

THE CLYNO GAZETTE

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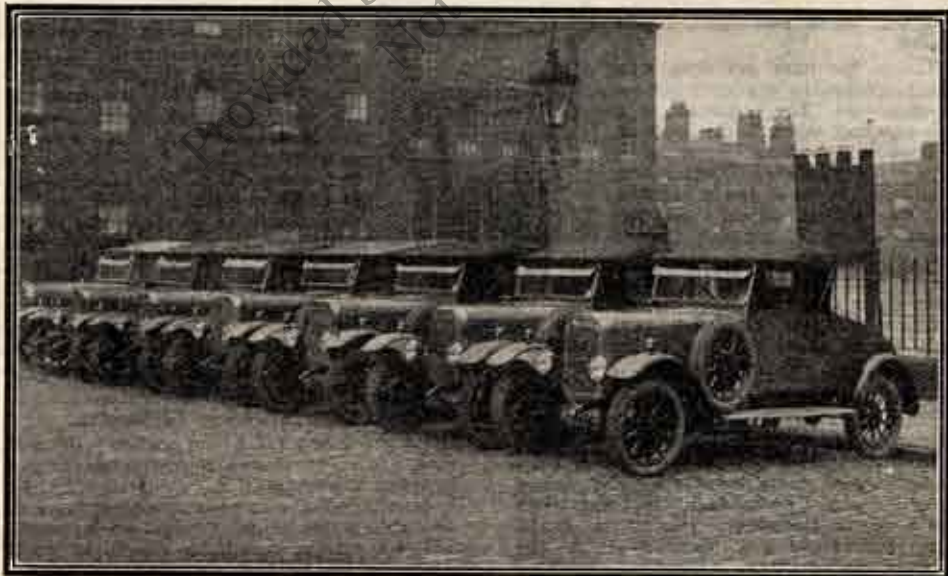
Issued Monthly

THE discriminating public so obviously appreciates the policy of judiciously expending every available shilling on the car itself, that the sale of Clyno Cars shows no sign of diminishing.

This state of affairs is all the more remarkable when one considers the lateness of the season and the fact that this country is in the throes of industrial trouble.

Sound modern design, first-class materials and conscientious workmanship are undoubtedly the prime factors underlying the success of Clyno Cars and making each model almost childishly easy to drive, entirely comfortable and really inexpensive to maintain.

*Clyno
Value
is in
the Car*



PART OF FLEET OF CLYNO CARS FOR
THE LANCASHIRE DYNAMO AND MOTOR CO.

THE CLYNO GAZETTE

THE IMPORTANCE OF SPARKING PLUGS TO ENGINE OPERATIONS

THE vitally important part Sparking Plugs play in the successful operation of an internal combustion engine is seldom realised by the average Motorist. To many drivers it is simply a minor accessory. Few indeed consider that, while it would be entirely possible to run a car without tyres, or even without springs, it is utterly impossible for the car to generate power unless the Sparking Plugs are functioning properly. In fact, the exact character of engine performance is directly dependent on how well the Sparking Plugs are designed, and made, and on their operating conditions.

Engineers of the Champion Sparking Plug Co. Ltd, have discovered that the tremendous stress to which all Sparking plugs are subjected causes them to gradually lose efficiency even though they continue to fire. This loss is so slight from day to day that it passes unnoticed by the average Motorist, but it takes place nevertheless, and engine operation is impaired. Power is lost. The engine is sluggish. Acceleration is slow. Petrol and oil are wasted. To realise why this is so it is necessary to know just what takes place in the engine when it is in operation. No explosion occurs in the cylinder. Instead there is an exceedingly rapid burning of a gaseous mixture under high compression; this combustion causing a tremendous expansion of the vapour which creates power which moves the pistons on the engine.

How Engine Operates

The downward stroke of the piston draws into the cylinder a charge of petrol and air which are united in the carburettor into a highly inflammable gas. The upward stroke of the piston compresses this gas, and at a point just before the piston reaches the top of its stroke an electric current is passed through the Sparking Plug. Because of the break between the two electrodes of the Sparking Plug it is necessary for the current to jump this gap. This it does in the form of a spark. It is this spark which ignites the compressed mixture and causes it to burn, the more complete combustion the better the engine operates. More of the fuel used is actually turned into power. Less oil is wasted, this means economical engine operation.

But if this gas does not burn with sufficient rapidity, the mixture is not entirely consumed. The unburned gas is partly expelled through the exhaust. This is wasted power. Some of it remains in the cylinder and forms carbon. This is also waste power, and in addition, when the carbon deposit becomes sufficiently bulky, it seriously impairs engine performance.

Unburned petrol works past the pistons into the crank case and dilutes the oil. This seriously impairs lubrication, even though the oil gauge registers proper volume.

How to Clean and Adjust.

It is possible many times to correct minor deficiencies in the Sparking Plugs by proper cleaning and adjusting. To do this, simply remove the Sparking Plug from the cylinder. If the insulator and the inside of the shell are encrusted with carbon it may be loosened with a knife blade, care being taken not to bend the electrodes. The points should then be brushed with a stiff brush to remove the fine carbon which adheres. Champions two-piece construction makes this operation simple and efficient as the insulator can be removed, thoroughly cleaned and quickly replaced. Always make certain that the spark gap is the proper width before reinserting the Sparking Plugs in



the cylinder. Use a Champion Sparking Plug Gap Gauge of .025 standard measurement to assure accuracy.

Correct Design Important

It will readily be seen that if the sparking plugs are correctly designed and properly made, and are in good condition to fire the mixture and assure as nearly complete combustion as is possible with present day fuels, they are a great contribution to better and more economical operation.

On the other hand if Sparking Plugs fall short in any of the essentials of manufacture, or if they lose efficiency in continued service, cost of car operation is increased considerably and much of the driving pleasure is destroyed. Straight driving at averaged speeds is not very hard on any part of the car, including the sparking plugs. It would be possible to drive this way with plugs that were very much deficient without the driver knowing it. But the demands of traffic readily show up the deficiency in sparking plugs. When a car is stopped in traffic and the policeman on point duty signals to go ahead, the car with good sparking plugs starts nimbly away, while the car with faulty plugs lags behind. On hills also where the entire engine power is demanded, faulty operation of the sparking plugs is readily apparent. Many a car fails to climb a hill on top gear which will do so without trouble if proper sparking plugs are installed.

Loses Efficiency in Service.

No matter how good a plug is when it is installed it loses partial efficiency in time under terrific strains to which it is subjected in the engine. When this occurs, it is real economy to remove the plugs—even though they are continuing to fire—and replace them with a new set of dependable Champion Sparking Plugs. If you will discard your old sparking plugs at least once a year, or alternatively every 10,000 miles and put in a complete new set of dependable Champions you will readily save their cost in the petrol and oil saved, to say nothing of the insurance they give against expensive repairs.

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TYRES

MOTORING along the Portsmouth Road, the other week-end, I found another Clyno owner beside his "Royal" 4-Seater evidently in great trouble. He had picked up a puncture he told me, and was trying to change tyres, "But," he said, "The bally thing seems stuck." He was working furiously with a pair of levers, and as he seemed almost exhausted, and very bad tempered, I volunteered my assistance.

The tyres were Dunlop Reinforced Balloon—the wired-on type. First I saw that no air was left in them, and then I pushed the edges into the base of the rim. It was then comparatively easy to lift off the cover. I did this by pushing one edge of the cover



All going well. A snapshot taken on a recent Clyno tour.

of the rim shoulder into the well centre. This loosened the other side and I just drew the tyre edge over the rim by hand. The mistake my friend had made was in trying to stretch the edge of the tyre. These are unstretchable, and all the force he was applying with his levers was only serving to damage the tyre.

When, to the admiration of my rencontre, I had removed the punctured tyre, I set about attaching the new one. First, I slightly inflated it—not distending it—but just giving it sufficient air to keep it fairly rigid. I then put it in the cover, taking care that the valve at its side was on the right side of



On Holiday in a Clyno

the rim, and brought the valve through the hole in the rim. Next, I began to fit the cover by bringing the second edge immediately opposite the rim, and pushing it down into the base of the rim. I found it necessary to use a lever at this juncture, although it is not always necessary. My friend's were too large, so I fetched one of my own, about six inches long. A lever for this kind of tyre should never be larger.

The tyre was now ready for inflation, so we pumped it up, making sure that the cover edges were set evenly round the rim. From the time I stopped until the tyre was inflated was just under twelve minutes. The man was delighted, and with a few parting hints, I particularly advised him never to use force in an operation like this—I left him.

N.B.—We have just heard from one of our clients that he has recently returned from a tour of over a thousand miles in some of the roughest parts of Scotland without having any tyre trouble.



Looking back on glorious Devon.

THE CLYNO GAZETTE

THE "ROYAL" 4-SEATER. PRICE £215.

By P.B.A.M.

AT Whitsun three passengers and I, with luggage, started from the Midlands resolved on a rapid visit to the Doone Country.

We travelled via Cheltenham, Stroud, Bath and Bridgwater. Incidentally, the route between Cheltenham and Bath is amazingly beautiful and being high up, one obtains perfect views over huge tracts of country.

Exmoor and Doone Country does not properly commence until Porlock is reached, and although Minehead can be missed with an easy conscience, one cannot afford to do this same thing to Dunster.

Quaint houses, magnificent trees overlooked by majestic Dunster Castle surely makes this charming village one of the most lovely spots in this beautiful part of Somerset.

Once my passengers had set eyes on Porlock there was no hope of further travel that day. So we garaged the car and sought hospitality at the "Anchor Hotel," Porlock Weir, and having eaten a hasty dinner plunged into Culbone Woods to sample the indescribable joys of that delectable spot.

From local report we gathered that Porlock Hill was unsuitable for heavily laden cars, and so, next day, we took the 'new' road, which commences a few yards above the famous "Ship" Inn, en route for Lynmouth. This is easily the most delightful way to reach the Moors above Porlock, and as one ascends through dense vegetation there is magnificent scenery of the most varied nature.

The Moorland road as far as Contisbury allows one an uninterrupted view right across Exmoor, Dunkery Beacon being easily distinguished.

Contisbury Hill (1 in $3\frac{1}{2}$), down which one travels to Lynmouth, is conspicuously marked with exhortations to get into bottom gear. Careful drivers, take heed of these notices, although the really precipitous portion of

this famous descent does not appear until one is within 500 yards of Lynmouth itself. Lynmouth is a sheer delight, and must rank with such unique places as Clovelly, Polperro and Boscastle.

To avoid Lynton we retraced our way through Lynmouth Village and took the Parracombe road. Despite sharp corners and an upward grade for miles, this road is too beautiful for the tourist to miss.

Parracombe, another 1 in $3\frac{1}{2}$ hill, is approached through a narrow village street usually teeming with humanity; one turns sharp left and there is the hill towering before one.

Between Parracombe and Combe Martin the country is not very interesting, compared naturally, with the wonderful route from Porlock, but at the same time the road being high up one is offered very many splendid views of the surrounding country.

And now, something about the car that conveyed us. Like all Clyno Cars that I have driven, this "Royal" 4-SEATER was entirely com-

fortable, and I think that the most amazing thing about these Clynos is the fact that one can drive all day through difficult country, and if necessary, continue all night, as I did, and yet at the end of the journey be comparatively fresh.

An extremely easy gear change; delightfully light steering and controls which are always easy to manipulate, doubtless bring this very happy state of affairs to pass.

Once again I have to record that our petrol consumption was better than that advertised.

Oil consumption was negligible, and at no time during the trip did the engine overheat. The reserve of power of the Clyno engine is remarkable, and even on such hills as Parracombe and the long winding ascents at Porlock and other places one always felt that come what might you had ample power with which to cope with anything that might come.



The "Royal" 4-SEATER. Price £215.

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THE LADY DRIVER

A WRITER in the contemporary press in speaking of careless driving, 'cutting-in' and other motoring nuisances, puts forward the statement that it is the Lady Driver who transgresses most in these respects. He has thrown out a challenge which it behoves every fair minded motorist to take up. Of course, it is a masculine foible to depreciate and to hold up to ridicule any venture that Woman makes into Man's Territory.



Miss Iris Darbyshire, who is now playing in "Aloma," with her Clyno Saloon.

It was only after considerable argument that Man inclined to treat as anything but nonsensical the idea of Woman entering politics, but the narrow mindedness of this attitude was shown conclusively when the never-tiring female eventually obtained her vote. The same attitude is taken when Woman wants to enter business, to cut her hair or to play golf. Man remonstrates but sooner or later he must let Woman have her own way.

The Lady Motorist is still sufficient of an innovation to attract the adverse criticism of the casuist Male.

We do not hesitate to state however, that from our experience we have found that the Lady Driver possesses all the essential qualities of a good motorist. She is conscientious, courageous and considerate. During the recent strike and as far back as the War, we had ample opportunity of realising the extraordinary efficiency of Women volunteer drivers.

If our contemporary studies the statistics relating to motor accidents he will find that a negligible quantity of these are caused by Lady Drivers. Let him study his case on the roads. He will find that the fair sex keep to the rules of the road, are considerate and courteous to fellow-motorists and take no

risks like 'cutting-in'. Extreme carefulness — whether it is in driving a car, in choosing a hat, or in keeping the housekeeping accounts, is essentially a feminine characteristic. Again a number of accidents are caused by speeding in the wrong places. This, surely, is entirely a masculine fault. To the average woman 'touching 60' ranks far lower in importance than keeping her hair tidy. A noticeable feature about the Lady Driver is, the pride she takes in her car. Not only is she bent on getting the best out of her car in performance, but she is also determined that her car shall be of as good appearance as her hats and frocks, and takes every care in preserving it.

In discussing the Lady Driver's case we must not overlook the fact that she is often severely handicapped. She is easily tired by the strain of steering and using stiff controls. Again a driving seat designed primarily for a man often proves quite uncomfortable for a woman. And tasks like raising the hood and cranking up sadly tax the strength of the frail



Miss Binnie Hale, the popular actress in her 13 h.p. 4-Seater Clyno.

sex. This explains the popularity of those well designed cars—which, with light steering, easy controls, carefully planned and comfortable seating and easily adjustable fixtures, are as easy for the Woman to drive as for the Man. We may take it that the Lady Driver is coming into her own. She has found the light car valuable to her profession or business; for shopping or for pleasure. Every day we see on the road more cars driven by the fair sex. We welcome the sight. Every effort is being made to make motoring easier for everyone, and it is most of all the great motoring public that is helping to ameliorate conditions.

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STOURHEAD

By LEONARD KELLY.

TWENTY-SIX miles west of Amesbury or Salisbury and three miles west of Mere is the village of Zeals, from which a road runs northwards to Frome and Bath. Three miles along this road a signpost will indicate Stourton to the left along a steeply descending lane. Now the scenery changes; the flat open field-land gives place to dense woods and steep banks line the road. Stourton is reached in a few moments, and consists of a few cottages, a church and a P.R.H.A. Inn, making altogether the ideal English village.

The object of the trip, however, is to

see Stourhead, the estate of Sir Henry Hoare, which is adjacent. This gentleman has taken great pains to place his glorious domain at the disposal of visitors. The park will take precedence with most people, perhaps. It can be seen on Mondays, Wednesdays, Thursdays and Saturdays by applying at the forester's cottage, the farthest on the right. A charming young lady will take you round without any more formality.

As soon as you enter—in fact from the village street—you will notice the ancient town cross brought some years ago from Bristol. It is a lovely piece of work—a fitting foretaste of pleasures to come. A large lake takes up most of the park, and on its steep banks there is an immense variety of trees, including sequoias and magnificent beeches, through which the path winds its romantic way.

On the occasion of our visit the rhododendrons and azaleas were a perfect picture and the atmosphere was heavy with their scent. There are several interesting buildings here and there modelled on

the Pantheon and various Roman Temples. But what will perhaps excite most in earnest is a grotto made out of lava, and erected over the spring of the River Stour which enters the sea at Christchurch. At the back of this grotto is a statue of Neptune holding a jar out of which flows the baby river.

The mansion itself may be visited on Wednesday afternoons. A permit is given on request at the Estate Office in the village. Genuine old furniture, pictures by both Old and Modern Masters, fireplaces by Grinling Gibbons, cameos, miniatures and other such "objets d'art" form a perfect treasure house for the connoisseur, both

amateur and professional. The house is in regular occupation so that there is none of the ghost-like coverings of furniture to offend the eye as in some places. Furthermore, as the place is inaccessible to few but the motorist—charabanc parties are discouraged—there is no uncomfortable "queuing-up" or waiting. Above all, the sense of welcome is most refreshing.



A Snapshot of a Clyno at Stourhead.

Other places open to view are Alfred's Tower, a landmark for miles around, and the convent. From the top of the former a magnificent view, which includes the Bristol Channel, may be obtained.

Stourton is just forty miles from Bournemouth, a very convenient distance. From London it is just over a hundred and would thus make a nice week-end jaunt.

Good accommodation can be had in the village, or at Mere or Wincanton, both quite close.

In six years motoring I do not remember coming across a more charming venue for a run.

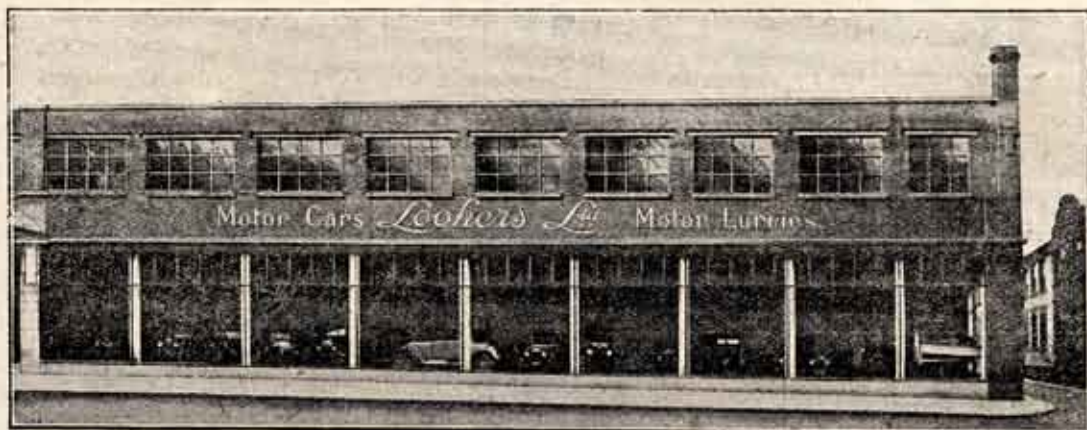
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Lubrication of the Clyno Engine

A SUBMERGED plunger pump, driven direct by an eccentric on the camshaft, supplies oil from the sump at the base of the engine to four pressed steel troughs into which the connecting rods dip. The height of the troughs is carefully arranged in our Test Department to give full lubrication without any possibility of smoking, and the ends of the connecting rods are fitted with small scoops which pick up the correct quantity of oil, some of which is forced through the small hole in each scoop on to the big end journal, the remainder being splashed on to the pistons, gudgeon pins and valve gear. The troughs are always full, because the pump delivers more than the required quantity of oil at any speed, the excess simply running over the sides of the troughs and through a large and accessible oil filter back into the sump, to be used again. The oil pump also supplies oil under pressure direct to the large plain bearings supporting the crankshaft, the overflow from the front bearing being carefully trapped and carried to a well in the timing chain case. The chain driving the camshaft, magneto and dynamo spindle passes through this well of oil and carries the lubricant along to galleries which connect up with the camshaft and magneto shaft bearings.

On the offside of the crankcase is bolted a very accessible oil filler, provided with a filter for straining the oil as it is passed into the engine. From the filter the lubricant passes into the crankcase, and so through the large filter into the sump. Projecting from the side of the sump is an oil level rod, which can be withdrawn to test the height of the oil in the engine. On this rod are two marks representing a maximum and minimum level, and it is essential that the height of the oil be within the limits of these two marks; when it falls low, fresh lubricant must be poured through the filler until it reaches the top mark. This should be checked every 250 miles.

It is advisable to run off the old oil periodically, say once every 2,000 miles, by removing the plug or small cover at the base of the sump. Replace the plug or small cover and pour in through the filler sufficient paraffin to reach the bottom mark on the oil level rod, after which turn the engine with starting handle a few revolutions and then empty the paraffin, allowing time for it to drain through. Afterwards fill up to the maximum height with clean lubricating oil.



PART OF THE SPACIOUS SHOWROOMS OF MESSRS. LOOKERS, LTD., MANCHESTER.

THE CLYNO GAZETTE

HOLIDAY INFORMATION BUREAU

THOSE to whom Holiday Information has been sent are now sending us singularly flattering letters, and we are most grateful to learn that our efforts have not been entirely in vain.

We propose to continue to rely upon information from sources other than guide books, even though this means delay. Consequently, we must once again emphasize the importance of giving us plenty of time in which to send out the requisite information.

The following is an extract from a typical letter of a satisfied client:—

"I am most extremely obliged to you for all the information you have sent me in your two letters, and am quite sure it will be of the very greatest help to me."

ADVICE AND ASSISTANCE. A NEW FEATURE.

The very many letters of appreciation we have received in connection with the Holiday Information Bureau, encourages us to make yet another offer to Clyno Car Owners

There must be very many owners of limited motoring experience who not only want to improve their driving, but also their general knowledge of the car. To all such we extend the expert facilities at our command.

If you want advice write to the 'Advice and Assistance Department' and we will not only reply direct, but will also publish in the "Clyno Gazette" replies in as many instances as possible.

Chassis and Engine Number of your Clyno Car must be given

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

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