

THE CLYNO GAZETTE

Vol. 1. No. 8.

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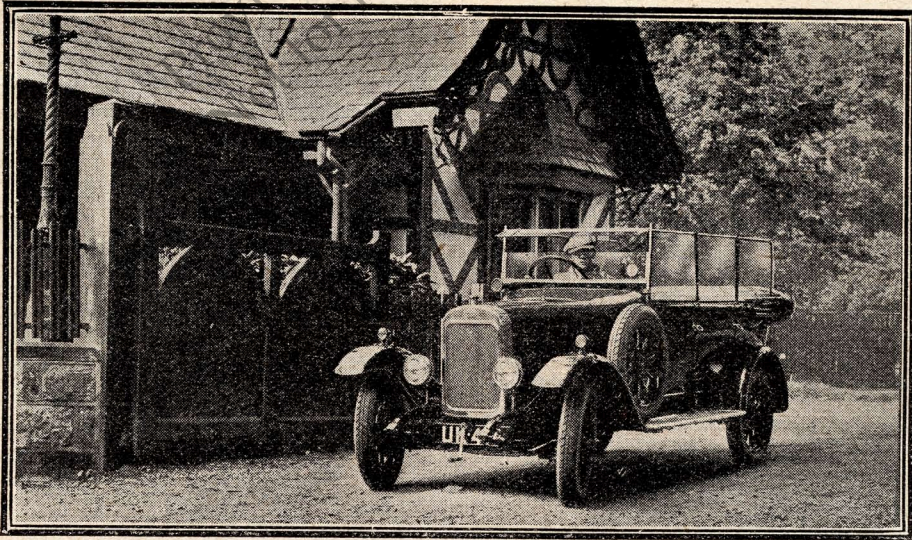
Issued Monthly

THE remarkable value for money contained in every single Clyno Car, obviously accounts for their rapidly increasing popularity

This popularity is all the more remarkable on account of the fact that we offer no ulterior "inducements to purchase"—simply a good car, in the expert construction of which only the best materials obtainable have been used, and upon which every available shilling has been judiciously expended.

Remember, that Clyno Cars only consume one gallon of petrol every 35/40 miles; are delightfully easy to handle, and will take you anywhere in surprising comfort.

*Undoubtedly
the Best
Value
Obtainable*



THE DIGNIFIED 11 H.P. "ROYAL" FOUR SEATER.

THE CLYNO GAZETTE

THE CARE OF THE CARBURETTER.

COX "ATMOS" MODEL "B" 1926.

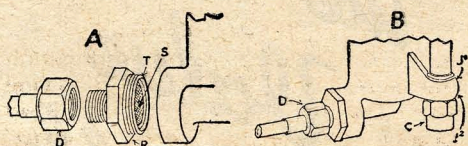
THE "AUTOCAR" says in the issue of 23rd April, 1926:—

"For sheer simplicity from point of view of adjustments the Cox "ATMOS" B Type Carburetter cannot be beaten."

This type of carburetter is fitted to Clyno Cars, and it is undoubtedly the most accessible and simplest of all carburetters and an ideal instrument for the owner-driver.

Like all carburetters, however, it requires to be kept free from dirt and water if it is to continue functioning properly, but even on this point it calls for far less attention than many other types.

For the benefit of Clyno Car owners we set out briefly a few hints on the salient points requiring occasional attention, prefacing these remarks by stating, "KEEP YOUR CARBURETTER CLEAN INTERNALLY AND IT WILL NOT GO WRONG."



TO CLEAN FILTER.

Remove Petrol Pipe Union **D**, then remove Gland Nut **R**. Filter Gauze **S** can then be taken out for cleaning by removal of Brass Spring Ring **T**.

To remove Float Chamber unscrew Petrol Pipe Union **D** then remove Jet Body Nut **C**. Float Chamber can then be removed. Note carefully number of Packing Washers at **J1** and see that same number are retained when replacing Chamber. Number of washers at position **J2** are immaterial, providing there is at least one. Don't wipe inside of Chamber with anything Linty.

Filter, contained in boss at the bottom of float chamber. Look at this occasionally by removing gauze, see illustration A.

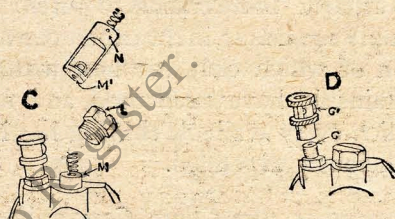
Float Chamber. It is a good plan to remove this occasionally and give it a good rinse in clean petrol, see illustration B. Be sure to replace the fibre washers **J1** and **J2** and tighten nut **C** firmly.

Main Jet, requires practically no attention, but nevertheless it is good practice to remove and give it a sharp blow through now and then, see illustration C.

Pilot Jet, in the same way as main jet, seldom calls for attention, but a blow through with your tyre pump now and then is an excellent practice, see illustration D.

Pilot Jet Adjustable Air Cap. For a rather curious reason this requires a little attention now and then.

Only air passes through it, yet, after long usage, dirt from the atmosphere gradually collects on the end of the adjusting screw, and in the air inlet holes, thereby obstructing the free flow of air and causing slow running mixture to become rich. If therefore, it is noticed that slow running mixture is gradually becoming rich, remove cap, unscrew and take out adjusting screw, clean screw end and air inlet holes, replace and set to original setting. Original setting can be determined by counting number of clicks when removing.



TO CLEAR MAIN JET. With edge of coin or spanner unscrew nut **L**, as shown. Lift out Jet Carrier **M** jet will be found fixed in bottom of Carrier as shown **M1**. Blow jet clear of obstruction and replace. When replacing see that Feather Peg **N** engages with slot. Replace Cap and tighten well down. Do not poke Jet with any metal instrument.

TO CLEAR CHOKED PILOT JET. With fingers, unscrew Cap **G1**. Attach tyre pump, or suitable length of rubber tube to thread **G**. A few strokes of the pump or a sharp blow or so with the mouth through rubber tube will effectually clear Jet. Replace Cap **G1** and screw tight down.

Beyond these here enumerated, there are no other points requiring cleaning at any time.

Adjustments. Fuel Level in Jet. If it is desired to set the fuel level lower, this is done by means of the fibre washers at **J1**, see illustration B. The addition of an extra washer at position **J1** lowers the level to exactly the thickness of the washer.

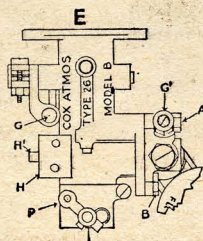
Slow Running. Speed of slow running is set by means of the throttle stop screw **G**, see illustration E, screwing inwards for faster engine and unscrewing for slower engine. The engine keeps in better condition by not being set to run too slow.

Quality of Mixture for Slow Running. This is set by means of the pilot jet air cap, by turning slotted screw in the direction as indicated on the cap itself. Do not set richer than really necessary, because by so doing it only means that more fuel is being used than is really required.

For Best Fuel Economy. Unlike other types of carburetter, the main jet is not the principal controlling factor of fuel economy.

The size of main jet supplied as standard, is the correct and best suited for the Clyno engine. It remains correct so long as it has not been tampered with, by way of poking out with metal instruments, or purposely reamed to larger size.

Accumulation of dirt naturally prevents the proper flow of fuel or air, upsets mixture proportions, and spoils power, speed and M.P.G.



THE CLYNO GAZETTE

OVERSEAS

AT this present period of intense interest in the development of Overseas markets, and what is hoped will prove the very rapid growth of British Exports, we think a few remarks in regard to our own Export arrangements may not be without interest.



The Clyno in New Zealand.

Since the War ended and until about two years ago, the sale of Clyno Cars despite the production of a special overseas model was negligible when one considered the enormous number of vehicles produced at the Wolverhampton works.

The advent of our present World Exporters very quickly altered this unsatisfactory state of affairs.

Messrs. Rootes, Limited, whose Export Department came into being as the direct result of 10 years of planning offered those who could sell Clyno Overseas Cars a sound and reasonable "proposition."



The Clyno in Ceylon.

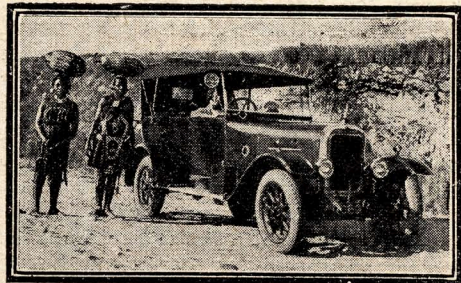
Many concerns can, however, act similarly but Messrs. Rootes, Ltd., not content with this particular aspect of the case, and not believing in the policy of sitting down and

waiting events, sent their own experts to India, and the Far East, South Africa, Australia, New Zealand, and to the Continent of Europe.

The result of this intense activity has proved remarkable and has resulted in an extremely high percentage of our production being definitely allocated for the purpose of Export.

The phenomenal growth of our export business, it is interesting to note, has been thoroughly consistent and the weekly shipments line shows an even and regularly consistent increase.

Our Exporters, Home Export Organisation at the present time, includes the following departments, Sales, Shipping, Finance, Road Test and Final Inspection, Spares and Service, Packing and Despatch, and it is particularly desirable that all home users of Clyno Cars



The Old and the New Way of Transport.

Native women carrying pumpkins on their heads meet a Clyno on the road.

are aware of the unequalled facilities presented by Rootes, Ltd., for shipment overseas, either of the cars already purchased or of cars ordered by Overseas residents returning to London and desiring Clyno Cars for use during their leave at home and the shipment of the car upon their return.

Some indication of the scope of our Exporters' far flung organisation can be understood when it is known that there are as many as 42 Distributors already appointed, while sub-agency organisations throughout the World are numbered in hundreds.

Those who desire a Clyno Car for Overseas use or require information in regard to Export arrangements should write to:—

ROOTES, LIMITED, Export Department, 141, New Bond St., London, W.1

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THE 11 H. P. 4-SEATER. PRICE £190.

By P.B.A.M.

A FULL 4-Seater, the actual price of which only amounts to £190, is even in these days of surprises such a singularly good "proposition" that it is worthy of complete investigation, preferably on the road. I was afforded the opportunity of spending a month last Easter touring the West Country in a Clyno 4-Seater, and found it in every way an admirable car. Perhaps, though, I should not have written "touring" because "exploring" is a more adequate description of the appalling country this sturdy car triumphantly traversed.

Rootes Ltd., who are, incidentally, about to inhabit Devonshire House, handed over this car to me at their Lodge Place Service Works. The 4-Seater and I at once got right down to business in a non-stop run to Axminster, South Devon.

It was a cold day, giving us an opportunity to test the neat all-weather equipment, which, under adverse circumstances proved an admirable and thoroughly efficient attachment.

I am one of those people who require lots of leg room, and it was therefore, a distinct convenience that the front seat is easily adjustable, because nothing is more unpleasant than a cramped driving position.

So my passenger and I were secure from the elements and thoroughly comfortable, a state of affairs which, in addition to the 4-Seater's characteristics mentioned above, was also accounted for by reason of the clever manner with which the change speed lever, hand brake and all controls were arranged so as to come instantly to the hand or foot.

I should imagine that the principal features of Clyno Cars are almost childishly easy right hand gear change, the perfectly wonderful steering, and the really remarkably powerful engine.

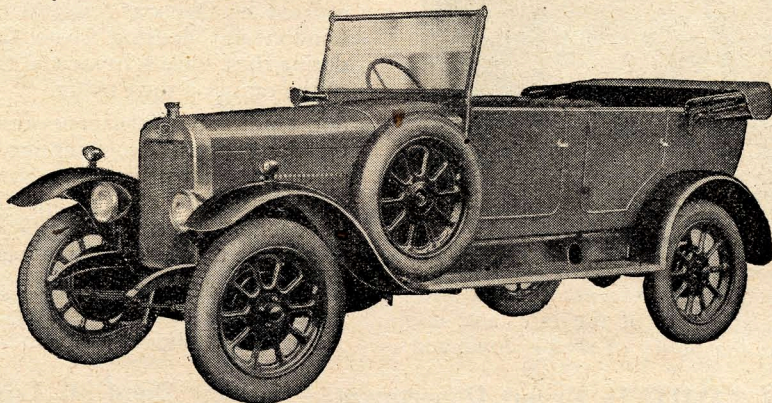
Gear changing is, of course, the bugbear of the inexperienced motorist, but surely there can be nobody, however inexperienced, who cannot manipulate the extraordinary easy change on the Clyno.

When I think of the hundreds of miles we travelled and the long distances covered each day, I have nothing but profound admiration for the Clyno steering. There is surely no better steering on any car made, irrespective of price or specification.

The engine which I have seen advertised as being "extremely powerful" most certainly does not belie this description given to it. Those who have wandered about in the West Country know the perfectly appalling hills which suddenly confront one. The Clyno was never in difficulties and even on a hill like Parracombe, North Devon, the car behaved in a most trustworthy manner, and took us up this one-in-three gradient with surprising ease and any amount of power in hand all the time.

It is not without interest to note that on the last day of my travelling, we came 240 miles in nine hours, and the amazing point was that I really could not consider myself tired, and my passenger was as fresh as paint.

Petrol consumption is a vexed question, but on the four seater Clyno Car I drove on this tour, we exceeded the advertised estimate of 35/40 M.P.G.



THE 11 H. P. 4-SEATER. PRICE £190.

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HOLIDAY PHOTOGRAPHY

We are indebted to the Kodak Co., for the following hints which, it is hoped, will assist those who, not pretending to study photography, nevertheless record their holidays by means of "snaps." Our Publicity Department use exclusively Kodak Graflex cameras, and many of the illustrations appearing in the "Clyno Gazette" and elsewhere, are taken with these excellent cameras.

Picture-making Hints

For Young Photographers — and others.

AS soon as you start picture-making you will find that—in spite of Euclid—a part of the view is often greater than the whole as a subject. It is more easy to make a picture of one cottage than of a village, of one tree than of a forest, of one human than of a group.

A Common Mistake. Picking out the picture-making "bits" from a view is an art which you should endeavour to acquire. You may feel that the wider view you get into your print the more it will serve as a reminder of the scene. That is not so; you will often find that by choosing a quaint corner, a pile of rocks or a group of reeds by the water's edge you get a more vivid picture than if you had endeavoured to take in the whole village, moor or river. Always remember that your prints will be in monochrome; it is therefore the *shape* of your subject you should study rather than the colours.

Buildings and Roads. If you are taking a building—a cottage, an inn, a church or whatever it may be—the worst view is usually a direct front one. Stand a little to one side, you will then get a diagonal view of the front which is always more pleasing. Also it is more effective because the lines give

vivid perspective. Avoid straight lines that cut your picture in half. For instance, if the horizon is a straight line do not have half sky and half land in your picture. A vertical line (telegraph pole, lamp-post or the line of a road) is also far better away from the middle of your picture.

A Useful Rule. There is one other thing you should keep away from the middle of your picture and that is the *principal object!* You will find in almost all successful pictures that the principal object of interest is a little to the right or left of the centre, and a little above or below it. When picture-making on the sea-shore you must be especially careful to keep your camera level, and to see that the line made by the sea and beach falls nicely in your picture.



A Clyno at Porlock Weir

Catch it Bending. Remember that a river, like a road, offers most pictures at the bends. When taking open views—from hills, across moors or in meadows—always look for a good *foreground*: a few rocks, a broken fence, a low bush, anything to break up the foreground and give you a scale by which to judge the distance. But if you do use figures in your views make up your mind which is the real subject.

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THE VALE OF NEATH, SOUTH WALES

By ALBERT MUNN.

THE door to "Wild Wales" is readily and easily opened by the fortunate possessor of a Clyno light car. South Wales is a land where natural beauty, legend, romance and historical tradition are interwoven inextricably. "Off the beaten track" the chief places of interest lie, but the roads in South Wales are good, and one can get nearly anywhere with little or no trouble.

It is my desire to direct your attention to the beautiful Valley of the Neath. With its famous waterfalls, its ancient castles, abbeys, trout streams, mountains and valleys it is a place well worth the attention of motorists, and it will certainly repay a visit.

When you reach Neath keep straight through the town, and turn left on the fork at the entrance. Keep on for a mile and a half, and you will reach the famous Neath Abbey. This is a magnificent ruin, built at the same time as "Tintern," and by the same order of Monks. Modern excavations have revealed many interesting specimens of architecture, and you should see the crypt and banqueting hall, which are well preserved.

Returning, you drive up the Neath Valley, leaving Neath on the right. Note in the distance the stately tower on the mountain-side. This is called the "Ivy Tower," and was used in the time of the "Ciscertians" as a look-out over the Swansea Bay. There are, too, some associations with Cromwell, while a subterranean passage connects the tower with Neath Abbey, which is now a distance of about four miles.

On the right one notices an early English villa with armoural embellishments. Here resides Mrs. Coombs Tennat, a lineal descendant of Cromwell on the maternal side. Here, too, Sir Oliver Lodge spends some of his vacations.

Passing Resolven on the right, one could visit the Melincourt Waterfalls. Turner

was fond of painting these falls, and a reproduction of them now hangs in the National Gallery.

Continuing the journey up the valley. (Road No. 645) you will pass on the right a mediaeval mansion of terra-cotta. It was thought by Southey, the Poet Laureate of England, to live in this place, but there arose a difficulty over the lease, so the idea was dropped. Immediately on the left one will pass a large gate-head on which there are armoural bearings and very pronounced marks of cannonade. The seat of Williams' Aberpergwm lies about a half-mile off.

Williams is a descendant of Cromwell, and because his ancestor desired to preserve neutrality during the civil wars Cromwell bombarded his residence from the mountain opposite.

Keeping straight on through Glynneath, taking the left at the fork, one comes to Pontneathvaughan. This village is famous for its beautiful waterfalls. Leave the car at the Angel Hotel, and take the little footpath on the left and walk along for about half-a-mile

through some of the most beautiful scenery in Wales and you will arrive at the "Lady" falls—so called for the water flows over the rocks as gently as a lady's mantle over her shoulders. There are numerous falls in the vicinity all of which should be seen.

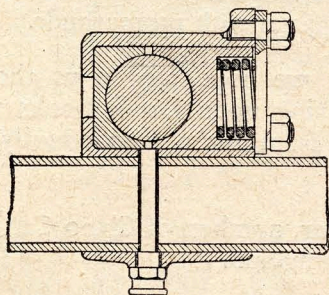
Close here is the "Dinas" rock. This is a huge precipice, predominating the whole valley. It is the resort of tourists and picnickers. You may park the car here with safety. Tradition says that in a cave in this rock sleeps King Arthur with his famous knights waiting for the striking of the bell that will call him to march forward to the emancipation of his people. The scenery here is exquisite, and a picnic would be a never-forgotten joy. The little river Ned encircles the rock and combines to make it a haven of delight.



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THE CLYNO GEARBOX

THE gearbox is mounted on the front end of the torque tube, the rear end of the latter being attached to the axle casing. At the front of the gearbox is a high tensile steel support ball, which acts as a

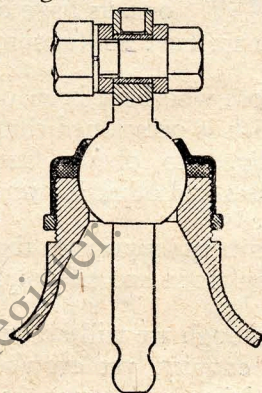


Gearbox Pivot Support.

connection to the chassis frame while allowing for free movement of the whole unit. This support ball is enclosed in a pair of spring loaded phosphor bronze sockets, which are self-adjusting for wear, and require no attention other than occasional lubrication by means of the grease gun. The change-speed gear box lever is mounted in a ball socket, having an adjustable cap and screwed lock-ring. To adjust to give the lever the correct amount of freedom without rattle, slack back the lock-ring and screw the cap down

the required distance, afterwards locking the ring back in position.

It is most important that the gear control shaft be kept clean and well oiled where it passes through the swivel bracket on the



Change-speed Lever Ball Socket Adjustment.

frame at the right hand end, otherwise considerable binding may be set up which would have an effect on the gear changing.

Clyno owners will be interested to learn that it is proposed to form a motor club in the Friern Barnet district, and that lady drivers particularly are invited to join. It is hoped to organise a programme of sporting and social events during the year, and those interested should communicate with A. S. COOPER, Osborn House, Carlton Road, N.11.



TRELAWNY'S GARAGE, PENZANCE.

The ever increasing demand for Clyno Cars in Great Britain extends from John O'Groats to Lands End.

THE CLYNO GAZETTE

HOLIDAY INFORMATION BUREAU

WE have been and still are, inundated with applications for holiday information, and we fear as a consequence, that many Clyno Car owners have been kept waiting for information in spite of the fact that we have endeavoured to answer all enquiries with promptitude.

Those who have been obliged to wait will, we hope, forgive us the delay which is occasioned simply because, not relying upon Guide books, we are obliged to obtain first-hand information from those who actually know routes and other information.

Immediately prior to the Whitsuntide holiday, numbers of Clyno Car owners telephoned and telegraphed for holiday information.

Although we will always supply particulars in writing as a result of such an enquiry, yet everybody will appreciate the obvious disadvantages of applying in this manner.

It gives us very considerable pleasure to thank those who have so kindly sent in short articles relating to little known beauty spots. One of the articles is published in this issue.

Applications for the "Clyno Gazette" continue to arrive with almost embarrassing regularity, and what is really most gratifying is the fact that the coupons have been received from all over the British Empire — a testimony of our growing Export business, as well as, we venture to think, the interest our Overseas clients take in their Clyno Cars.

Several Overseas Clyno Car owners have sent the amount to cover postage, but we would like it to be widely known that the "Clyno Gazette" is sent anywhere absolutely free of all cost to the recipient.

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.

Name

Address

(WRITE IN BLOCK
LETTERS)

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



Cut along dotted line.

FILL IN AND POST TO
THE CLYNO ENGINEERING Co. (1922) Ltd., WOLVERHAMPTON