

THE CLYNO GAZETTE

Vol. 1. No. 11

SEPTEMBER 1926

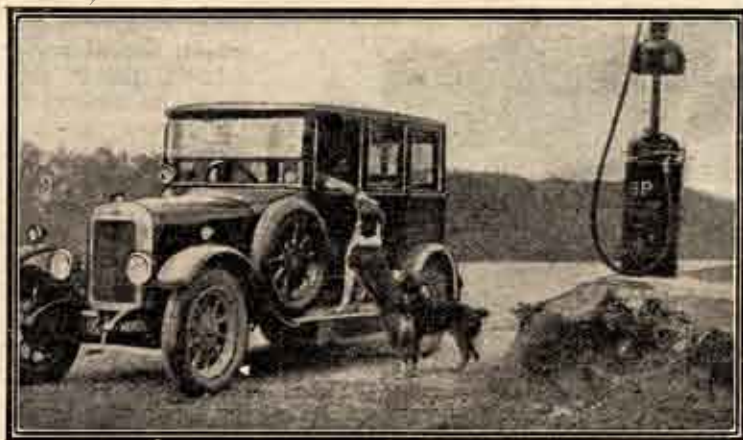
Issued Monthly

IF proof of the amazingly rapid rise of Clyno Cars in Public estimation is required you have only to notice the increasingly large number on the roads.

The reasons for this are not far to seek—being in fact their incontestable reliability, proved economical maintenance, smart appearance, and the ease with which they can be driven by anyone.

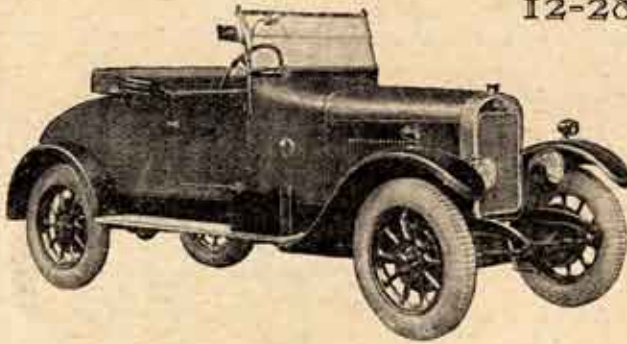
The 1927 Season will without a shadow of doubt see Clyno Cars more popular than ever before, simply because the new 1927 Programme finally proves that every Clyno Car built is the best value obtainable in this or any other country.

*Sweeping
Price
Reductions*



THE CLYNO GAZETTE

12-28 H.P. 2 SEATER



Instantly adjustable seat mounted on metal runners; two wide doors; large fully upholstered double dickey seat. Latest type of all-weather equipment and hood. Beautifully finished in maroon with leather upholstery to match.

Clyno Standard Equipment.

PRICE : : : with F.B.W.

£215 0 0

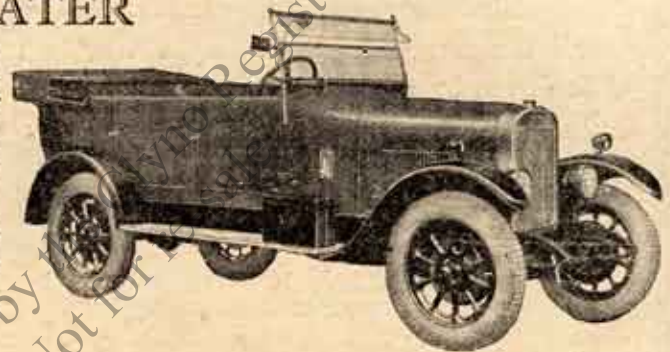
12-28 H.P. 4 SEATER

Perfectly equipped full Four-Seater. Four wide doors; adjustable front seat; capable of remarkable road performance. Coach-work in maroon with leather upholstery to match.

Clyno Standard Equipment with the following addition: Luggage Grid.

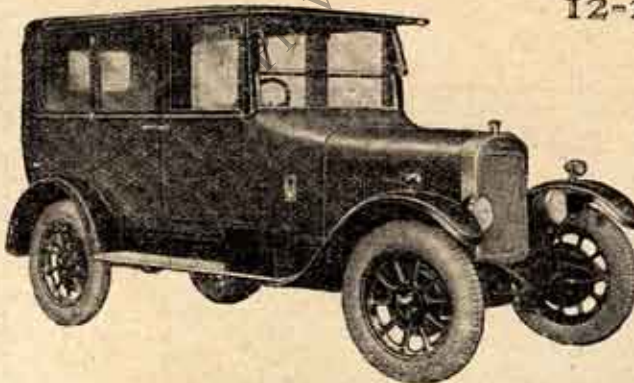
PRICE : : : with F.W.B.

£220 0 0



12-28 H.P. SALOON

A completely new full size (Clyno Registered Design) coach-built body, incorporating sloping wind-screen, domed rear panel, swept cantrail, patent slam-locks, etc. Luxurious internal fittings; four wide doors; ample head and leg room. Four of the six large windows open. Patent window-winding apparatus. Instantly adjustable front seat mounted on metal runners. Complete down to the very last detail. Coach-work in maroon or dual brown



with leather upholstery to match. Clyno Standard Equipment with the following additions:—Luggage Grid, Smith's Ladies' Companion, Electric Cigar Lighter and Smoker's Companion, three Window Blinds, Parcel Net, Rope Pulls in rear.

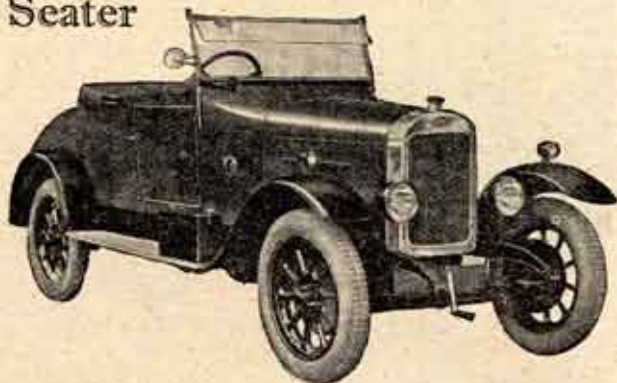
PRICE : : : with F.W.B. £250 0 0

FOR STANDARD EQUIPMENT SEE PAGE 3

THE CLYNO GAZETTE

11 H.P. "Royal" 2 Seater

Ample accommodation including fully upholstered sunk dickey seat, accommodating two adults. Perfect all-weather side-screens opening with each of the two wide doors. Coach-work in royal blue with leather upholstery to match.

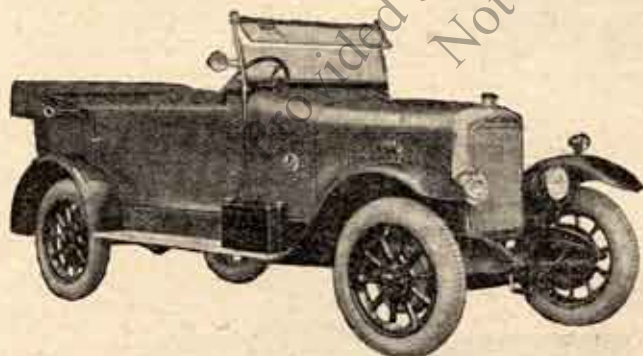


Clyno Standard Equipment with the following additions:—

Hood Envelope, Electric Horn, Driving Mirror, Smith's Shock Absorbers, Spring Gaiters, Automatic Windscreen Wiper, Dash Lamp, Scuttle Ventilator, Receptacle on Instrument Board.

PRICE, with F.W.B. £195 0 0

11 H.P. "Royal" 4 Seater



Three wide doors; latest all-weather equipment with special one-man hood; adjustable front seat. No better Four-Seater is obtainable or necessary, this model being easily capable of comfortable touring at high average speeds for a minimum fuel consumption.

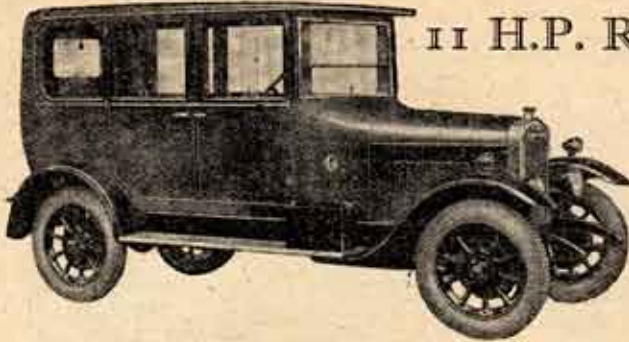
Clyno Standard Equipment with following additions:—

Hood Envelope, Spring Gaiters, Electric Horn, Automatic Windscreen Wiper, Dash Lamp, Luggage Grid, Receptacle on Instrument Board, Smith's Shock Absorbers, Driving Mirror, Scuttle Ventilator. PRICE, with F.W.B. £199 10 0

FOR STANDARD EQUIPMENT SEE PAGE 8

THE CLYNO GAZETTE

11 H.P. Royal 4-Door Saloon



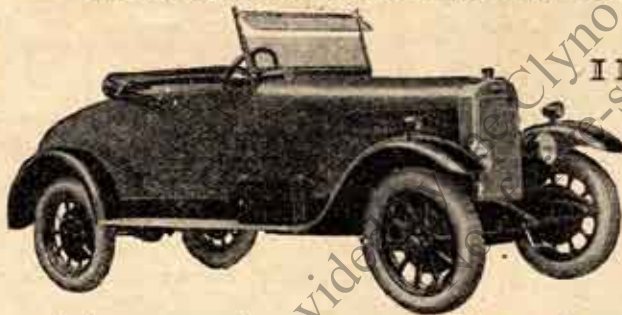
All Clyno Registered Design, incorporating sloping windscreen, combination slam-locks, domed rear panel, swept cantrail, and many other refinements. This is unquestionably the most attractive inexpensive Saloon in existence. Acknowledged to fulfil every requirement, especially as regards comfortable touring on similar cars

many times higher in price. Four window doors; six large windows, four of which open; patent window-winding apparatus; ample head and leg room; instantly adjustable front seat mounted on metal runners. Coach-work in royal blue with Bedford cloth or leather cloth upholstery to match.

Clyno Standard Equipment with the following additions:—

Spring Gaiters, Electric Horn, Mechanical Windscreen Wiper, Dash Lamp, Luggage Grid, Receptacle on Instrument Board, Winding Windows, Driving Mirror, Smith's Shock Absorbers, Scuttle Ventilator, Rear Window Blind, Floor Carpets, Rope Pulls at rear, Sunk Ash Trays. PRICE, with F.W.B. £230 0 0

11 H.P. 2 SEATER



Just as much care is lavished on this model as on the more expensive of the Clyno range. Complete all-weather side-screens giving excellent vision; one-man hood; ample leg room and large fully upholstered sunk dickey seat. Coach-work in smoke grey, with

upholstery to match. On account of its sturdy construction, easy gear change, perfect steering, general accessibility and phenomenally low fuel consumption, this car can be driven anywhere with ease.

Clyno Standard Equipment with the following additions:—

Bulb Horn and Wind-screen Wiper. PRICE : with F.W.B. £160 0 0

11 H.P. 4 SEATER

A full Four-Seater; two wide doors; adjustable front seat; completely equipped all-weather side-screens that open with the door; one-man hood. Coach-work in smoke grey with upholstery to match.

Clyno Standard Equipment with the following additions:—

Hood Envelope and receptacle on Instrument Board; Bulb Horn with Windscreen Wiper.



PRICE : : with F.W.B. £172 10 0

FOR STANDARD EQUIPMENT SEE PAGE 8

THE CLYNO GAZETTE

YOUR BATTERY.

THE battery is the "reservoir" of the energy generated by the dynamo, and upon its "level" or state of charge depends the satisfactory running of the starting motor and the lamps. We would therefore impress upon the owner the importance of keeping the battery in good condition.

REGULAR INSPECTION.

At least once a month the vent plugs in the top of the battery should be removed and the level of the acid solution examined. If necessary, distilled water, which can be obtained at all chemists and most garages, should be added to bring the level about three-eighths of an inch above the plates. If, however, acid solution has been spilled it should be replaced by a dilute sulphuric acid solution of 1.280 specific gravity. It is important when examining the cells that naked lights should not be held near the vents on account of the possible danger of igniting the gas coming from the plates. It is advisable to complete the inspection by measuring the specific gravity of the acid, as this gives a very good indication of the state of charge of the battery. An instrument known as a hydrometer is employed for this purpose, and it should be of the syphon type, as illustrated. Finally, see that the top of the cells are clean and dry, and that the terminals are tight and smeared with vaseline.

INSTRUCTIONS FOR USING A SYPHON HYDROMETER.*

Before measuring the specific gravity of the acid solution by means of the hydrometer, see that the acid is at its correct level. Readings should be taken after a run on the car, when the solution is thoroughly mixed.

Holding the instrument vertically, compress the bulb and insert the rubber tube as far as possible into the solution, then gradually lessen the pressure on the bulb until sufficient liquid is drawn into the barrel to lift the hydrometer float. Removing the hydrometer from the cell, note the scale reading at the surface of the solution; this gives the density or specific gravity. Care must be taken that the stem of the float does not touch any part of the barrel or bulb while the observation is actually being taken. The specific gravity of the acid in

each of the six cells should be measured, and the six readings should be approximately the same. If one cell gives a reading very different from the rest, it may be that the acid has been spilled or leaked from this particular cell, or there may be a "short" between the plates.

We advise the owner to have his battery examined by a battery service station to trace the cause, and prevent the trouble from developing.

If the battery is fully charged, the reading should be from 1.250 to 1.280. In a half-charged condition the reading should be about 1.200, and when fully discharged about 1.150.

The battery must never be left in a fully discharged condition. Unless some long runs are to be taken, it is advisable to have the battery removed from the car and charged up from an independent electrical supply.

PERIOD FOR WHICH A BATTERY SHOULD BE CHARGED.

It is difficult to lay down rigid instructions on this subject, as the condition under which cars are used vary considerably, and obviously the amount of charging the battery will require is directly dependent on the number of starts made and the extent to which the lamps are used. The following suggestions will serve as a rough guide:—

1. Under normal conditions, providing that the lamps and starter are used a fair amount, the battery should be kept on charge all the time during the winter, and about half the daytime running in the summer.
2. Always keep the battery charging switch "on" when the lamps are in use.
3. If the car is used for long tours in the daytime, it is unnecessary to keep the charging switch "on" all the time, as this will cause excessive overcharging of the battery and the consequent reduction of the acid level.

* A hydrometer may be bought at most up-to-date garages, but if any difficulty is experienced it may be obtained from the makers of the electrical equipment.



A Syphon Hydrometer
for testing the state of
charge of a battery

THE CLYNO GAZETTE

DEVONSHIRE HOUSE

IT is not for its architectural beauties that we regret the passing of Devonshire House (the second building of that name to occupy the world-famous site in Piccadilly, London) but for its historical associations.

The first building was originally called Berkeley House (the name survives in Berkeley Square and Berkeley Street). Built in 1666 by the earl whose name it bore, Berkeley House in 1698 was bought by William Cavendish first Duke of Devonshire, and renamed Devonshire House. Before this change the mansion had been chosen in 1692 by Princess Anne of Denmark, afterwards the third of our Good Queens, as a place of retirement after receiving peremptory and unистерly orders from Mary II to quit her lodgings in the Cockpit. Lady Malborough followed her Royal friend into "exile," and we can imagine the pair as "Mrs. Morley" and "Mrs. Freeman" in rural surroundings, indulging a womanly taste for scandal at the expense of Mary and her husband William, the latter's private life, in spite of his reputation for austerity, not being quite blameless. Anne lived here about four years, paying, it is said, £600 a year for rent.

The first Devonshire House was burnt to the ground in 1722, and was rebuilt by the third Duke to the plans of Kent. The cost was about £21,000. Probably the most romantic period in the history of the second Devonshire House was when Georgiana, the beautiful daughter of Earl Spencer, reigned there as wife of the fifth Duke, who succeeded to the title in 1764. This lady was always in the news, either

as a leader of fashion or as a staunch supporter of Charles James Fox. Devonshire House was, in fact, constantly the scene of brilliant functions, from the "wig-crowned era" until our own day.

Now, of course, on the site of the old building has been erected a block of, perhaps, the finest business premises in the world, and prominent among those who have taken advantage of the business

opportunities offered by this magnificent building are Messrs. Rootes Ltd., the world Exporters of Clyno Cars.

The Showrooms that Messrs. Rootes Ltd. will occupy are without doubt the most magnificent in Great Britain, where over 50 cars, staged without overcrowding, will be permanently on show. It will be of particular interest for Overseas

agents, and indeed Overseas motorists generally, to appreciate that Messrs. Rootes Ltd. have incorporated in their extensive offices business accommodation for their Overseas visitors, to whom a cordial invitation is extended to make the utmost use of Messrs. Rootes' services in anything connected with their visits.

Messrs. Rootes, in conjunction with their Overseas distributors and agents, hope that visitors to the Home Country will utilize their address for business appointments, mailing, etc. Their organization, which is rapidly being extended, is available for shipping cars all over the world, and should it be desired, cars that overseas clients wish to purchase while in England will be delivered anywhere in the country—at the quayside if necessary—and subsequently shipped with a minimum of trouble and expense to any part of the world.



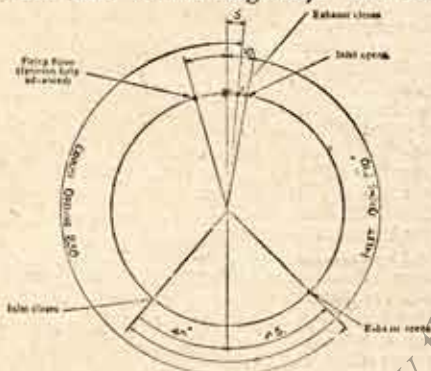
ROOTES LTD.

NEW LONDON SHOWROOMS & EXPORT DEPT.
DEVONSHIRE HOUSE, LONDON, S.W.1

THE CLYNO GAZETTE

TIMING THE CLYNO ENGINE

IF the chain driving the magneto and the camshaft has been removed, making it necessary to re-time the engine, the following procedure must be carefully followed. Turn the flywheel until No. 1 piston (nearest the radiator) is at the top of its stroke, in which position a mark on the flywheel rim will be found to register with the pointer on the crankcase. Now move the flywheel in its normal direction of rotation until the mark on the rim is approximately $\frac{1}{2}$ " from the pointer. The camshaft must now be rotated until the exhaust valve has just closed and the inlet valve is just about to open on No. 1 cylinder, in which position the chain may be refitted. To re-time the magneto, turn the spindle until the distributor carbon brush is on No. 1 segment (*i.e.*, the lower metal insert which lies on the "near-side" of the magneto). With the timing lever of the magneto set fully advanced, the



Timing Diagram.

(One inch on circumference of flywheel is approx. 10°)

contact breaker points should be just about to break when No. 1 piston is nearing the top of the compression stroke, in a position equivalent to $1\frac{1}{2}$ " on 11 h.p. and $2\frac{1}{2}$ " on 13 h.p. models, on the circumference of the flywheel rim, from the dead-centre mark to the pointer. A line to correspond with this position will be found on the flywheel. Should it be necessary to detach the H.T. wires, care must be taken to replace them in the same position. For this purpose it is useful to remember that the firing order is 1, 2, 4, 3, and that the near-side wire on the magneto connects up to No. 1 plug (nearest the radiator); the next one across the top of the distributor to No. 2 plug, the next to No. 4 and so on.



MESSRS. BAYLIS & FORBES, LTD.
3, Wilford Street, Nottingham

THE CLYNO GAZETTE

FOUR WHEEL BRAKES

The steadily increasing number of Cars on the Roads has made four wheel brakes a necessity. To our mind they are positively essential to every Car, and accordingly no Cars are being issued by us without this highly important feature.

STANDARD EQUIPMENT

11 H.P.

Lucas Electric Starter.
Smith Speedometer.
Smith Eight-day Clock.
Rigid Side-Screens (detachable).
Lucas 12-volt Electric Lighting (5 Lamps).
Spare Wheel and Tyre.
Chassis Grease Gun.
Tool Kit.
Slow Running Throttle Adjustment.
Rust-proof Hub Caps.
Spare Wheel Bracket and Centre.
Rubber Door Buffers.
Jack and Handle.
Wheel Brace.
Tyre Inflator.
Clyno special design Taper Bolt Door Locks.
Rubber Moulding Strip on Windscreen.
One-man Hood with Storm Flap.
Two-panel Windscreen (slightly staggered).
Container of Wakefield Oil.
Number Plates.
Petrol Gauge.
Door Pockets.
Rubber Floor Covering (Lino on Two-Seater).
Air Strangler.
Metal-covered Bonnet Board.
Ammeter and Switches.
Ignition and Mixture Controls.
Detachable Seat Squab.
Steering Column Bracket.
Tool Receptacle.
Large Foot Well.
Carburetter Filter.
Receptacle for Side-Screens.

12-28 H.P.

Lucas Electric Self-Starter. Smith Speedometer.
Smith Eight-day Clock.
Rigid Side-Screens (detachable).
Floor Carpets.
Lucas 12-volt Electric Lighting (5 Lamps).
Spare Wheel and Tyre. Chassis Grease Gun.
Tool Kit.
Slow-running Throttle Adjustment.
Rust-proof Hub Caps.
Spare Wheel Bracket and Centre.
Rubber Door Buffers. Jack and Handle.
Wheel Brace. Tyre Inflator.
Smith Shock Absorbers.
Motor Driven Electric Horn.
Spring Gaiters. Mechanical Screen Wiper.
Driving Mirror. Dash Lamp.
Scuttle Ventilators.
Rubber Moulding Strip on Windscreen.
Special raised Centre Panel Instrument Board.
One-man Hood with Storm Flap.
Two-panel Windscreen (slightly staggered).
Container of Wakefield Oil.
Number Plates. Petrol Gauge.
Door Pockets. Rubber Floor Covering.
Air Strangler. Metal-covered Bonnet Board.
Ammeter and Switches.
Ignition and Mixture Controls.
Detachable Seat Squab.
Steering Column Bracket.
Tool Receptacle.
Large Foot Well.
Carburetter Filter.
Receptacle for Side-Screens.
Hood Envelope.

LC

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)

FILL IN AND POST TO

THE CLYNO ENGINEERING Co. (1922) Ltd., WOLVERHAMPTON

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.