside "attractions" means disappointment. All that Looe can offer you in this respect is the "smallest cinema in England." There is, however, good bathing to be obtained, excellent sea fishing, and a certain amount of motor boating.

One is told, and can very well believe it by walking through the streets of Looe, that the town itself has changed but little since Rowlandson sketched it almost a hundred years ago. It is so typically Cornish in its delightfully haphazard style of building; the streets do not appear to follow any preconceived plan, while looking at Looe from the hills surrounding the town one is presented with a bird's eye view which is both attractive and extremely picturesque.

Because fishing as well as a dwindling amount of coastal traffic provides Looe with its chief source of income, the centre of interest is naturally the harbour, which consists of stone wharves built on the banks of the river. A large portion of this harbour is a legacy from ancient, and in the case of Looe, more strenuous times. Twenty ships were sent from Looe to help Edward III. at the siege of Calais, while during the French war no less than three enemy ships were brought into Looe as "prizes." It is also interesting to remember that until 80 years ago Looe returned no less than four members to Parliament, two for each portion of the town.

To the motorist who wants to explore the delightful highways in this area, and especially the less known beauty spots, Looe offers unusual opportunities as a touring centre.

The main roads are excellent, and, speaking generally, second and third class roads are

quite good, although in regard to the latter, the small car owner must be prepared for plenty of hills, and roads which are not only narrow, but wind about in the most disconcerting manner.

To become really conversant with this portion of Cornwall and Devonshire, it is essential to have a first class map that shows roads other than main roads.

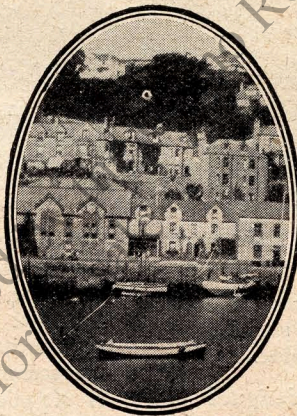
Even a casual glance at a good map will show you a perfect host of charming and interesting places well worth visiting. Doubtless the following places which are all within, at the most, a day's tour from Looe, will help the reader to form his own conclusions.

Westward from Looe is Polperro, once a favourite resort of smugglers, but now beloved by the artist. Polperro with its narrow streets and old world houses wedged amongst the cliffs is a sheer delight.

From Polperro one can visit Fowey the "Troy Town" so delightfully described by Quiller Couch. Fowey is the centre of the china clay industry, and ships from the four corners of the earth congregate in the wide harbour.

Continuing westward you come to Pentewan and Mevagissey, which boasts one of the lowest death rates in the country, Portloe, St. Mawes, Falmouth, and so towards the Lizard and its magnificent coastal scenery to Marazion, with the perfectly wonderful St. Michael's Mount as its chief attraction. Penzance and even Land's End are all within the limit of a day's tour.

The writer would, however, lay stress on certain characteristics which must be contained in the car you drive. Good brakes, preferably of the four wheel type are essential, so is a powerful engine and quick acceleration. You will be called on to negotiate steep hills that in many instances climb steadily for miles. An easy gear change, and a first class second gear performance is therefore most important.



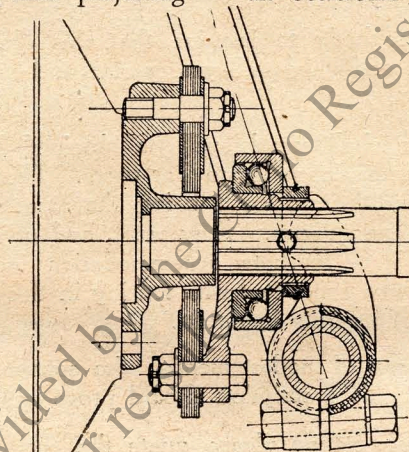
Looe Harbour.
Photo by Mrs. L. Lea.

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CLYNO CLUTCH & CONTROL

The clutch is of the "inverted" cone type, lined with a special fabric giving good engagement and long life, with a minimum of attention. The application of pressure to the clutch pedal disengages the clutch faces through the medium of a forked lever on the pedal shaft, which operates against a ball-bearing thrust race on the end of the clutch shaft. This operation moves the clutch shaft forward a very short distance, and to prevent strain coming on the universal joints the rear end of the shaft is a sliding fit on the splined shaft projecting from the gear box, being lubricated through an oil-way from the latter. Once the clutch face is bedded down very little attention is required with the exception of an occasional charge of lubricant injected into the bearing, and on the face of the thrust bearing forked lever and pedal shaft bearings. The ball thrust bearing is adjustable for wear, a serrated lock-nut being provided which, on removal of the spring

steel locking ring, may be screwed up until only sufficient play is left to ensure free running. Care must be taken that the projecting tongue on the lock ring engages in a hole in the nut and in the screwed centre piece; also that the ring lies embedded in the annular groove. When correctly adjusted there should be $\frac{1}{16}$ " gap between the operating fork and the ball thrust race when the pedal is right back against the stop. As the clutch lining beds down it will be necessary to make an occasional adjustment to the stop to ensure that the gap has not been closed up. The pedal stop is an adjustable screw with lock-nut incorporated in the near side pedal shaft bracket under the chassis frame, and by releasing the lock-nut and screwing in or out the gap can be varied at will. A similar stop is provided for the brake pedal, but this should require no attention, as it is correctly adjusted before leaving the factory.



Clutch Withdrawal Fork and Thrust Race



A REMINISCENCE OF CLYNO EFFICIENCY

An official photograph taken during the late war on the British Western Front, some Motor Machine Gunners with their souvenirs. These Clyno Combinations carried their heavy loads with amazing efficiency.

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HOLIDAY INFORMATION BUREAU

IT is perfectly obvious to everybody that only by unremitting care and the most stringent attention to detail, has it been possible to bring Clyno Cars to their present state of high efficiency; an efficiency abundantly proved by the consequent and amazingly great demand for these cars.

But we do not conceive, however, that the manufacture and sale of cars automatically absolves us from further interest in the cars themselves. Quite the contrary. We want everyone who has purchased a Clyno Car to be assured that we are always profoundly interested in the behaviour of that particular car.

In order, therefore, that we may try to prove our more than ordinary interest, we have decided to form a Holiday Information Bureau, where free advice in regard to touring in this country can be obtained upon written request.

We do not want anybody to imagine that this Holiday Information Bureau consists of a crowd of highly paid young men and maidens housed in a suite of palatial offices.

The information we shall supply will be obtained from our present staff who are all thoroughly enthusiastic Clyno Car users. These people are not blessed with a surfeit of wealth, and such being the case, when they tour, they keep an eagle eye upon expenditure. They want, and of necessity must have, value for money, whether it be for hotel accommodation, food, garage facilities or the hundred and one items connected with touring in this land of high prices, which in many instances offers little in return.

To the man or woman of modest means, who contemplates a holiday tour, first hand information of this description should prove extremely valuable.

When asking for information please quote the chassis and engine numbers of your Clyno Car, and address your letter to:—

**HOLIDAY INFORMATION BUREAU, PUBLICITY DEPARTMENT,
CLYNO ENGINEERING CO. (1922) LTD., WOLVERHAMPTON.**

L.C.

COUPON

Please place my name on the regular Mailing List of the "CLYNO GAZETTE" in order that I may receive my copy Post Free Monthly.

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Address

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The "Clyno Gazette" is in GREAT DEMAND. To make sure you get your copy regularly fill in and post to-day,



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