

THE CLYNO GAZETTE

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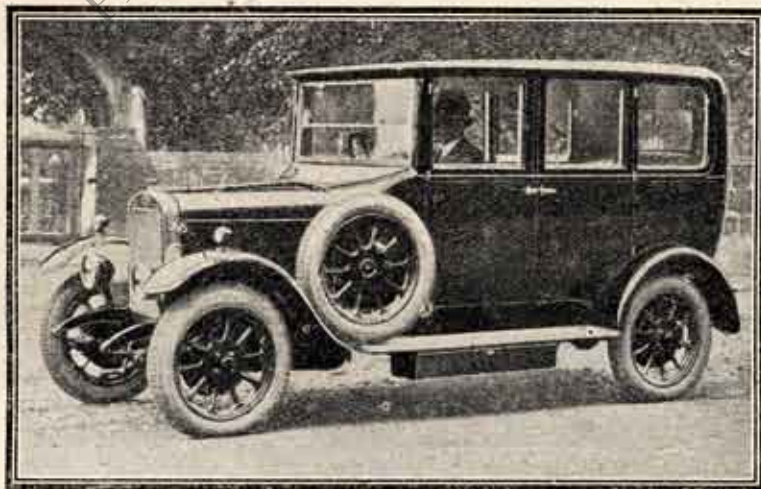
A NEW Clyno Car Programme is invariably hailed by both press and public as a notable achievement. Yet never before have Clyno Cars offered such amazing value as they do to-day.

It is, therefore, a fitting finale to a phenomenally successful publication that this, the last CLYNO GAZETTE, should contain details of the 1927 Programme, and include particulars of that remarkable model :—

The new 11-h.p. 4-Door Saloon
Price £199 10 0

It is quite impossible for mere words to do justice to the phenomenal Clyno Car Programme for 1927. Come to the Clyno Stand at Olympia and see there what is undoubtedly the greatest British Motor Engineering achievement of modern times.

*Olympia
Stand
158*



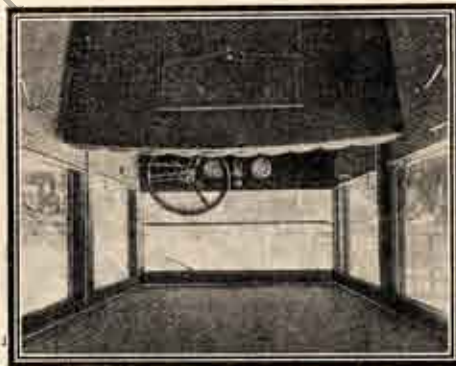
"ROYAL" SALOON

THE CLYNO GAZETTE

A NEW 4-DOOR SALOON: Price £199 10 0

ONE realizes the enormous strides Motoring has made when one compares the average prices of models of a few years back with those of to-day. Comparatively recently it was considered that one secured a great bargain by obtaining a 2-Door for under £300. Now it is possible to obtain a comfortable and completely equipped 4-Door Saloon for more than £100 less than that figure.

The new Clyno 11 H.P. 4-Door Saloon is indeed a veritable triumph of British craftsmanship backed by British commercial enterprise.

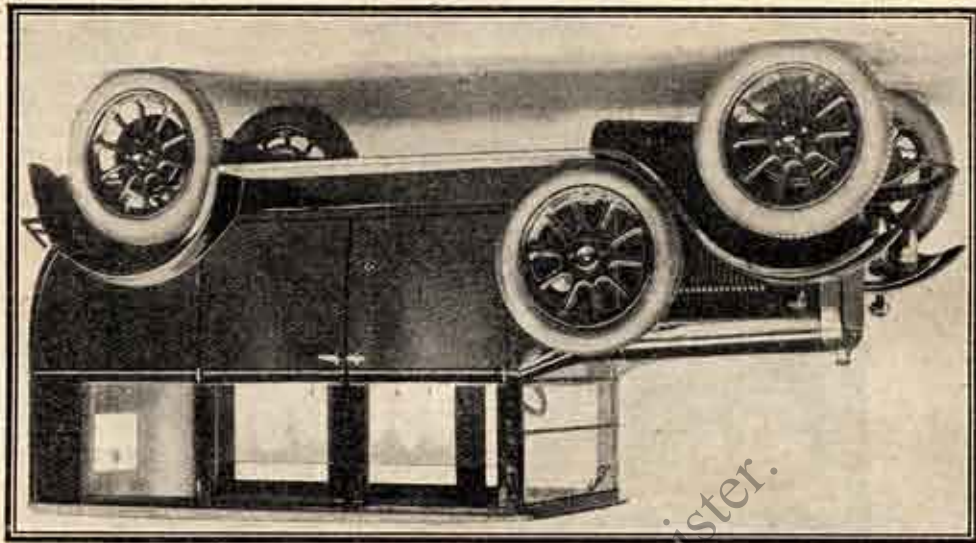


Interior of 11 h.p. Saloon

Some there will be who can scarcely credit the amazing news that a delightfully comfortable and full-sized 4-Door Saloon can be purchased for such an absurdly low price. We are limited by the amount of space available from giving all but a few of the principal features of this remarkable and thoroughly British Car.

The following are, however, particularly interesting items:—
4 Wheel Brakes, 4 Wide Doors, adjustable front seat, winding windows, rear window blind, detachable floor carpets, electric starter and 5 lamp lighting sets, clock, speedometer, receptacle in instrument board, screen wiper, electric horn, scuff ventilators, Painted (not sprayed) a delightful shade of brown, with black head, wings and valances, well upholstered in hair-lined cloth, this Saloon can be confidently recommended for all purposes for which a car is required.

Everybody, whether interested in Motor Cars or not, should make a point of seeing this model—which once again proves that Clyno Car value is unsurpassed.



THE NEW 11 H.P. SALOON

DO NOT HESITATE to send your enquiries to "The Light Car and Cyclecar."

THE CLYNO GAZETTE

CLYNO CAR COACHWORK

CLYNO Cars, ever since their inception, have been renowned for their entire comfort and attractive appearance. These undoubted assets are the result of,



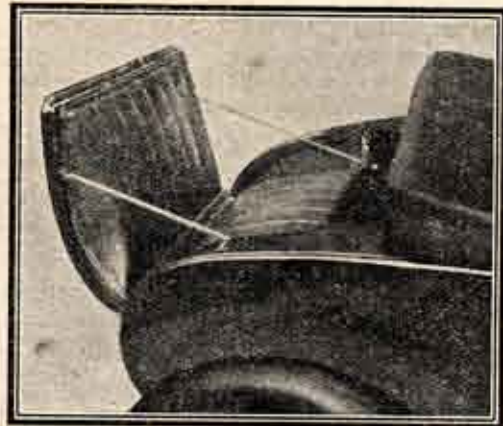
An example of the luxurious Coachwork of the Clyno Car

in the first place, intelligent anticipation of the owner-drivers' requirements, and secondly by reason of first-class coachbuilding.

For 1927 there is a range of Clyno Cars, which for comfort, usefulness and general coachwork improvements, undoubtedly constitute unbelievable value for money. Lack of space forbids anything more than very brief mention of a few outstanding features.

In the 2-seater range (3 models, £160, £195, £215) all models have two wide doors, large fully upholstered sunk dickey seats. Complete all-weather equipment. The 12-28 model has, in addition, adjustable seat. "Royal" and 12-28 4-seaters (price, £199 10s. and £220) have four wide doors, adjustable front seats, latest type all-weather equipment and leather upholstery. Saloon models are described elsewhere.

It should be remembered that all Clyno Car Coachwork is coachbuilt from the finest materials obtainable and coach-painted, facts which will undoubtedly weigh very heavily in favour of honest British workmanship against foreign mass produced metal work upon which paint is hurriedly sprayed.



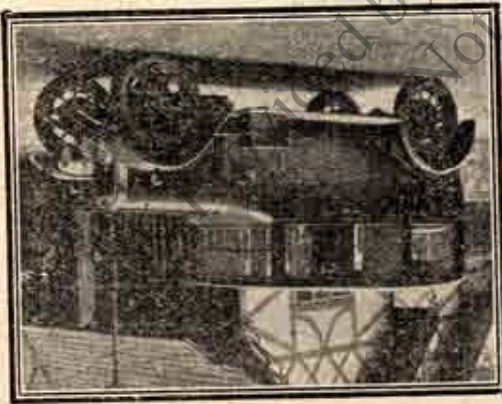
Large, fully-upholstered Dickey Seat

For Safety - 4-wheel Brakes

THE CLYNO GAZETTE

"ROYAL" and 12-28 H.P. SALOONS

Clyno Registered Design Incorporating Sloping Windscreen, Combination Slam Locks, Domed Rear Panel and Swept Central.



12-28 H.P. Saloon



11 H.P. "Royal" Saloon

It is predicted that this Saloon will be one of the outstanding attractions at Olympia, and as such is entirely worthy of a high position amongst the most exclusive "luxury" cars. Suitable for all occasions for town use as well as for comfortable trouble free touring at high average speeds, the 12-28 Saloon has set a shining example to coachbuilders the world over.

It has, naturally, 4 wide doors, adjustable front seats, ample accommodation, wind-ing windows, particularly comprehensive equipment and many other refinements too numerous to mention. Fortunate indeed is the man who owns one.

Perfectly amazing value for money is im-mediate apparent. Comfort that will please the connoisseur, ample head and leg room, 4 wide doors, winding windows, in-stantly adjustable front seats, unusually complete equipment, are a few of the prin-cipal features of this beautiful example of British coachpainted coachwork. Whether you are attending a levee or tour-ing in the wilds of Cornwall, the "Royal" Saloon will look and behave even better in than similar vehicles many times higher in price. Economical it most certainly is, as a petrol consumption of 35-40 m.p.g. and an oil consumption of 1750-2000 m.p.g. will testify. Easy to handle by reason of its perfect steer-ing, easy gear change and powerful smooth-ly operating four wheel brakes, it is a car anyone is anxious to possess.

Price - £230 0 0
Price - £250 0 0
FOR VALUE—COACH BUILT COACHWORK

MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.

THE CLYNO GAZETTE

DEVONSHIRE HOUSE

THOUGH there were few who did not regret the transition of that dignified residence, Devonshire House, there are none who have anything but praise and admiration for the magnificent premises that now occupy its site.

Here Messrs. Rootes are carrying on with the ever progressing work they have been doing both at Home and Abroad, and there are certainly no finer Showrooms in this Country. Messrs. Rootes, who are distributors of Clyno Cars, stand at the head of British Motor Commerce simply by reason of their enterprise. While most Motor Dealers are striving hard to supply people in this Country with British Cars, Messrs. Rootes are going a step further and selling British Cars throughout the British Empire and the World. Overseas Visitors to England are, therefore, able to avail themselves of the hospitality of Devonshire House for appointments, for an accommodation address, etc.

Devonshire House
a fashionable

The colossal floor
luxurious premises
hundred Cars al-
without over-
apart from interest
played, Devonshire
visit if only for the
its tasteful appoint-
staircase, and its

Among the numer-
show at Devonshire
full Clyno Car range
Motor Exhibition,
time this will have

nificance for Clyno Patrons. For those who find that Olympia is too crowded to enable them to see the Clyno range in entire comfort, a special arrangement has been made with Messrs. Rootes. By presenting the invitation form on this page, those interested in Clyno Cars may view any of the models shown at Devonshire House without any obligation to purchase. Thus at the same time it will be possible to see Devonshire House, this Season's outstanding feature in the World of Architecture, and Clyno Cars, this Season's outstanding feature in the World of Motor Cars.



Devonshire House

is rapidly becoming
rendevvous.

space of these
will enable a
ways to be on show
crowding, and
in the models dis-
House is worth a
purpose of seeing
ments, its massive
stately halls.

ous models on
House, there is a
as shown at the
and during Show
an additional sig-

SPECIAL INVITATION

To Admit Bearer and Friends as Guests of the
CLYNO ENGINEERING Co., to a . . .

SPECIAL DISPLAY of CLYNO CARS

AT

DEVONSHIRE HOUSE, PICCADILLY, W.1.

*Cut out this
Invitation Form,
attach your
visiting card and
present at
Devonshire House.*

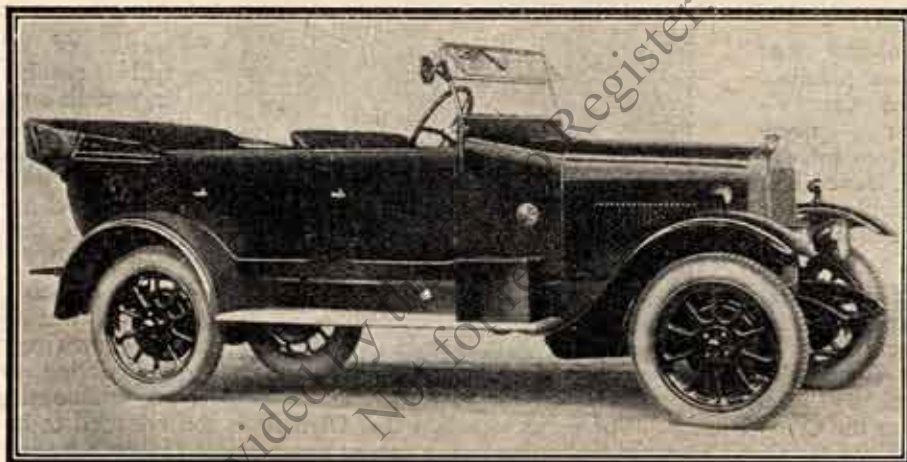
THE CLYNO GAZETTE

THE MOTOR EXHIBITION

THERE are many people who consider the object originally intended for the Motor Show—that of the buying and selling of Motor Cars—is now very largely a thing of the past, that in fact, this Exhibition is now nothing more nor less than a Society function, such as the Royal Tournament, the Chelsea Flower Show, and similar events.

But whether this opinion is right or wrong, the fact remains that phenomenal interest is taken in the annual event—thousands upon thousands of pounds are expended in its organization, and hundreds of people who might be otherwise unemployed, have for a time the opportunity to earn their daily bread.

To the Manufacturer it is a period of intense activity—for from the time his exhibits are safely housed in Olympia until the doors close after ten days' strenuous endeavour, he presents a smiling face to the World and its wife.



The "Royal" 4-seater now has four wide doors.

Stand 158 whereon will be staged the outstanding exhibits of the entire Exhibition is likely to present a singularly animated appearance.

Clyno Car exhibits which are ordinary standard production models comprise the following:—

11 h.p. 4-Cylinder 2-Seater Car	Price £160
11 h.p. 4-Cylinder 4-Seater Car	Price £172 10s.
11 h.p. 4-Cylinder Clyno "Royal" 4-Seater Car	Price £199 10s.
The New 11 h.p. 4-Cylinder Clyno Saloon	Price £199 10s.
11 h.p. 4-Cylinder Clyno Saloon	Price £230
12-28 4-Cylinder 4-Seater Car	Price £220
12-28 4-Cylinder Clyno Saloon	Price £250

Remember that the best time in which to inspect Clyno Cars is from 10 a.m. to 12 noon. After noon the crowd rapidly becomes larger and larger.

Remember also that an early luncheon is advisable, otherwise you will probably have to stand in a queue.

FOR VALUE—COACH BUILT COACHWORK

THE CLYNO GAZETTE

CARE OF COACHWORK AND FITMENTS

TO keep the paintwork and varnish in the best of condition it is essential that the Car be cleaned down properly as soon as possible after becoming dirty. For this purpose a plentiful supply of cold water at a moderate pressure is necessary to loosen and wash off the mud without damage to the varnish. It will be necessary to use a sponge in the stream of water to finally remove the last traces of mud and grit, but it should be used carefully to ensure that no scratches are made by solid lumps of dirt embedded in its surface. When the car has been thoroughly washed down, and all dirt removed, leathering down with a chamois leather is necessary to soak up all the water on the varnish. The chamois leather should be washed out in clean water and wrung nearly dry for this operation. A soft leather smeared with a little pure vaseline can be used for removing tar spots from the body. Petrol or paraffin must not be used for this purpose. Dust should never be wiped off dry, but always washed off; a plentiful application of cold water improves and hardens the varnish. A newly finished car should not be left standing in the sun on a hot day, as the heat may blister the varnish. The hood should not be in the folded condition when damp; leave it up until it is dry.

Do not try to clean the upholstery or hood with petrol or any similar substance; use soap and water, and at once thoroughly dry. The metal fittings, with the exception of the lamp reflectors, may be cleaned with any good brand of metal polish. It is not advisable to polish lamp reflectors unless absolutely necessary, and then it is only done with a very fine chamois cloth used light with, but preferably without, jewellers' rouge, damped with petrol. The instrument board, and other French-polished surfaces, should never be washed with water, and should be protected from rain. To revive the brilliancy of these parts use linseed oil. Drops of water left to dry on the varnish cause a spotty surface, which can only be removed by subsequent washing. For this reason washing the Car in the sun is not to be recommended. When using the hose, care should be taken to allow no water to get into the interior of the bonnet through the radiator or bonnet louvres. It is also desirable to allow no water to pass into the interior of the brake drums.



BIRMINGHAM SHOW ROOMS.

THE CLYNO GAZETTE

“AVE ATQUE VALE”

THIS is the last number of the CLYNO GAZETTE, and it is the privilege of those who have been responsible for its publication to thank everyone of the thousands of readers whose lively interest has always been very thoroughly appreciated.

The popularity of the CLYNO GAZETTE is such that, although only published in attenuated form a year ago—it is now sent to the home address of more than 25,000 readers—not only, be it remembered in this Country, but from Singapore to South America—from Hong-Kong to Australia—from India to South Africa, and even, *mirabile dictu*, to the U.S.A., France, and Italy.

We hope, however, that we shall not lose all you good people whose interest we have endeavoured to maintain, because, before the present month is completed we shall have published a more ambitious bi-monthly journal which we have named

“THE GREAT HIGHWAY”

“The Great Highway” will deal with the various aspects of motoring, together with Auction Bridge, Golf, Wireless, and other subjects of general interest.

In very many instances Clyno Car dealers have kindly offered to distribute the Magazine from their own premises.

In order, therefore, to obtain what undoubtedly will prove to be a singularly enlightening journal, you should apply to the people from whom you purchased your car. If they do not distribute “The Great Highway,” kindly fill in the coupon on this page and post it together with remittance, to:—

Publicity Manager,
“THE GREAT HIGHWAY”
Clyno Engineering Co.
(1922) Ltd.,
WOLVERHAMPTON

LC

“THE GREAT HIGHWAY”

A bi-monthly Magazine for the Modern Motorist

Name.....

Address.....
(WRITE IN BLOCK)
LETTERS



Cut along dotted line.

Please send “The Great Highway” to me at the above address.
I attach P.O. for 1/- for one year's subscription.