

THE CLYNO GAZETTE

Vol. 1. No. 7.

MAY 1926

Issued Monthly

THE value of Clyno Cars is accounted for because we put every available shilling into the production of the car itself.

Thus, Clyno Cars, at their respective prices, are easily the best value for money in the world.

Owing to this well-known and remarkable value, we can cope with the rapidly increasing influx of orders only by constantly improving production facilities.

*Clyno
Value
is in
the Car*



CLYNO CARS FOR OVERSEAS.

Part of a large consignment awaiting shipment.

Exporters: ROOTES LTD., 141 NEW BOND ST., LONDON, W.1

THE CLYNO GAZETTE

SAFETY

IN response to a very general appeal for useful information with regard to safety while motoring, we give a few hints which it is hoped will prove adequate.

- Before you start off, spend a few minutes inspecting the car. Look at your oil indicator, ensure that you have sufficient water in the radiator, see that you have spare oil and petrol, examine your lights and wheels. It is always extremely important to test the brakes, and you should do this constantly.

If you want to leave your car unattended, drive it into a side road, while if you cannot do this and are obliged to pull up on the road, ensure that the rear side wheels are right in against the road side.

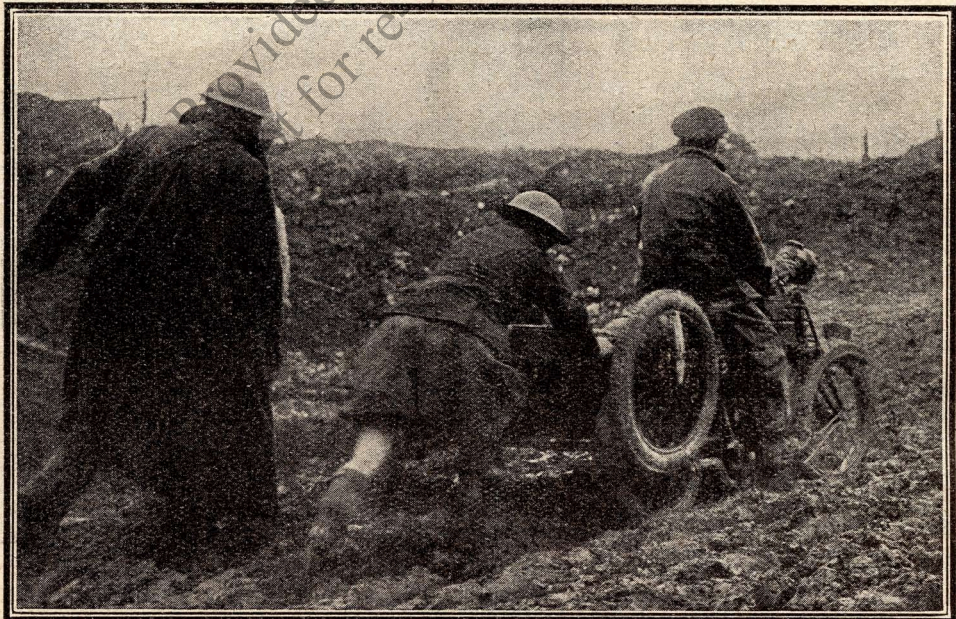
Whenever possible, avoid leaving your car on a hill, but wherever the car is left, in your own interests be sure that the hand brake is on. The very careful owner can switch off the magneto, get into bottom gear, and as an additional security, scotch the wheels with a stone.

There are several forms of that extremely dangerous and altogether abominable practice of "cutting in," the most prevalent being that of endeavouring to overtake a car ahead, and "cutting in" between it and a car approaching you.

Many accidents could be avoided if only motorists would use a simple code of hand signals. It is imperative, prior to slowing down, stopping or turning, to signal your intentions to those behind you.

If skidding occurs, disengage the clutch and instantly turn the steering wheel in the direction that the rear of the car is swinging. By this means the tyres will be allowed to resume their normal rolling contact on the road.

In conclusion, remember that the silence of Clyno Cars and the ease with which they can be driven, makes the speed at which you are driving appear much less than it actually is. Make allowances accordingly.



CLYNO MACHINE GUN OUTFITS were built to withstand hard usage—so are Clyno Cars

THE CLYNO GAZETTE

THE ENTIRELY NEW 13 h.p. CAR.

IN view of the remarkable enthusiasm of Press experts who have actually driven the 13 h.p. Car, we are preparing a booklet giving extracts from the leading newspapers and journals.

This booklet will be ready for distribution at an early date, and arrangements have been made whereby a copy is sent to all registered readers of the "Clyno Gazette."

In the meantime, it is not without interest to note that an article on the entirely new 13 h.p. Car has appeared in the following:—

BELFAST NEWS LETTER

CAR AND GOLF

COUNTRY LIFE

DAILY DISPATCH

DAILY GRAPHIC

DAILY MAIL

DAILY MIRROR

DAILY NEWS

DAILY SKETCH

FINANCIAL NEWS

FINANCIAL STANDARD

FINANCIAL TIMES

GLASGOW RECORD

JEWISH GUARDIAN

NEWCASTLE CHRONICLE

NORTHERN WHIG

MANCHESTER GUARDIAN

MORNING POST

MOTORING

MOTOR NEWS (IRELAND)

MOTOR WORLD

OVERSEAS DAILY MAIL

POLO MONTHLY

REVIEW OF REVIEWS

SATURDAY REVIEW

SCOTTISH FIELD

SPECTATOR

SPORTING AND DRAMATIC NEWS

SUNDAY NEWS

THE AUTO

THE FISH TRADES GAZETTE

THE GARAGE AND MOTOR AGENT

THE LANCET

THE PEOPLE

THE REFEREE

THE TIMES

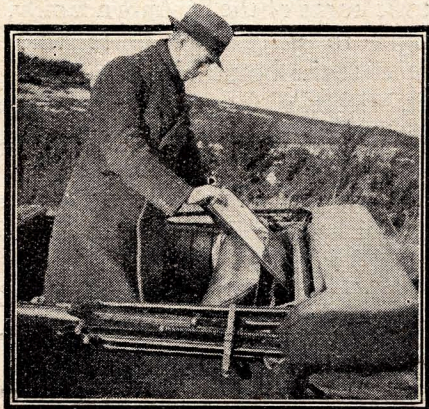
THE WEEK END ADVERTISER,

(DURBAN, S.A.)

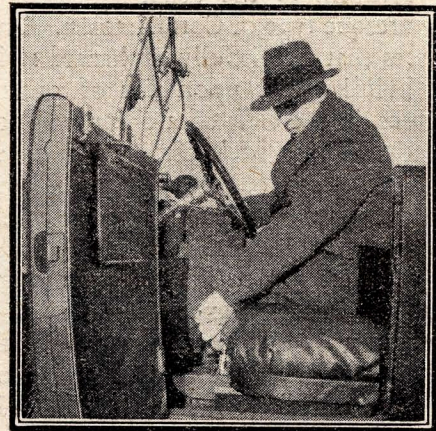
TIMES WEEKLY

WESTERN MAIL

WESTMINSTER GAZETTE



With acknowledgments to "Car and Golf"
Showing the Locker for Side Screens.



With acknowledgments to "Car and Golf"
Illustrating the Instantly Adjustable Front Seat.

THE CLYNO GAZETTE

ST. IVES

By P. B. A. M.

THE advent of the inexpensive motor car has made the Cornish Riviera so accessible, that year by year more people avail themselves of the opportunity of visiting this singularly beautiful and interesting locality.

The writer, one evening came upon St. Ives from Land's End, having driven along that delightful Marine Road via St. Just.

Where the road crosses the celebrated Zennor Downs, one of the most magnificent sights in England breaks upon the view, for, from a point known as the Eagles Nest, one can see the great St. Ives Bay in its entirety, and almost as far as Trevoze Head beyond Newquay.

Very thoroughly impressed by this singularly wonderful view, one might be excused at being a little disappointed with the first sight one obtains of St. Ives. St. Ives does not appear to conform to the usual

picturesque type of Cornish town. One misses that delightfully haphazard style of building tier upon tier of quaint houses in the cleft of a sheer wall of weather beaten rock. St. Ives, in other words, appears at first sight, to follow the example of Newquay and similar modern places. True it is that the streets are not wide, and they are certainly in places extremely steep.

However, older acquaintance with St. Ives will mean the discovery of many unusually quaint features, which it is not the object of this article to describe. The motorist will not however do

more than use St. Ives as a touring centre, which from its very position, offers exceptional opportunities for easily exploring the most interesting and magnificent portion of coastal scenery. Land's End will of course be a great attraction, but the motorist will be well advised to explore the coast, bay by bay right from St. Ives to Land's End. It is only by doing this that one can really appreciate the singular beauty of this rugged

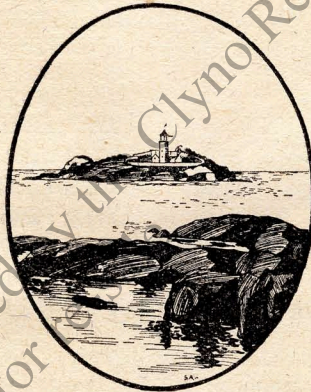
and precipitous coast line. From St. Ives, right round the coast to Land's End, and from Land's End to Penzance and Marazion, the road is usually so close to the coast, that it is an easy matter to run your car into a field and wander off to the very edge of the cliffs.

Second to Land's End in point of interest must come Marazion with St. Michael's Mount the principal attraction. Rising cone like from the sea, this ancient and his-

toric home of the St. Aubyn family, is a sight to delight all those who appreciate the beautiful.

St. Michael's Mount was a sanctuary and shrine almost as far back as the dawn of Christianity in this country, and it obtains its very name from the fact that St. Michael is supposed to have appeared to the monks.

Speaking generally, the roads throughout this area are extremely good, although care must always be taken on the coastal roads which sometimes suddenly develop an astonishingly bad surface.



Godrevy Lighthouse, near St. Ives.
From the original drawing by S. A. Knight.

THE CLYNO GAZETTE

2-SEATER - PRICE £170

ONE of the most popular cars of the entire Clyno range is the 2-Seater.

Originally intended for the man who definitely required a car to assist him from a business point of view, the 2-Seater has become popular with all classes of the community, and especially with those who require a second and smaller car which they can use in place of a vehicle many times more powerful and expensive.

Although the least expensive of the whole Clyno range, the 2-Seater retains in very obvious form, its appearance of dignified individuality, and it is well worth remembering that exactly the same high-grade materials and exactly the same skill in workmanship is given to this model as is expended on those of higher price.

Painted Clyno smoke grey with black valances, wings and hood, this model has an exceptionally pleasing appearance. Upholstery, which is scientifically constructed to give the maximum amount of comfort, matches the coachwork.

Entrance to the car is through a wide door, and when one has taken one's position, whether it be as driver or passenger, one is immediately astonished at the amount of room available. Ample accommodation and comfort for both driver and passenger is in fact, one of the chief characteristics of this car of modest price.

Detachable side screens in conjunction with a stout hood, make the 2-Seater thoroughly weatherproof.

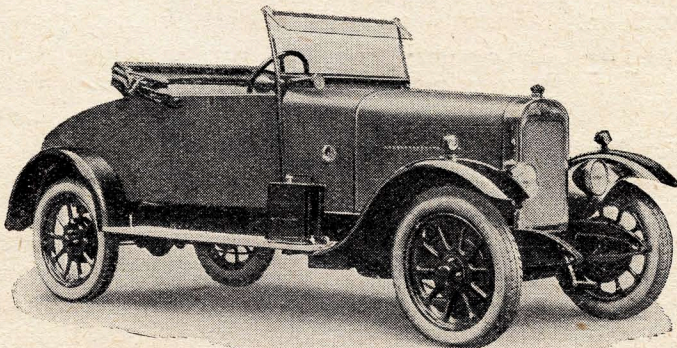
Magneto and carburetter controls are conveniently placed on the steering column, and as in the case of all Clyno Cars, and in common with the majority of high-grade cars, both gear change and brake lever are on the right hand side, and ready for immediate use.

The road performance of all Clyno Cars has long ago been recognised as being second to none, and in the case of the 2-Seater this is no exception. Long journeys along unfamiliar roads can be taken with the utmost ease, and at a very high average speed, but what is more important is the fact that at the end of a long journey the driver feels practically no fatigue, and the passenger is equally comfortable. This is accounted for by reason of the phenomenally easy steering, the almost childishly easy gear change, and the excellent suspension.

Moreover, this 2-Seater like all other Clyno models will take its owner between 30 and 40 miles on one gallon of petrol, while in the case of oil, it is only necessary to use one gallon every 1,750 miles.

Lady drivers will find the 2-Seater a singularly docile car, simply because our designers have appreciated the lady driver's requirements in a most successful manner.

The price of this model includes Four Wheel Brakes, but it can be obtained for £162 10s. minus this very important asset.



2-SEATER - PRICE £170

THE CLYNO GAZETTE

DRIVERS' HAND SIGNALS

THE description of the hand signals given below is extracted from H.M. Stationery Office publication "TRAFFIC SIGNALS, to be used by the Police and Drivers of Vehicles (Issued with the approval of the Home Office and the Scottish Office) 1923." These signals were advocated by the original London Traffic Advisory Committee, were endorsed in the Interim Report of the Ministry of Transport Departmental Committee, and were confirmed in 1925 by a majority of the members of a Conference between repre-

sentatives of the Police and of Road Users.

There is some divergence of opinion as to the necessity and desirability of the "TURN TO THE LEFT," and the Royal Automobile Club does not endorse this signal.

The observance of a uniform code of signals not only minimises risk of accidents, but materially assists both public and police. All motorists should make a point of giving and of acting upon the recognised hand signals in a proper and efficient manner.

DESCRIPTION.

No. 1. "I am going to STOP."

Hold the right forearm and hand (or dummy arm) vertical, palm turned to the front.



No. 1.

No. 2. "I am going to TURN to the RIGHT."

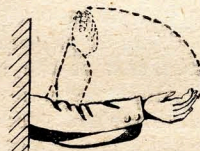
Extend the right arm and hand (or dummy arm) horizontally straight out from the off-side of the vehicle, palm turned to the front.



No. 2.

No. 3. "I am going to TURN to the LEFT."

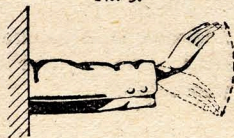
Extend the right arm and hand horizontally, straight out from the off-side of the vehicle, and then carry them forward and towards the near side with a circular sweep on a level with the shoulder.



No. 3.

No. 4. "I am going to SLOW DOWN."

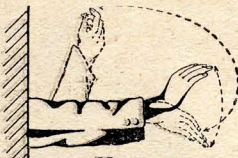
Extend the right arm and hand horizontally as in Nos. 2 and 3, but with the palm turned downwards, and move the arm slowly up and down.



No. 4.

No. 5. "I am GOING TO SLOW DOWN, COME PAST ME on my RIGHT."

Give signal to slow down as in No. 4, then move arm backwards and forwards.



No. 5.

COURTESY SIGNALS.

In addition to giving the above signals, a driver, when approaching a corner, should point as clearly as possible with the hand or whip so that the police and other drivers may understand in which direction he intends to proceed.

Hand signals should be given *firmly, correctly, and in ample time.*

The mere giving of a signal does not absolve the driver from satisfying himself that he can turn, or do what he wants to do, without endangering other traffic. A driving mirror is of great assistance on such occasions.

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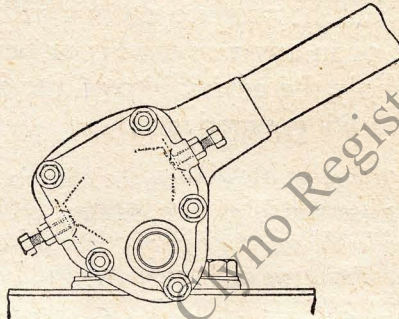
FOOT CONTROL PEDAL TREADS

The position of the clutch and brake pedal foot-treads may be altered to suit the individual driver by withdrawing the bolt in the top of the pedals, and adjusting the tread backwards or forwards another notch, afterwards replacing the bolt and pulling up tight with the nut. In a similar manner the accelerator pedal may be adjusted by passing the fulcrum pin at its forward end through a different hole in the rod. Care should be taken to ensure that full throttle opening is obtainable if this adjustment is made.

Steering Gear

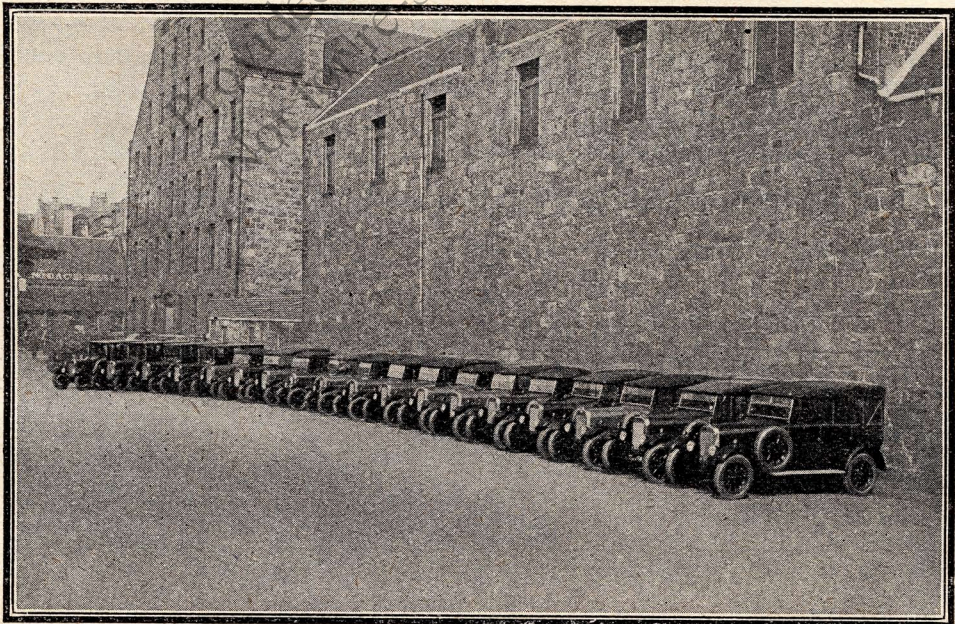
With the exception of the lubrication very little attention is required to this component, the necessary adjustments being made before the car leaves the factory. An adjustable steering lock is provided on

the steering box, in the form of two screws with lock-nuts, but these should not be altered except in case of necessity. To take up wear, and to reduce the strain thrown on the steering when the road wheels hit some obstruction, the blocks on either side of the ball at the front and rear end of the steering connecting rod are spring loaded. One of the most frequent causes of damaged steering gear is due to running too closely to the kerb when pulling up, and trying to steer away too quickly when moving again.



**Steering Box and Adjustable Steering
Lock-stops**

It should be borne in mind that one is able to exert enormous power through the leverage of the steering wheel and gear. For this reason, never attempt to turn the steering wheel while the car is stationary unless someone helps by pulling one of the road wheels round at the same time.



A large consignment of Clyno Cars for Messrs. David Brown of Aberdeen.

THE CLYNO GAZETTE

HOLIDAY INFORMATION BUREAU.

IT is very evident that an extremely high proportion of small car owners thoroughly appreciate our latest innovation — The Holiday Information Bureau.

This is an excellent state of affairs, and we are gratified that our efforts to assist Clyno Car owners have met with such instant success.

In giving information we naturally assume that the applicant is a proficient driver, but because we do not wish to confront the novice with severe hills, or in any way tax his or her limited knowledge, we suggest very strongly the advisability of the applicant mentioning his or her length of driving experience.

Many applicants fail to give adequate information in regard to their requirements. It is essential to state the length of your holiday, whether you want your touring centre to be inland or by the sea, the type of accommodation you require, while if there are any particular localities you wish to explore you should name them.

Clyno Cars cost little to maintain, and are refreshingly simple to drive. Consequently, Clyno Car owners can and do discover all sorts of delightfully interesting places, which, being off the beaten track, are unknown to the average motorist. We want our readers to know these places, and so we invite Clyno Car owners to submit for publication in the June and July issues of this journal, articles not exceeding 600 words.

One article accompanied by a photograph will appear each month, and to the authors of same we shall have very much pleasure in sending a suitable memento of the occasion.

**ADDRESS: 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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