

THE CLYNO GAZETTE

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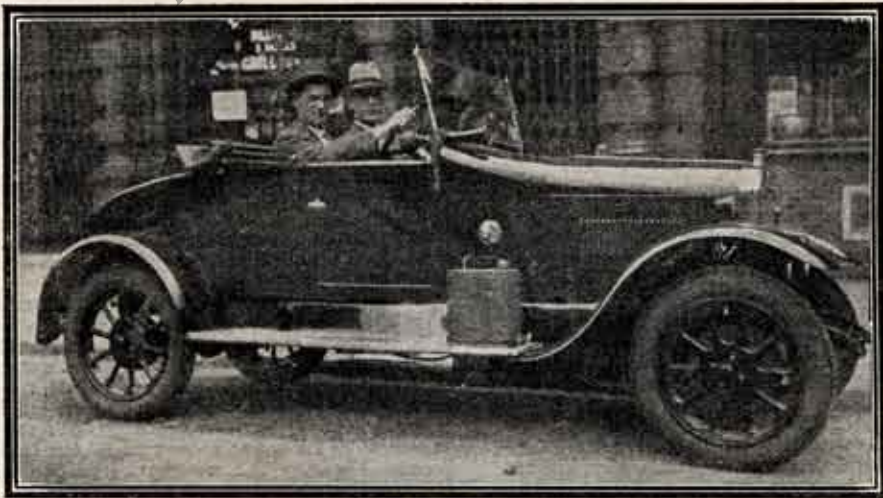
CLYNO CAR advertisements differ from the majority of other car advertisements, in that we refuse to write a mass of glowing generalities that read well, but mean practically nothing.

We give certain essentially important, but almost exclusively Clyno, features, which a demonstration run can prove—constituting probably the most remarkable value for money ever offered to the Public.

That Clyno Cars are very definitely sound value for money is proved, despite the lateness of the season, and the present industrial trouble, by their undiminishing exodus from our Works.

There are few cars of modern design that are so entirely comfortable, so easy to drive, and which are so inexpensive to maintain.

*Clyno
Value
is in
the Car*



C. V. Grimmett, the famous Australian cricketer, in his Clyno.

THE CLYNO GAZETTE

YOUR MAGNETO

THE MAGNETO AND THE ENGINE.

A PETROL engine is like a quick-firing gun: it is a gun which sucks in a charge, rams this charge home, fires it, and then expels the waste products. This cycle of operations is repeated up to as many as 10,000 times per minute.

The function of the magneto is to fire the charge, so that it is called upon to supply anything up to 10,000 sparks per minute, each of which must be accurately timed to a thousandth of a second. They must be of 5,000 to 6,000 volts pressure, and contain enough energy to ignite their charge despite the leakages caused by oil, carbon and moisture. On the other hand, their energy must not be too great, or the plug points will over-heat and burn away, causing the engine to knock on hills.

A piece of mechanism which performs such exacting duties deserves a little attention, which will be well repaid in service.

CLEANING.

Remove the distributor **A** and wipe the inside with a cloth moistened with petrol. The carbon brush **E** in the rotating arm **D** should work freely in its holder; if it is clogged, remove and clean. Next remove the cover **B** and examine the contact-breaker. If the contact points are burned or blackened, they may be cleaned with very fine emery cloth and afterwards with a cloth moistened with petrol.

Care must be taken that all particles of dirt and metal dust are wiped away. To render the points accessible for cleaning it is necessary to withdraw the contact-breaker from its housing by unscrewing the centre pin **G** by means of the magneto spanner. The whole contact-breaker can then be pulled off the tapered shaft on which it fits. Now push aside the locating spring **K** and prise the rocker arm off its bearing, when it will be possible to begin cleaning the points,

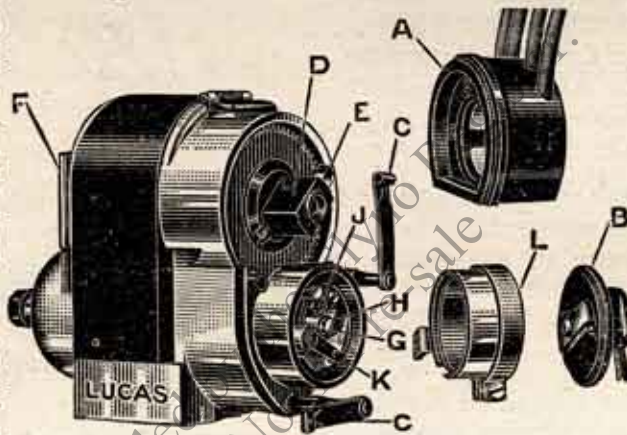
ADJUSTMENT OF CONTACT-BREAKER.

The contact points only need adjustment at long intervals, and unless the gap varies considerably from that of the gauge, the owner is warned that it is not desirable to alter the setting. To adjust,

turn the engine slowly by hand until the points are seen to be fully opened, then slacken the nut **J** and rotate the contact screw by its hexagon head until the gap between the contacts is set to the gauge on the magneto spanner. After the adjustment, tighten the nut **H**.

LUBRICATION.

If the car is in regular use, add about three drops of thin oil through the lubricator every fortnight. The owner is cautioned that far more trouble is caused by excessive oiling than by too little. About every 5,000 miles the cam ring **L** should be withdrawn from the contact breaker housing, and the length of felt exposed to view should be given a few drops of thin machine oil (not engine cylinder oil)



Lucas 4-Cylinder Magneto.

- A-Distributor.
- B-Contact Breaker Cover.
- C-Steel Springs which secure distributor and contact breaker cover in position.
- D-Distributor rotating arm.
- E-Carbon Brush.
- F-Driving End Cover.
- G-Contact Breaker securing pin.
- H-Contact Points.
- J-Locking Nut.
- K-Locking Spring.
- L-Cam ring with timing lever.

The DETECTION AND REMEDY OF IGNITION FAULTS.

If misfiring occurs in only one cylinder, see that the high tension cable shows no signs of wear or cracking, and that the sparking plug gaps are correct (20-25 thousandths). Should the engine refuse to fire, the following test should be made before the magneto is suspected of being the cause of the trouble: Without disconnecting the high tension cables, remove the sparking plugs, lay them

on their sides on the cylinder, and observe whether sparks occur at the points when the engine is cranked by hand. If sparking does not take place, first examine the cable leading from the magneto to the cut-off switch; it may be accidentally earthed owing to severed or worn insulation. Inspect and clean distributor and contact points as previously described.

Misfiring on hills or during full throttle acceleration is probably due to the plug gaps being too wide. It is important that neither the magnet nor the armature should be removed from the magneto, as this will considerably decrease its efficiency, particularly at slow speeds. If the owner is still in any doubt or difficulty about his ignition system, he is strongly advised to consult the nearest Lucas Service Depot. For further information on Magnetos, see the Lucas Instruction Booklet, a copy of which will be sent on request.

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SEA PICTURES

AND HOW TO MAKE THEM WITH YOUR CAMERA

THERE is nothing more fascinating than the sea, and few things more attractive as subjects for camera pictures; but so much of its beauty depends upon two factors—colour and movement—that it is almost impossible for photography to record, that considerable care must be exercised if really satisfactory pictures are to be made.

Beautiful pictures can be made, and here are some hints on making them.

These hints apply to “seascapes” rather than to groups on the sands, which—except for the shorter exposure needed—are very like groups anywhere else. A print which is half plain sky and half unbroken water, with perhaps a dividing line of a thin strip of land representing the other side of the bay, is not usually very interesting.

You should try to get something solid in the foreground of your picture—a group of rocks, a boat, or the curving line of the shore. This gives you a sort of foundation upon which you can build your picture.

The most effective pictures of a coast line are not usually those taken from the sands, but views from the cliffs. From a high point the sea will be spread out beneath you, and the line of the sands or cliffs will make a graceful curve.

When taking pictures from heights, always wait until a wave has broken along the shore; the white line of surf is very attractive in a picture.

This hint also applies to photographing rocks and rocky coast scenes. Unless your camera has a high-speed shutter you will not be able to get very rough sea pictures, unless you wait until the wave has just broken, when you may be able to catch

the froth and the spray with even quite a slow snapshot.

When taking rough sea pictures, be careful that your lens does not become dimmed by spray. In all seaside work remember that salt water or sand will be fatal to any shutter they get into.

You will find that exposures at the seaside must be extremely short. The sea is almost as bright as the sky and reflects almost as much light. Your only trouble with exposures is to give a sufficiently short one, as a rule.

Of course, a little way inland, especially if you are under trees, exposures will be much increased. The pictures taken actually on the shore can be taken with quite a high shutter speed or with a small stop; or you can make use of the better light by using

a “Kodak” Colour Filter for practically all your pictures.

It will pick out the different shades of blue and purple in the sea, the different shades of green on the cliffs, the yellows and browns of the sand, and render them all in their correct tones in the print.

But without the Filter there is always the possibility that a dark blue sea will come out much lighter in the print than a comparatively light yellow sand, but when the “Kodak” Colour Filter is used this is corrected.

The Colour Filter will, of course, help you to get good skies also. The skies are often the strong point in sea pictures, because the exposure required for sea and sky are about the same; whereas in landscape work, in giving enough exposure to the landscape, the sky is often overexposed and rendered unprintable.



The Harbour, Padstow

THE CLYNO GAZETTE

IN THE CHATEAUX COUNTRY

By S. S. B. BASTIAN.

FEW holidays could be more enjoyable and less expensive than a tour of the old Chateaux of the Loire, the visible remains of the splendour of old France, and having roamed this country for the last few weeks I felt that Clyno owners might be glad to have a brief sketch of my wanderings.

I shipped the car, a 13 h.p. saloon, at Newhaven, the A.A. making all arrangements, and the car was handed over without a hitch at Dieppe. A night at the excellent Hotel Metropole, and then I was away to Rouen by La Scie, a beautiful winding country road through the quaintest Normandie villages, very reminiscent of Devonshire. From Rouen to Chartres, with its wonderful cathedral, thence through Vendome to Blois, where the Hotel de France provides every luxury at a very reasonable price. There is something foreboding about Blois, with its sheer

walls and long rooms full of dark shadows, and the black dungeon with a well in the floor, 60 feet deep, ideal for the dark deeds which smeared French history of the sixteenth century. Here the Duc de Guise was done to death and lay dying before Henry III, who simply said, "I'd no idea he was so short." From Blois one can see Chinon, with its inspiring ruins, Azay-le-Rideau and Chambord, the hunting-box of Francois I, built in 1530. It is rather difficult to describe Chambord. Imagine a hunting-box twice the size of Buckingham Palace, set in a nice little allotment of 70,000 acres, where the King took 3,000 people there for week-end parties, and stabling for 1,200 horses. It is the most inspiring and magnificent monument of the times imaginable.

From Blois along the beautiful banks of the Loire—a good French road except for

five horrible kilometres—takes you to Amboise, a magnificent pile on the left bank, where the carriages drive right up a tower into the chateau. It was here the de Guises hanged half a dozen Huguenot squires to provide a little light after-dinner amusement for the ladies. Thence to Tours, where the Hotel de Fayzan is well worth visiting; it is a real French Hotel, and comfortable. From Tours there is

Chenoncaux, perhaps the most beautiful of all the chateaux, with its pure white stone arches spreading right across the river, and the maze and great rose garden of Diane de Poitiers. Last, but not least, I visited Loches, of grim memory, with the great Donjon and torture chamber with its famous cage, where the wretched Cardinal la Balue, who had conspired against Louis XI, spent eleven years, unable to lie down, and for his only view the centre of the torture chamber where all Louis' little pleantries

were carried out. Charming times! Orleans and Fontainbleau (the most interesting of all) should not be missed, and then Paris—Dieppe or Boulogne completes a tour that can never be forgotten.

The rule of the road on the right has no real terrors; in fact, it is easier than driving on the left and probably more natural. Petrol is about the same price as in England, garages are far superior, and after nearly 1,000 miles of bad, worse and shocking roads I had a broken wing stay repaired overnight at a cost of 2s. Otherwise the Clyno ran splendidly over some of the most appalling roads imaginable; shock absorbers are advisable, but I had none fitted and no springs broken.

I shall be delighted to give any further particulars to anyone contemplating this tour (through the Holiday Information Bureau).



Statue of Jeanne D'Arc, Orleans

THE CLYNO GAZETTE

THE MOTORIST AND PICNICS

By T. P. B.

DURING a recent tour, a feature that struck me very forcibly was the number of motorists who indulge in picnic luncheons and teas.

There are many degrees of picnickers, varying from the primitive, who make a fire from twigs, to the scientifically luxurious who employ Primus stoves and other labour-saving devices. However, they all seem to belie the old cynical paradox that discomfort is the essence of picnic enjoyment. There is a great deal to be said for the idea, both because of the peculiar enjoyment one derives from preparing one's own meal, and enjoying it in the open, and also because of the indisputable economy.

By picnicking for luncheon and tea instead of patronizing hotels and restaurants, I should estimate that one can save at least a third of the amount one normally spends on a motor-tour, even assuming that the places of refreshment one is wont to frequent have the most moderate charges.

To enjoy picnicking fully, food should be taken in bulk. A glass of tongue and a loaf of bread prepared by the roadside is much more enjoyable than sandwiches cut before hand, which often become stale.

On no account forget the seemingly small details like salt. The nearer you get to an indoor meal, the more you will enjoy your picnic. In the same way I would suggest that

tea should be made on the spot, either over a wood fire or on a Primus stove, in preference to the Thermos flask.

For plates, cups, etc., it is well to consider the popular papier mâché variety, which are cheap, convenient to carry, clean and time-saving. Knives and forks which shut up like penknives are useful; in fact, the prospective picnicker has only to visit any

of the large stores to realize the number of ingenious contrivances which are offered him. Highly important details are a corkscrew and a bottle opener, which are sometimes forgotten by ladies, though not by the strong and thirsty sex.

If asked to give any hints on the choice of sites, etc., I should lay most stress on getting right off the main road, where you may obstruct the way and cause accidents. On no account merely pull into the side, but take your car either on to a piece of common or private ground, or up an unfrequented lane.

It is most important to realize that consideration for property must always be shown. Few motorists overlook this, but the few that do cause inconvenience to others. On reaching any private ground or property, always ask at the nearest house for the owner, and obtain from him permission to use his property. Little acts of courtesy like this are to the advantage of yourself and your fellow-motorists.

On no account light a fire without first obtaining permission, and always remove all traces of your having made a meal in any spot. Much has been said, and too much cannot be said, about the crime of littering the countryside with paper and other debris. It is the one unforgivable sin. It should be borne in mind that in picnicking, as in everything else, careful theorizing does not



A Harbour Snapshot from Cornwall

usually yield such good results as the outcome of previous experience. The most important thing about picnicking is to make it more of a pleasure than a task, and by remembering "what happened last time" you will make things easier. Above all, bear in mind that courtesy and consideration is never wasted, and your path to pleasant picnicking should be an easy one.

THE CLYNO GAZETTE

LUBRICATION OF THE CLYNO

GEARBOX.

By removing the floor-board immediately in front of the driving seat the gearbox is exposed to view. On the top of the gearbox will be found the oil filler plug, while towards the bottom, on the near side of the box, a small oil level plug is located. When charging up with oil it is necessary to remove these two plugs, the oil being poured in at the top until it begins to overflow from the hole in the side. Overfilling of the box is not to be recommended on any account, and for this reason it is most important that the instructions with regard to the oil level be strictly adhered to. Care must be taken to screw the two plugs absolutely tight home when the oiling process is finished. The drain plug in the base of the gearbox should be occasionally removed, the box swilled out with paraffin and recharged with oil. The lubrication should be attended to at least every 500 miles.

BACK AXLE.

On the side of the back axle casing, and just below the centre of the axle shaft, is a similar plug to the one on the gearbox; this acts as a filler and oil level plug combined, oil being poured in until it begins to run over. The wheel bearings are lubricated by a slight excess of oil from the axle casing. Lubrication of the axle should be attended to at least every 1,000 miles.

STEERING BOX.

By raising the offside half of the bonnet the steering box at the base of the column is exposed to view. The plug in the top of the box must be removed and a charge of lubricant poured in until it is level with the bottom of the plug hole. The operation should be performed at least every 1,000 miles.

FRONT HUBS.

After removing the wheel nuts and hub cap, but not the wheel itself, the end of the hub shell is exposed, showing a small plug, which must be removed and a charge of oil injected. This operation should be attended to at least every 1,000 miles.

CLUTCH THRUST BEARING.

On the clutch shaft, immediately behind the front flexible disc, is a ball bearing, which takes the thrust when the clutch is disengaged. To ensure a smooth and easy operation, this race must be well lubricated. A charge of lubricant should be injected every 250 miles by means of the grease gun through the adapter on the shaft.

GEAR CONTROL MECHANISM.

The mechanism for the right-hand control to the gearbox may be exposed by removing the floor-board immediately in front of the driver's seat. An occasional drop of thin oil is required on this control, injected through the small oilers, one in the centre and one on the right-hand swivel bearing.

