

C. F. DINGWALL.

The  
CLASSIC  
CALCOTT

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HERITAGE  PETERS  
ADVERTISING SERVICE  
COVENTRY.



C. F. DINGWALL.



*The* CLASSIC  
ALCOTT





Describing the  
11-9 MODEL OF  
"THE CLASSIC"  
—CALCOTT—



## Foreword

**T**HE 11.9 "CLASSIC" CALCOTT embodies important alterations and refinements, giving added advantages in efficiency, performance and comfort.

### Greater Power

The principal change is in the engine dimensions. The bore is increased from 65 to 69 m.m.—giving 1645 c.c. capacity—resulting in 11.9 h.p. Minor, but none the less important changes are engine timing wheels replaced by silent chain drive, a larger radiator, dynamo located under the bonnet, and gear box and back axle strengthened to take the extra weight and load.

### Many refinements

Many refinements include the addition of an efficient cooling fan, electric self-starter, oversize grooved tyres, flush-type instrument board with speedometer and clock, black hood cover and inside mat.

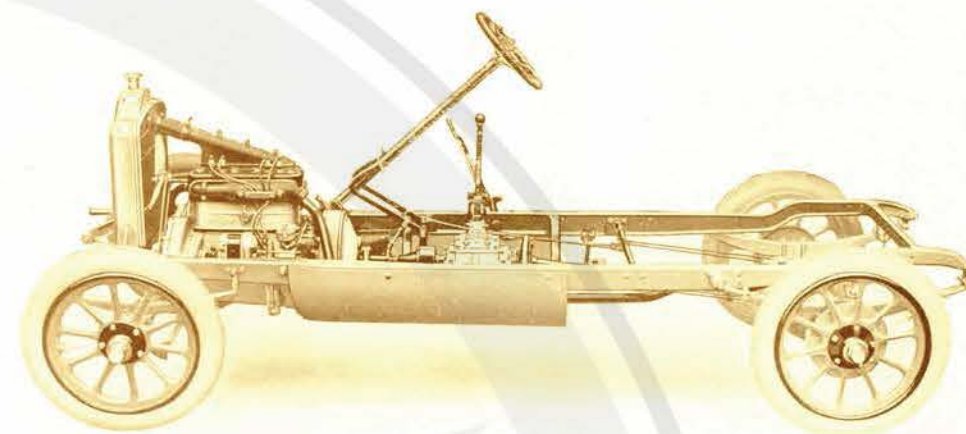
### Highly finished

The Car is upholstered in black, body painted grey and tastefully lined; black guards and valances; all fittings nickel plated.

### An enviable reputation

A limited number of Cars will be available upholstered in green.

The grace and dignity, combined with power, strength, and mechanical perfection of the CALCOTT will be even more pronounced in the new model, and still further enhance its established reputation—THE "CLASSIC" CALCOTT.



*The 11.9 h.p. CALCOTT Chassis*

## Constructional Features

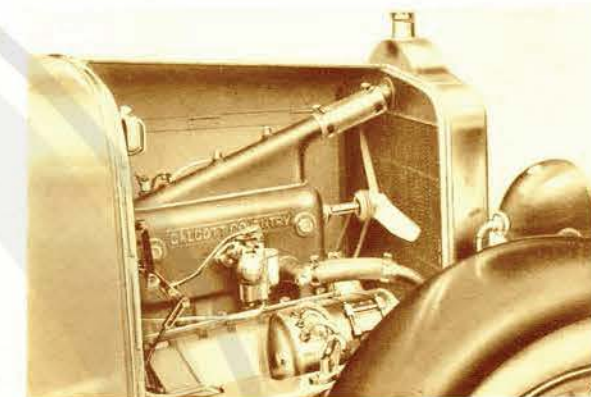
Engine	Four cylinder Thermo-syphon water cooled engine, with cylinders cast en bloc. The induction pipe is also cast in between the cylinders. The exhaust pipe is bolted on the cylinder.
Speeds	Three speeds forward and a reverse, with gate change.
Valves	The valves have adjustable tappets, and are enclosed by an aluminium detachable cover.
Camshaft	The single camshaft is of special construction and runs on ball bearings. The magneto driving spindle is also carried on ball bearings in the arm of the crank case.
Magneto Drive	The drive of the magneto is taken through a flexible leather coupling, and two discs (one of which is slotted) afford a ready means of setting the ignition timing. The magneto is placed low on the near side, rendering access to the valves unimpeded.
Crankshaft	The crankshaft is made from a solid forging, and is provided with three bearings. The diameter of the journals is 1½ in., and all the bearings are lined with anti-friction white metal.
Clutch	Self-contained in the fly-wheel, so that no end pressure is put upon the crankshaft. The universal joint is contained within the clutch, and protected from dust and water by an aluminium cover. The gear box end of clutch shaft is provided with a flexible sliding joint.
Gear Box	Fastened to the underframe by three bolts, the feet being cast on the centre part of the box. The striking and interlocking levers are contained within the gear box, and change speed lever bracket and gate are self-contained on the gear box, and independent of the main frame, so that by removing the three bolts securing the gear box to the under frame the whole can be easily removed. The striking rods in the gear box are mechanically interlocked so that it is impossible for any two gears to be in mesh at the same time, while the gear lever is carried on a ball ended reduction lever, thus obviating any liability of the sliding shaft to bind.
Transmission	The propelled shaft runs unenclosed from the back of the gear box, and is provided with a universal joint at the front end and a sliding flexible joint behind. The pinion and the crown wheel have ball thrust collars. The weight of the car is not carried upon the driving axles, but from a mild steel sleeve projecting from the axle casing, the hubs are mounted on combined ball thrust and roller bearings.
Back Axle	The back axle is bevel driven and very substantially designed and provided with an oil filling orifice which is capped and fitted with two wing nuts.
Body	Roomy 2-3 seater with "well-type" double dickey seat. Lines of design of singularly pleasing appearance. Beautifully finished in grey and black.



## General Specification

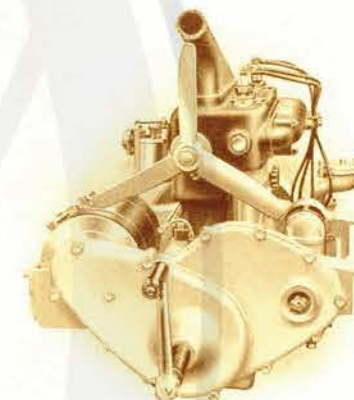
Engine	Calcott 4-cylinder monobloc, valves interchangeable, all on one side of engine and covered in. 11'9 h.p. 69 x 110 m/m. c.c. 1645 centimetres.
Carburettor	Zenith, gravity fed, controlled by foot pedal accelerator and hand lever on steering wheel.
Ignition	High tension magneto, with advance and retard lever.
Cooling	Thermo Syphon, with extra large pipes and an efficient fan, which enables a perfect circulation to be kept up.
Clutch	Metal cone with special lining, well protected from dust and water.
Gear Box	Three speeds forward, and reverse, direct drive on top with gate change.
Transmission	Bevel and cardan shaft.
Lubrication	Skew-driven oil pump working in a sump and forcing oil to troughs of all the main bearings.
Brakes	Foot and hand internal, expanding on drums on rear wheels.
Petrol Tank	In dash. Capacity six gallons.
Steering	Worm and Sector.
Springs	Half elliptic.
Frame	Channel pressed steel, strengthened by under frame.
Wheels	Steel detachable, including spare wheel.
Tyres	Dunlop, 710 x 90 (all grooved).
Body	2-3 seater with "well" type double dickey seat.
Finish	Body painted grey and tastefully lined; black guards and valances; radiator and bright parts nickel-plated; black nickel lamps and horn.
Equipment	Dynamo lighting set and electric starter, clock and speedometer, horn, black hood cover, mat, spare wheel with grooved tyre, complete tool kit, pump, oil can, special ratchet jack, and hand brace for wheel nuts.

**DYNAMOTOR**—  
This machine is a simple solution of the starting and lighting problem and is proved to be perfectly efficient.



*Right-hand side of Engine showing accessibility of Dynamotor*

**Front view of the Calcott engine** showing clearly the position of all important units.



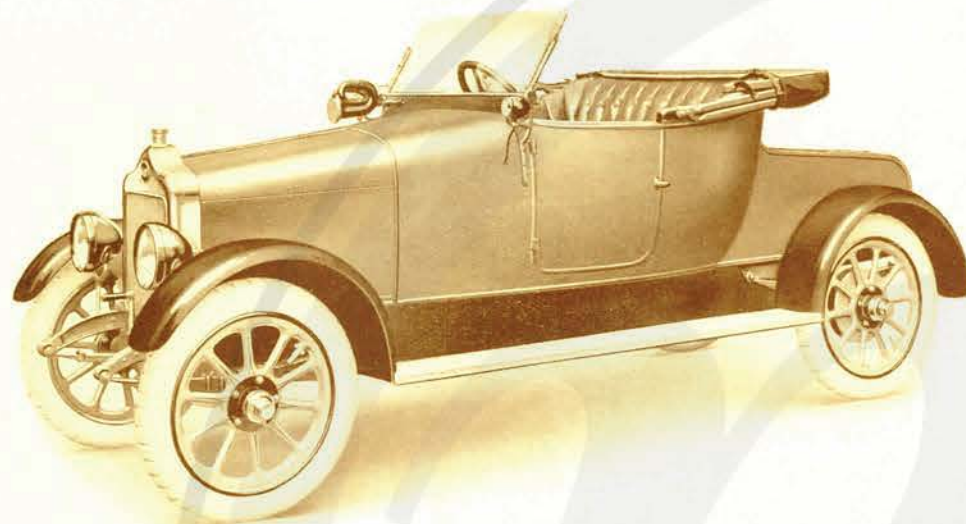
*The Calcott Engine*

The Calcott method of housing the accumulators in no way interferes with the comfort of the passenger.



*Dickey Seat open, showing location of Battery*





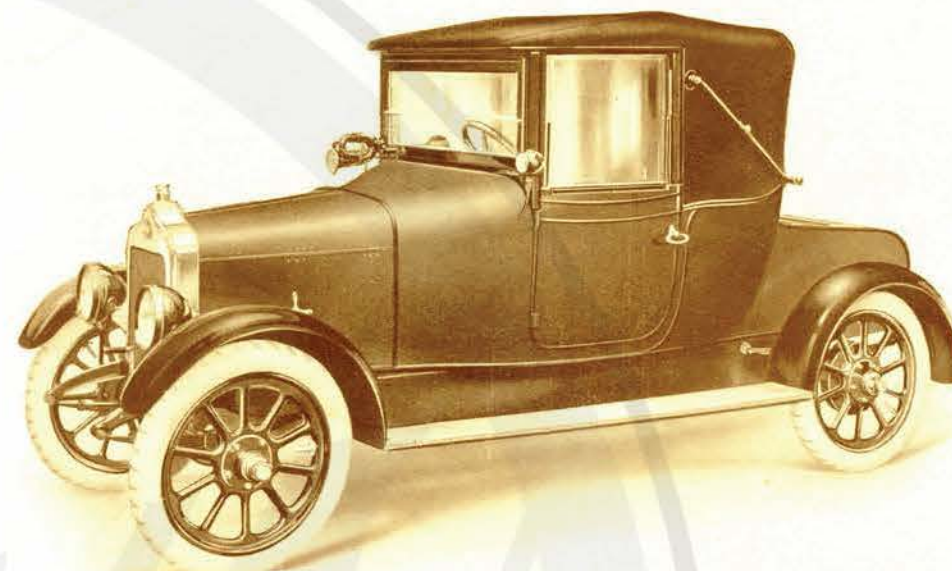
The 11.9 h.p. CALCOTT Two-Seater.



HE CLASSIC CALCOTT is a car that satisfies the most exacting demands of the owner-driver—power, flexibility, roominess, comfort and reliability are proved features of this car. It is economical on petrol consumption and wear on tyres, and “keeps to the road” as well as the larger car—a great point in its favour.



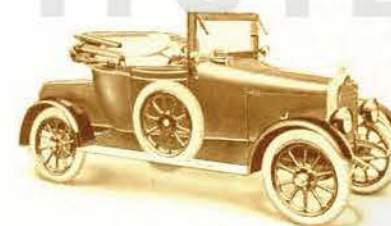
Roomy two-three seater body, finished grey with black guards and valances, and upholstered in black, it is an extremely handsome car. Extra accommodation or storage capacity is provided by a double dickey seat, which is low and well upholstered. Electric lighting and starting, flush instrument board with speedometer and clock, inside mat, black hood cover, nickel fittings.



The 11.9 h.p. CALCOTT Coupé.

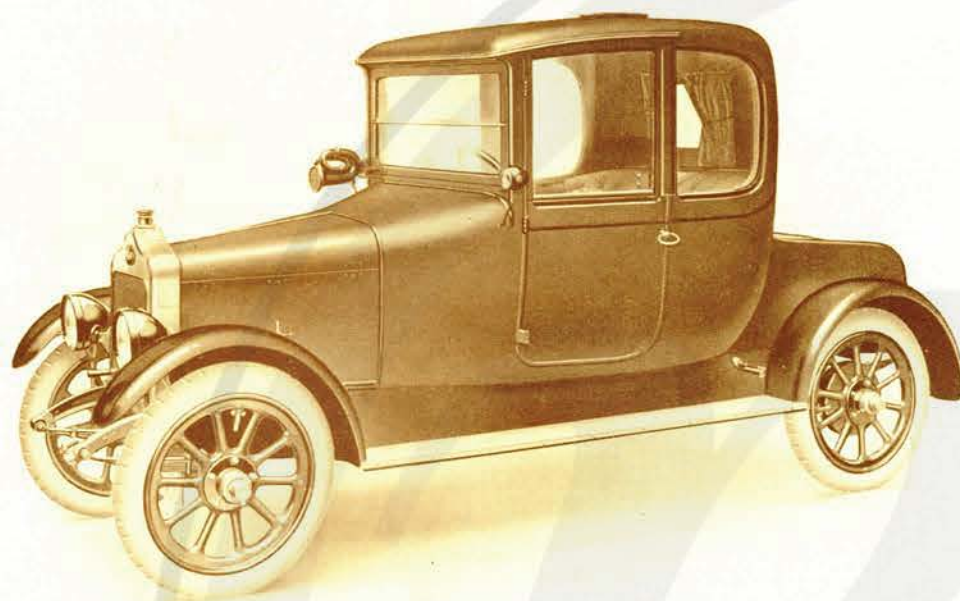


HE CALCOTT Coupe is a luxurious car of ample proportions, combining the advantages of the open touring car with those of the closed town carriage. The fine coachwork equals the excellency of the chassis, and will satisfy the most exacting of critics.



Roomy two-three seater body with double dickey seat in the boot. Finished in Royal Blue and picked out in black. The upholstery is in grey Bedford Cord. All fittings nickelled. Its equipment is complete, comprising:—Dynamo lighting set and electric starter, clock, speedometer, horn, mat, spare wheel with grooved tyre, complete tool kit, pump, oil can, and special ratchet jack, and hand brace for wheel nuts.

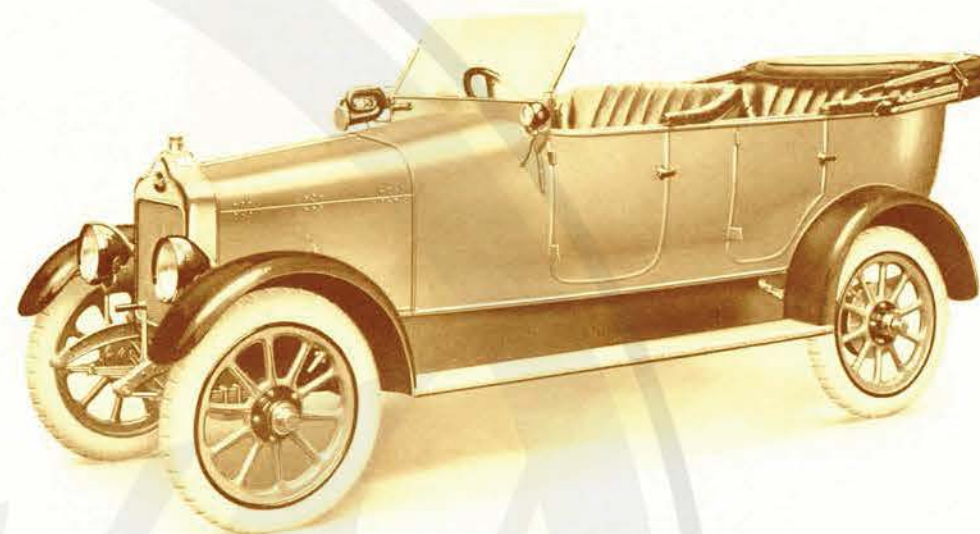




The 11.9 h.p. CALCOTT Limousine.

**T**HIS Model is as fine an example of the combined skill of the engineer and the coachbuilder extant. It is a luxurious car of ample proportions, every possible feature conducive to carriage comfort being embodied.

Semi-domed roof with ventilator, grey Bedford Cord upholstery throughout, rear windows complete with grey curtains, thick floor mat, flush instrument board with speedometer and clock, electric lighting and starting—these are a few features of the Classic CALCOTT that make for dignity, efficiency, and comfort. Finished in Royal Blue, with black mudguards, all fittings nickelled.



The 11.9 h.p. CALCOTT Four Seater.

**T**HE Four-seater CALCOTT will make a strong appeal to those motorists who desire plenty of accommodation for touring purposes, combined with an engine of sufficient power for every occasion, and yet one that is economical to run.

Such a desirable combination exists in the CALCOTT, having a long roomy body and a powerful efficient engine of 11.9 h.p. with an established reputation for power, reliability, and economy. Finished grey, with black guards and valances, upholstered in black, electric lighting and starting, flush instrument board with speedometer and clock, inside mats, black hood cover, nickel fittings.





## "Calcott" Owners Write—

It would make a very bulky volume to print the highly complimentary letters and free expressions of marked appreciation received from owners. Each is a striking tribute to Calcott super-serviceability and unexampled excellence. They more than amply justify the Calcott prefix CLASSIC. Extracts from a few of these letters are given here. In addition to expressing the general opinions of owners it will be seen that the service qualities of the Calcott stand at a very high level.

### Efficiency

"I left Coventry at 9 a.m., and arrived at Sunderland at 6:45 p.m. The distance is about 220 miles; therefore, you will see that the average speed worked out at 25 m.p.h., and this with a very strong head wind. Petrol consumption averaged 36 m.p.g."

### Reliability

"My little car, bought in June, 1915 is still splendid—it has covered over 16,000 miles to date."

### Durability

"I have driven a Calcott Winter and Summer, travelling over 50,000 miles in the Eastern Counties, and it is still running splendidly—the same plugs as when purchased 4½ years ago."

### Economy

"Referring to the two-seater standard model you will no doubt be pleased to hear that the average petrol consumption is approximately 35 miles to the gallon."

### Hill Climbing

"You may be interested in a recent performance of one of your cars . . . on a tour through Gloucestershire, Somersetshire and Devonshire. From Minehead to Porlock is a severe test for any car . . . and the climb out of Porlock for Lynmouth is a terrible enterprise. For about two miles you get a gradient of 1 in 10, and as the engine warms up the gradient rises to 1 in 6, and at one point to 1 in 5. The little Calcott climbed this without hesitation."

### Performance

"A non-stop run from Coventry to Leeds in five hours . . . highly delighted at the performance."

### Service

"My 1914 car is still going every bit as well as ever, in spite of having averaged nearly 1,000 miles a month for over 5 years as a doctor's car on all roads in all weathers. I have just returned from touring in Scotland with no car trouble whatever."

## Hints to Owner Drivers

The ease with which the Classic Calcott is handled and maintained in a condition of highest efficiency renders it the ideal car for the owner whose mechanical knowledge and experience are not extensive. No difficulties should be met with if attention is given to the following simple instructions.

### Water in Radiator

The water level should not be higher than the centre of the name plate. When filling the radiator with cold water, allowance must be made for expansion as the engine becomes warm, otherwise circulation is retarded, and the water may overflow.

### Carburettor

Should the jets become choked, it is advisable to remove the whole carburettor from the cylinder. To do this turn off petrol tap, release union under carburettor, take off brass nut and lever from throttle spindle and finally take off the two 1½" Whitworth nuts. This releases the carburettor making all component parts easy of access, and facilitating the removal of the jets.

### Oil in Engine

The oil level indicator for engine is fixed close to the magneto, and consists of a rising and falling rod attached to a float. Directly behind the rod is a fixed pillar on which is machined a flat. When the crank case is empty the rod will have dropped to the bottom of the flat, and as the oil is poured in the engine, the moveable rod will begin to rise. Oil should be poured in until the rod reaches the top of the fixed pillar. Should too much oil accidentally be poured into the crank case the excess can be emitted by turning on tap close to the oil indicator, which will only allow the superfluous quantity to escape.





## Hints to Owner Drivers (continued)

### Clutch and De-Clutch

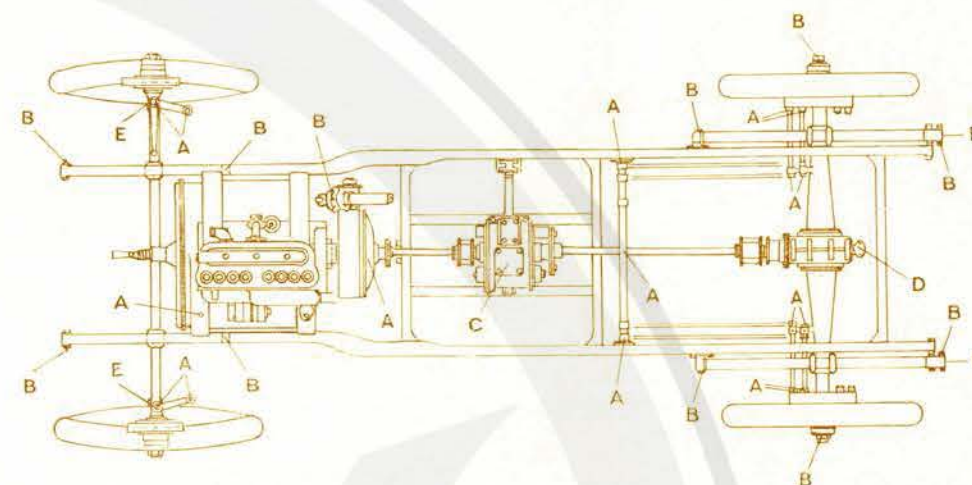
Take great care not to use the clutch pedal as a foot rest. Apply the foot to the pedal only when it is necessary to de-clutch. The action of the constant, even though slight, pressure of the foot on this pedal wears the leather buffers on the disc, and causes slipping of the clutch, creating unnecessary friction which will soon burn the clutch-lining and render same useless.

### Gear Changing

To lessen the noise caused by gear changing, put a little grease (about a thimbleful applied to each leather for every 500 miles) on each of the two leather straps that actuate against the de-clutching disc, placed just beneath the footboards.

### General

The plan of chassis gives all particulars regarding lubrication. Great care should be taken to oil parts as frequently as stated, especially spring shackles, as irritating squeaks sometimes develop here. When sufficient mileage has been covered to necessitate the cleaning of cylinders and valves, we would recommend that the silencer be also taken down, and the small holes cleared of carbon or other deposit.



## Key to Plan of Chassis

Showing portions requiring lubrication.

- A. Oil every 300 miles.
  - B. Fill up with grease as required.
  - C. Gear Box. Fill half full with two-thirds grease and one-third oil.
  - D. Fill up with grease and a little oil every 500 miles.
  - E. The brass cap under the swivel pin should be removed and filled with grease every 1,000 miles.
- Remove wheels from hubs and grease studs every 1,000 miles.

### Order of Firing

1, 2, 4, 3.

### Sparking Plugs

Clean occasionally and keep free from oil, also see that points are an equal distance apart, not more than 1/64th of an inch.

### Brakes

Keep in good order and properly adjusted.

### Valves

When closed there should be a space of .006 in. between the valve stem and tappet.

### Wheels

Remove hub caps and fill with grease every 1,000 miles.

### Frost

During frosty weather drain off water by means of the plug at bottom of radiator.



## Conditions of Sale and Terms of Business

### Guarantee.

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of material and workmanship, but this Guarantee is to extend and be in force for six months only from the date of purchase; and the damages for which we make ourselves responsible under this Guarantee are limited to the replacement of defective parts; the time, labour, and other expenses incurred in fitting, in all cases, is charged for. In no case do we undertake any contingent liability, nor does this Guarantee apply to defects caused by wear and tear, misuse or neglect, or to goods not of Calcott Bros. manufacture, such as tyres, magnetos, etc., which are only subject to the Guarantee given by the respective manufacturers.

All defective parts must be returned to us carriage paid and accompanied with the necessary instructions from the sender, with particulars of number of car and date of purchase.

### The Term "Agent"

Is used in a complimentary sense only, and those firms we style our Agents are not authorised to advertise, incur any debts, or transact any business whatsoever on our account, other than the sale of goods which they may purchase from us; nor are they authorised to give any warranty or make any representation on our behalf other than those contained in the above guarantee.

### Delivery.

At works. Transport of car or chassis whether by rail or road is only at the expense and risk of the owner.

### Terms.

Deposit of one-third with order, and the balance against delivery at our Works.

We reserve the right, at any time during the season, to make any slight deviation from the standard specification, which may be found necessary.

Prices in the catalogue are nett but are subject to alteration without notice, the price will be that ruling at time of delivery.

**Customer's Cars are only driven by  
members of our staff at Owner's risk.**

## The 11'9 h.p. Calcott

### PRICES:

Two-Three Seater Model - £535

Four Seater Touring Model - £595

Coupe Model (including Dickey Seat) £635

Limousine Model - £695

*plus £15.0 each*

**Extras at the Prices stated  
if ordered with the Car.**

Body, painted special colour £10 10 0

Body upholstered in special material by quotation

Plates, painting numbers and fitting 15 0

N.B.—The above prices are nett, but are subject to alteration without notice; the price will be that ruling at time of delivery.

