

THE CLYNO GAZETTE

Vol. 1. No. 5.

MARCH 1926

Issued Monthly

THE unstinted praise given to the 13 h.p. Car is very obviously accounted for by reason of its amazing road performance; its charming appearance; the ease with which it can be driven; its unusually complete equipment and modest price.

Consequently, we advise intending purchasers to get their Clyno car without delay, because despite constantly increased production, we are certain to experience a demand sufficiently phenomenal to tax all our efforts.

*Order
your
Clyno Car
now*



THE 11 H.P. FINISHING SHOP.

THE CLYNO GAZETTE

MORE REMARKABLE PRESS ENTHUSIASM

OVERSEAS DAILY MAIL.

"... immediately demands serious attention and a hearty welcome."

NEWCASTLE CHRONICLE.

"... should make a strong appeal as an owner-driver car."



Photo by E. M. Wright

NORTHERN WHIG.

"... the price of this new 13 H.P. Clyno in relation to its performance should make it the choice of many thousands of new owners."

DAILY DISPATCH.

"... offers sound value."

WESTERN MAIL.

"... the 13 H.P. Clyno is a standard example of what the British light car maker can offer in the way of value for money."

FINANCIAL NEWS.

"... just such a car as the owner-driver desires to possess."

DAILY MAIL.

"... will do 50 m.p.h. easily ... top gear performance generally is above the average ... the gear-change I found almost ridiculously easy, and springing, steering, braking and transmission all that the most critical could reasonably expect ... one of the best features of the car is the roominess of the accommodation."

MANCHESTER GUARDIAN

"... a very good example of British small car practice, stout, robust, yet light and cheap to run."

TIMES WEEKLY.

"... it is unusually lively and pulls strongly."



Photo by E. M. Wright

MORNING POST.

"... here is a car type which should meet the requirements of a very wide public."

BELFAST NEWS LETTER.

"... the value for money is remarkable."

THE CLYNO GAZETTE

MORE REMARKABLE PRESS ENTHUSIASM

MOTORING.

"... a highly serviceable car with no caprices."

POLO MONTHLY.

"... I was much impressed."



Photo by E. M. Wright

REVIEW OF REVIEWS.

"... there is a measure of life in the Clyno engine which is a real joy... it is an excellent hill climber... the coachwork of the Clyno four seater is admirable... the cushions are deep and comfortable, the doors of a decent width, and open and shut properly... the all-weather hood and its screens practically transform it into a moderate saloon in a few minutes, and the general finish, especially of the dashboard is very good... the steering is delightful, light, easy and steady."

THE AUTO.

"... one of the sensational products of after war engineering. A very staggering £260 worth."

THE GARAGE & MOTOR AGENT.

"... a quite wonderful value for money proposition."

DAILY GRAPHIC.

"The Car has a particularly good road performance, as I discovered on a recent test."

FINANCIAL STANDARD.

"The writer has a good all-round knowledge of current car values, and for the family man—the average owner-driver—his advice is to plump for the 13 h.p. 4-Seater Tourer, listed at £260."

DAILY SKETCH.

"... for those who want a car which will tackle any kind of country and any kind of running and will comfortably carry 5 adults, which possesses ample and adequate controlled power for any need or emergency and will almost drive itself—for these the new 13 H.P. Clyno will be an ideal purchase."



Photo by E. M. Wright

SPORTING & DRAMATIC NEWS.

"Altogether, I think that the Clyno, who have done remarkable things since the war with the 11 h.p. car type, have every reason for confidence in introducing this 13 h.p. type which has a performance considerably enlarged over that of a machine of lower rating."

THE CLYNO GAZETTE

PURCHASERS' APPRECIATION

EDGBASTON. 26th November, 1925.

"... the car has actually now done 12,000 miles and is running perfectly in every way. You may put me down as a Clyno enthusiast."

ROSCREA, CO. TIPPERARY. 6th October, 1925.

"... I belong to the "Old Brigade" of Motorist having been a Steward at Gordon Bennett race when run in this country, and although I have owned 10 cars, and driven almost every make, give the palm to Clyno for ease of steering, acceleration and pulling power, and still more important from my point of view—leg room. Being over six feet, the cramped position in most cars is tiring in a long run."

CARLISLE. 26th February, 1926.

"... my average journeys run to 500 miles per week, and this car has done this work for two years without ever letting me down. It is a car that can be relied upon under all weather conditions and circumstances. I climb every hill in Cumberland and Westmoreland on top at average speed of 25 miles per hour with heaps of power to spare."

BRIXTON. S.W. 2. 5th November 1925.

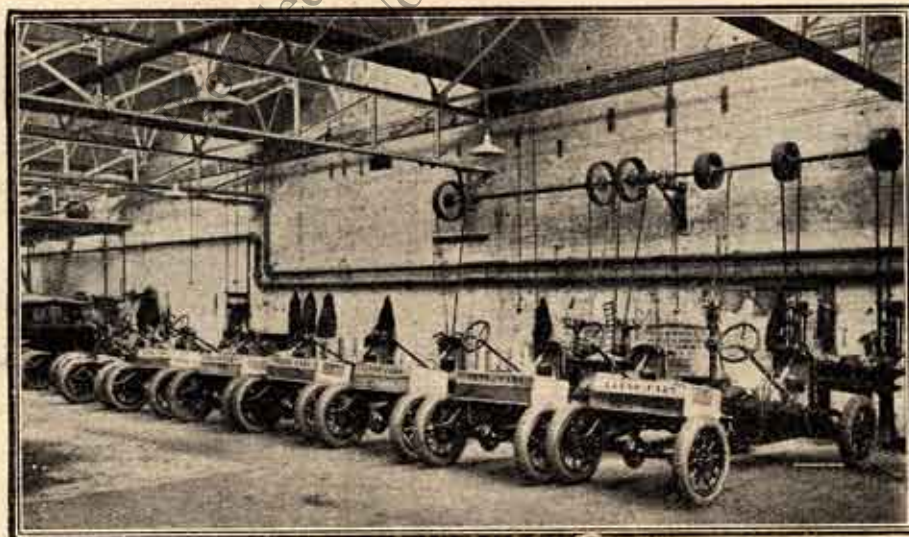
"... I have now travelled 13,000 miles to date, using car for business, etc.—I have never had an involuntary stop on the road yet, and have not seen the internal side of the car."

*ST. MARGARETS-ON-THAMES, MIDDLESEX.
2nd March, 1926.*

"... I have now been running my Clyno since August 1924. This car, a 2-Seater, has been in use practically every day since delivery. My mileage to date is over 35,000 miles. I recently fitted four new Piston Rings which besides £1 spent on the Magneto, represents the only mechanical trouble that I have had. I am still obtaining over 40 miles per gallon whilst the Engine is still wonderful on hills. I still have the original all-weather equipment and can still be sure of returning home 'dry.'"

LEICESTER. 4th February 1926.

"... the 1926 Clyno Saloon which I purchased on December 1st last has quite surpassed my expectation in comfort, silence and general excellence of performance on the road. I have nothing but praise for it, and have already recommended your cars to several friends."



PART OF A CONSIGNMENT OF 47 CLYNO CARS FOR AUSTRALIA

Sole Exporters for Clyno Cars:

ROOTES LTD., 141 NEW BOND STREET, W.

THE CLYNO GAZETTE

THE LADY DRIVER

IT is essential that the lady driver should choose a car having certain very definite characteristics.



Miss Peggy O'Neill says: Her new 13 h.p. Clyno is "just fine."

One hears, constantly, lady drivers complain of tiredness even after a short run. This will mean complete weariness at the end of a day's journey along unfamiliar roads.

Such tiredness is usually the result of heavy steering, an unresponsive engine, or difficult gear change, while an immense amount of



"With acknowledgement to the Motor Owner,"
Miss Renee Mallory with her new 13 h.p. Clyno.

strength can be wasted if brakes do not function with complete ease.

A cramped, unnatural driving position, on account of the 4-Seater not being fitted with adjustable front seat, or a 2-Seater not having enough leg room will also add to the discomfort of the lady driver.

In fact, from the time the lady driver presses the electric starter button, until she completes her journey comfort must be the essential factor.



Miss Rose Hignell of "Lilac Time" Fame driving her new Clyno Car.

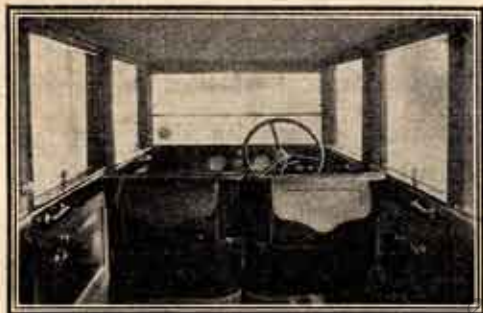
The reason why you notice so many ladies driving Clyno Cars, is simply because every Clyno Car has an extremely powerful smooth-running engine, efficient four-wheel brakes, phenomenally light steering, and delightfully easy right-hand gear change. It should also be remembered that there is ample room in every single Clyno model.

THE CLYNO GAZETTE

THE 11 H.P. 4-DOOR SALOON

Price £245

ACKNOWLEDGED to fulfil every requirement, especially as regards comfortable touring, this model is probably the finest light saloon value ever offered to the public.



It immediately attracts attention by reason of its dignified appearance. It is excellently finished in royal blue with black head, wings and valances.

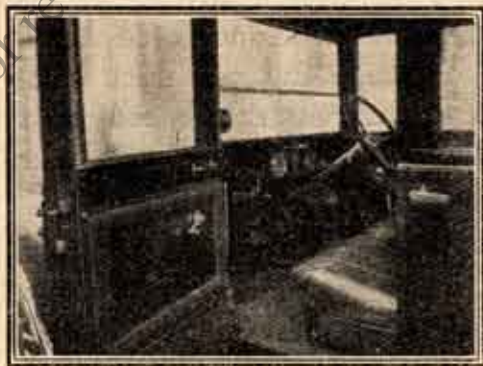
Entrance or exit is delightfully easy, because each of the four doors is wide and high.

Interior accommodation is ample, and leg room can be instantly regulated by adjusting the front seats.

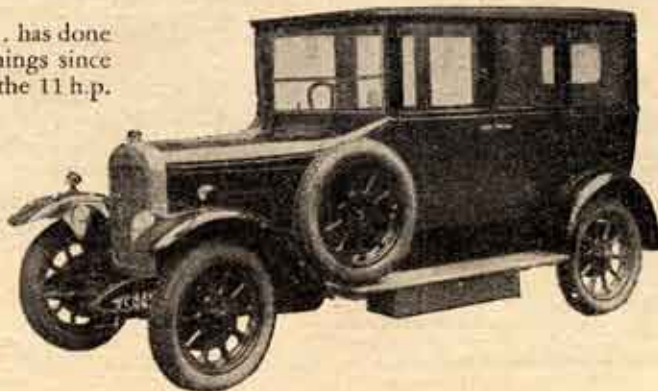
Winding windows, hitherto a luxury enjoyed only on large, expensive cars, are standard equipment, while there are numerous side pockets, interior electric lighting, and a choice of Bedford cloth or leatherette upholstery.

The unusually complete equipment offered with this remarkable model includes:

Electric Self-Starter, Smith Speedometer, Smith 8-day Clock, Spare Petrol Can and Holder, Petrol Gauge, Tool Kit, Luggage Grid, Spring Gaiters, Electric Horn, Screen Wiper, Dash Lamp, etc.



"... Clyno... has done remarkable things since the war with the 11 h.p. car type."



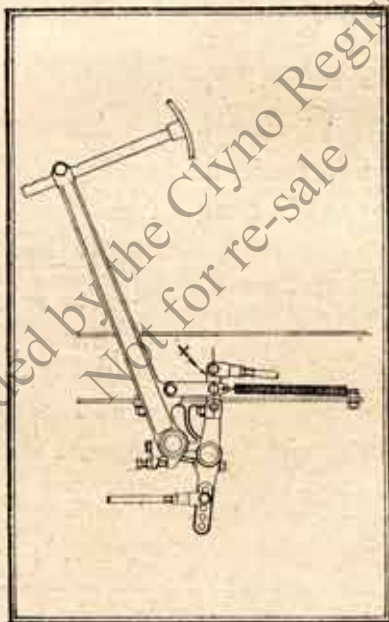
THE CLYNO GAZETTE

CLYNO CAR BRAKES

The brakes are of the internal expanding type, two pairs of Ferodo lined shoes operating inside each of the rear axle-drums, and on cars having four wheel brakes, one pair inside each drum on the front axle. To operate the four wheel brakes the foot pedal is connected through a compensating mechanism to independent cross shafts, and from there through suitable levers to the brake cam operating mechanism. Although the front and rear brakes are compensated so that each set does its correct proportion of braking, the independent brakes on each axle are not compensated. This has been found to be the best practice but greater care has to be taken with the adjustment to ensure that each brake does its share of the work. The adjustment and care of the brakes is one of the most important matters in the maintenance of a car. It is essential to remember that the foot pedal or hand brake lever should not be at the limit of its travel, even when the brakes are hard on, and that the braking surfaces should not be rubbing when the brakes are off. To adjust the brakes, wing nuts are provided at the ends of the six brake rods, two over the front axle, and four behind the openings in the side valances above the running boards. Of the latter two pairs the outer or nearer nut on each side is for the adjustment of the hand brakes, while the inner ones are for the rear foot brakes.

When adjusting it is advisable to jack-up the front axle until both wheels are well clear of the ground. Have an assistant to press the

foot brake pedal partly on and adjust the front wing nuts until the hand pressure required to turn each of the front wheels is equal. The same operation must then be repeated on the back brakes with the hand brake off. As a check that the brake surfaces are not rubbing when both brake controls are in the disengaged position, a light tap with a hammer or spanner on the circumference of the drums should produce a clear bell-like note. When correctly adjusted the small compensating bar should be as near as possible to the vertical when the brakes are applied.



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For quicker but not such accurate results, without jacking up the car, the assistant should press the pedal down about 1 in. and the tap of a spanner on the drum circumference should produce a similar sound in each separate pair when correctly adjusted. If the application of the brakes tends to pull the car to one side it is a sure sign that on that side one or both brakes are coming into action before the others and adjustment should be made accordingly.

adjustment should be made accordingly. The separate adjuster screw which operates against the face of the front brake cam lever may be used only occasionally to adjust the long levers on the axle back to normal, after considerable wear has taken place on the brake liners. Should it be necessary to examine the brake shoes and linings, the brake drums may be easily detached after removing the wheels and the two screws holding each drum in position. A drop of engine oil on the moving parts not provided with greasers is a great essential towards efficient brakes.

THE CLYNO GAZETTE

EACH month there has been an increasingly heavy demand for the "Clyno Gazette," and so in order to gauge public interest, we inserted a Coupon in the February issue.

The response has been overwhelming, and despite the engagement of a special staff to deal with the influx of coupons, we fear that delay has been occasioned in a few instances.

Adequate arrangements have been made, however, to deal with future requirements.

We take this opportunity to thank all those who have so kindly shown their interest in the "Clyno Gazette."

We have also to thank those manufacturers who have offered to advertise their product in the "Clyno Gazette."

Those who are not on the "Clyno Gazette" register should fill in the Coupon on this page and send it to the Publicity Department. This action will ensure their having the "Clyno Gazette" sent gratis each month.

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
THE LIGHT CAR & CYCLOCAR.