

C. F. DINGWALL

J. S. WILLWAY & SONS, LTD.,
MOTOR DEALERS,
BRISTOL.

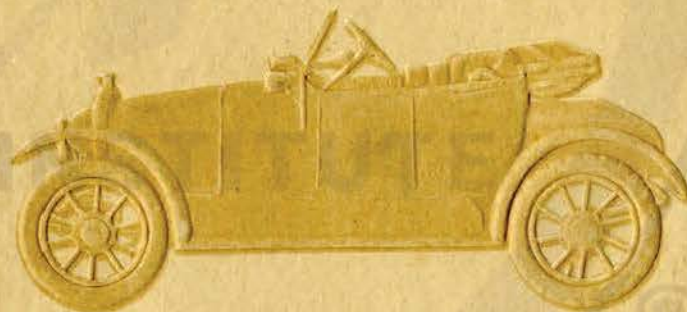
Calcott

1915

PROPERTY OF THE
ROYAL AUTOMOBILE CLUB LIBRARY
NOT TO BE TAKEN AWAY

LIGHT-CAR 1915.

1915



C. F. DINGWALL.

FEB. 15th, 1915.

Consequent upon the abnormal state of the Metal and Labour markets, on and after the above date the prices in this List will be advanced as under:—

STANDARD MODEL, page 5, to £195. LIGHTING SET MODEL, page 9, to £210.
CABRIOLET " " 7 " £255. DELIVERY VAN " 17 " £200.

10.5

Calcott

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CALCOTT BROS., LTD.

Telephone 91.

COVENTRY.

Telegrams: "CALCOTTS."





INSTITUTE



INTRODUCTORY.



THE CALCOTT CAR is so widely known that it scarcely needs an introduction. During the past seasons it leapt into immediate favour through sheer merit.

The Engine capacity of the Calcott is 1450 c.c., which is greater than that of the majority of Light Car engines.

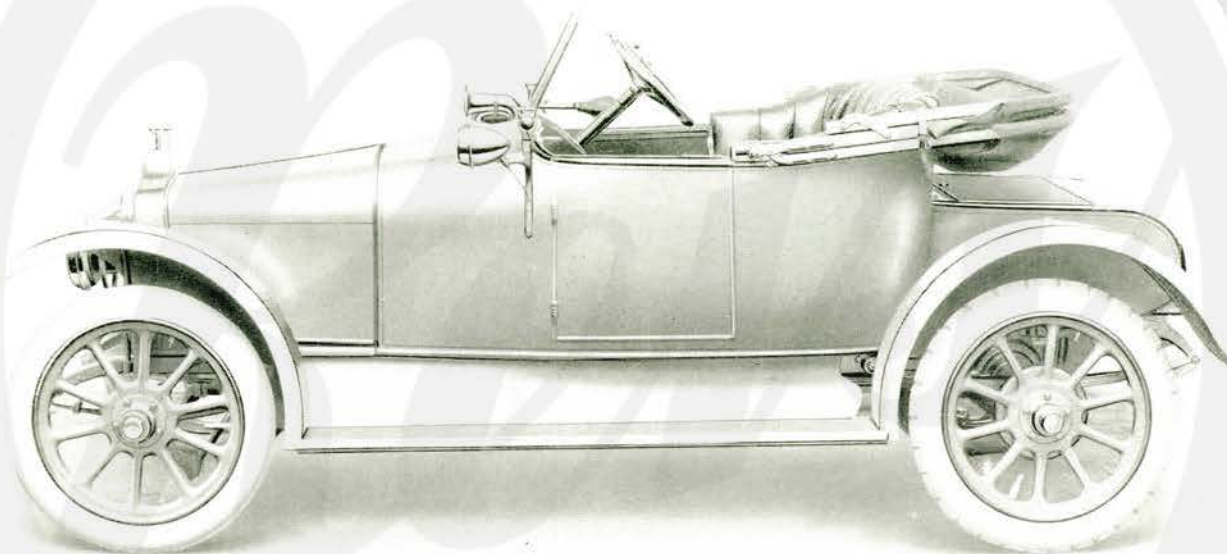
The highest standard of motor engineering skill is embodied in the design and construction of the Calcott. It is a perfect specimen of the Art of Light Car construction, and a careful survey of the chassis, the clean lines of design, the sound construction, the excellent workmanship, and the beautiful finish of every detail reveal the accuracy of this statement.

We have been compelled to greatly extend the producing capacity of our works owing to the ever-increasing demand, and this, in itself, is a convincing proof of satisfaction given and augmented popularity.



General Specification.

- Engine.** Calcott 4-cylinder monobloc, valves interchangeable, all on one side of engine and covered in. 10.5 h.p. 65 × 110 m.m. c.c. 1,456 centimetres.
- Carburetter.** Zenith, gravity fed, controlled by foot pedal lever and hand lever on steering wheel.
- Ignition.** High tension magneto, with advance and retard lever.
- Cooling.** Thermo Syphon, with extra large pipes, which enable a perfect circulation to be kept up.
- Clutch.** Metal cone with special lining, well protected from dust and splashes.
- Gear Box.** Three speeds forward, and reverse, direct drive on top with gate form of change.
- Transmission.** Bevel and cardan shaft.
- Lubrication.** Is by skew-driven oil pump working in a sump and forcing oil to troughs in the paths of the big ends and to all the main bearings, the oilways being cast with the crank case.



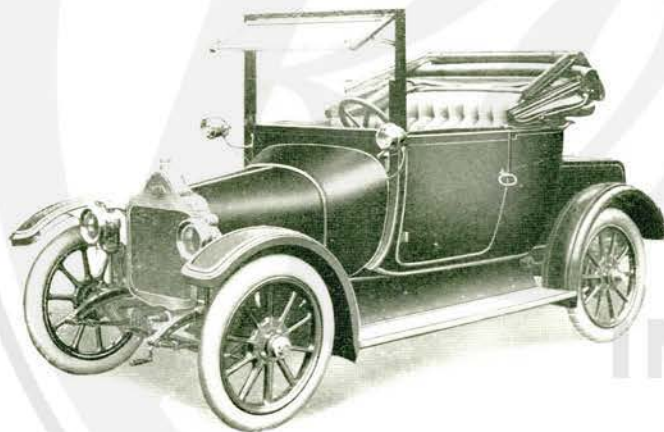
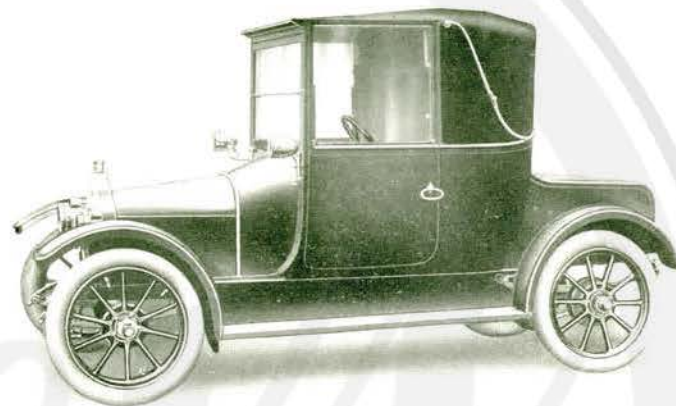
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PRICE, including Hood, Side Curtains, Screen, Acetylene Head Lamps, with separate Generator, Electric side and tail Lamps, Accumulator, Horn, Pump, Jack, Kit of Tools, Spare Wheel and Tyre and Undershield fitted **£185 0 0.**

Brakes.	Foot and hand internal, expanding on separate drums on rear wheels.
Petrol Tank.	In dash. Capacity 4 gallons.
Steering.	Worm and Sector.
Springs.	Half elliptic.
Frame.	Channel pressed steel, strengthened by under frame.
Wheels.	Steel detachable, including spare wheel.
Tyres.	Dunlop, 700 × 80 (two grooved, three plain).
Body.	Two-seater, suitable for a dickey seat, which can be fitted to order, and which is invisible when not in use. Upholstered in green leather, painted grey, and suitably lined. Polished cappings.
Weight.	11½ cwt. complete.
Inland Revenue Tax.	£3 3s. 0d.
Wheelbase.	7 ft. 6 in.
Track.	3 ft. 9 in.
Extreme Width.	4 ft. 6 in.
Extreme Length.	10 ft. 3 in.

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The Calcott
Cabriolet.



PRICE of Car complete, ready for the
road, as illustrated. Horn,
Lamps, kit of Tools, Spare
Wheel and Tyre ... **£245.**

Distinctive features of the Calcott.

THE CALCOTT LIGHT CAR has a 4-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 and has elbows cast inside to lead off the gases.

There are three speeds forward and a reverse, with gate change.

The rear axle is bevel driven.

The valves have adjustable tappets, and are enclosed by an aluminium detachable plate.

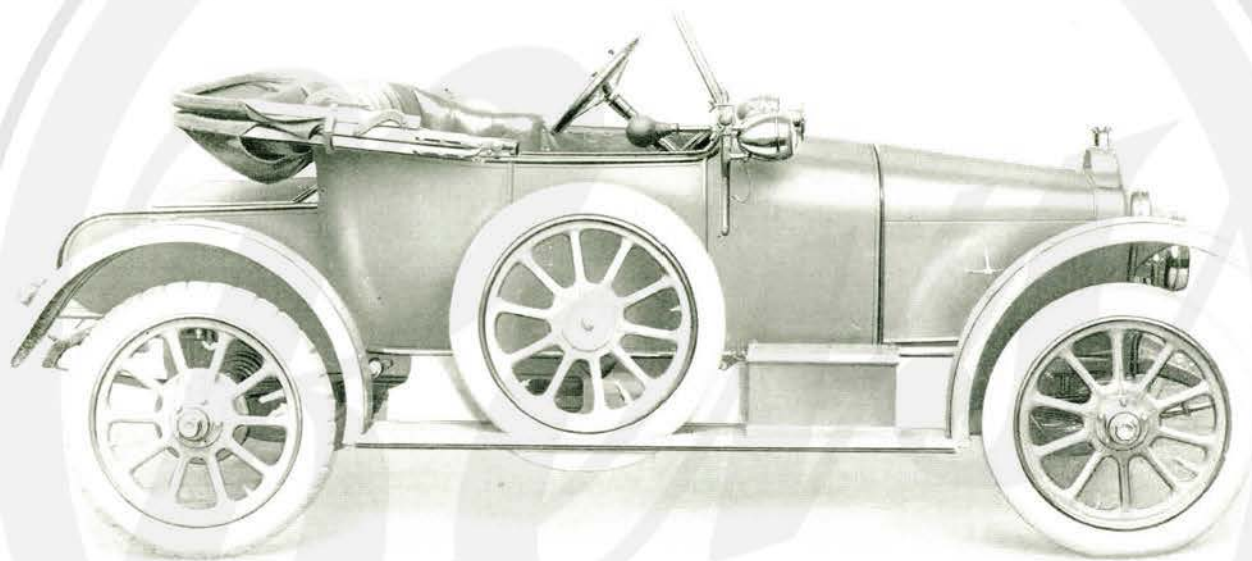
The single camshaft is of special construction and runs on ball bearings. The magneto driving spindle is also carried on ball bearings in the arm of the crank case.

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.

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.

The clutch is self-contained in the fly wheel, so that no end pressure is put upon the crankshaft. Under the lining are four first intention springs to provide smooth take-up. The universal joint is contained within the clutch, and protected from dust and water by an aluminium

10·5 Calcott.



PRICE of Complete Car, as above illustrated, Dynamo, Lighting Set,
Spare Wheel and Tyre, Horn, kit of Tools **£200 0 0.**

COMPLETE, READY FOR THE ROAD.

cover. The gear box end of clutch shaft is provided with a flexible sliding joint: the distance between joints is 15 inches.

The gear box is fastened to the underframe by three bolts, the feet being cast on the centre part of the box. The housings for the gear shaft bearings are cast separately and bolted to the ends of the gear box.

The striking and interlocking levers are contained within the gear box, and the 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.

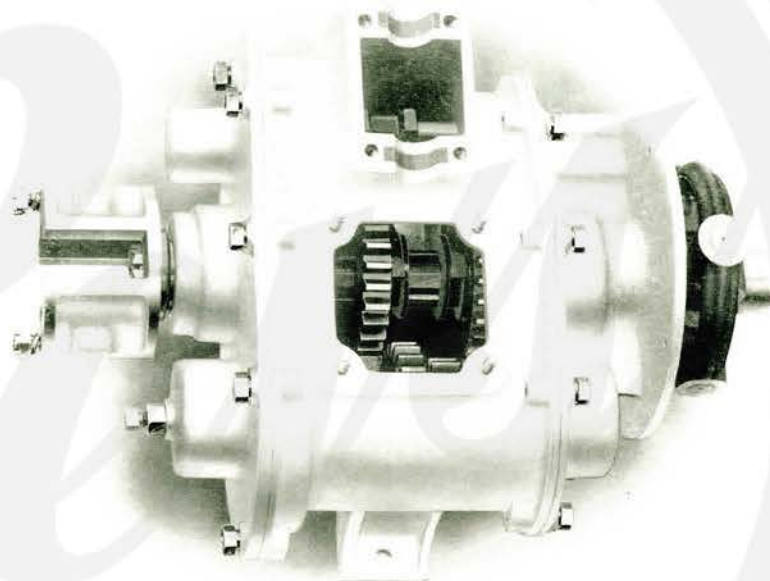
The propeller shaft runs unenclosed from the back of the gear box, and is provided with a universal joint at the front end and a sliding flexible joint behind.

The small bevel pinion of the bevel drive is supported on either side by a bearing, and both 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 Hoffmann's combined ball thrust and roller bearings.

The back axle is very substantially designed, and provided with an oil filling orifice which is capped and fitted with two wing nuts.



GEAR BOX.



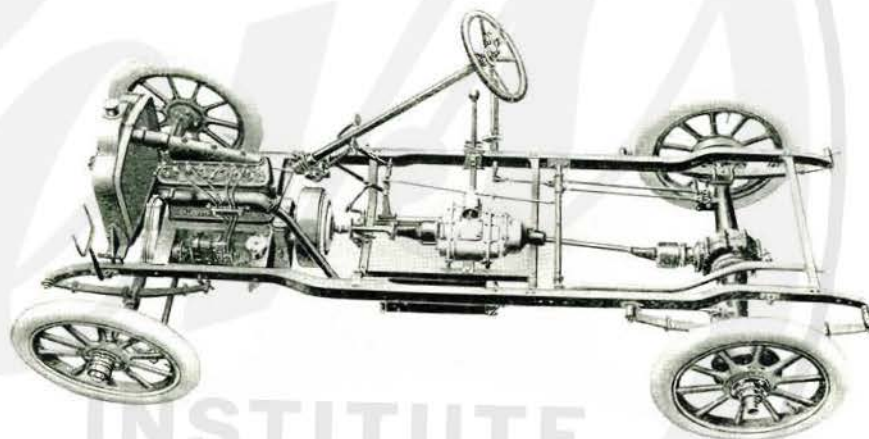
GEAR BOX (Open).



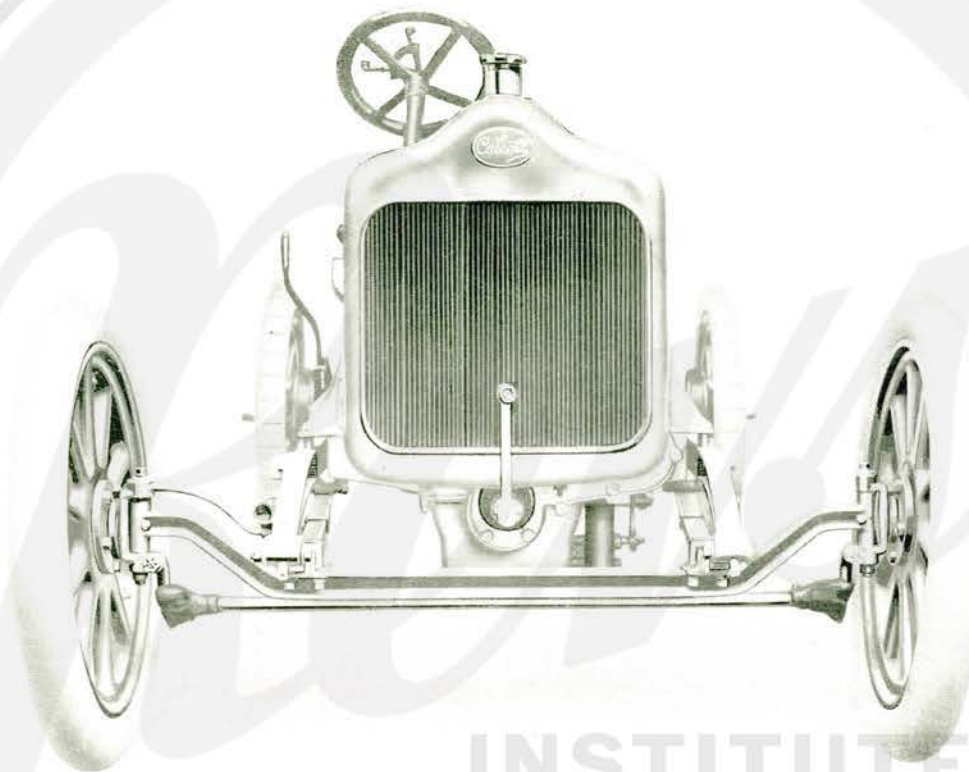
FRONT AXLE.

BACK AXLE.

CHASSIS EXPOSED.

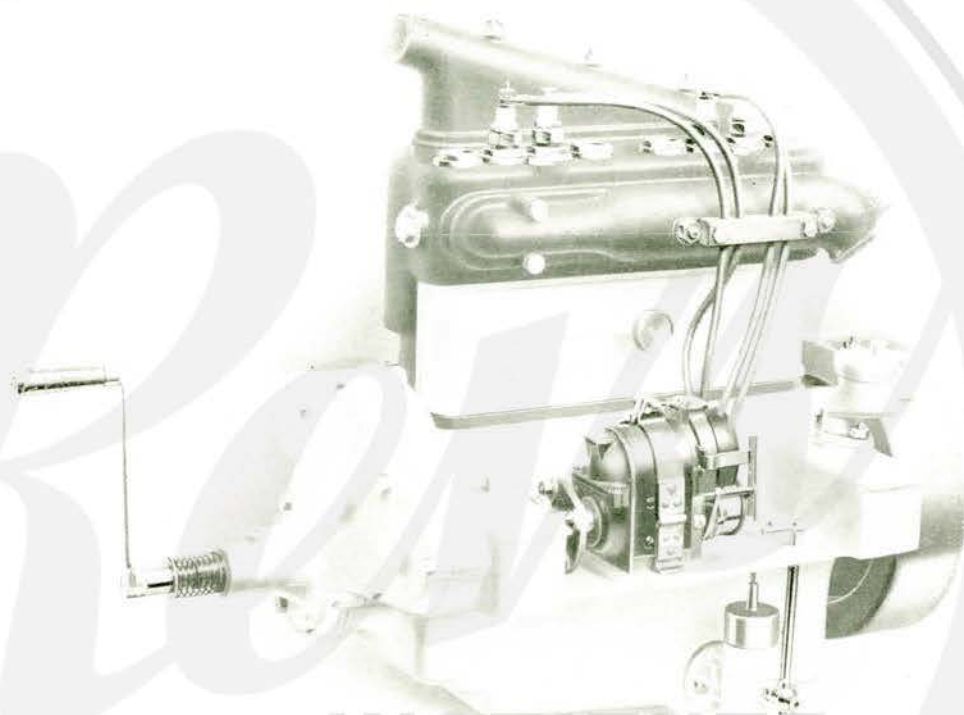


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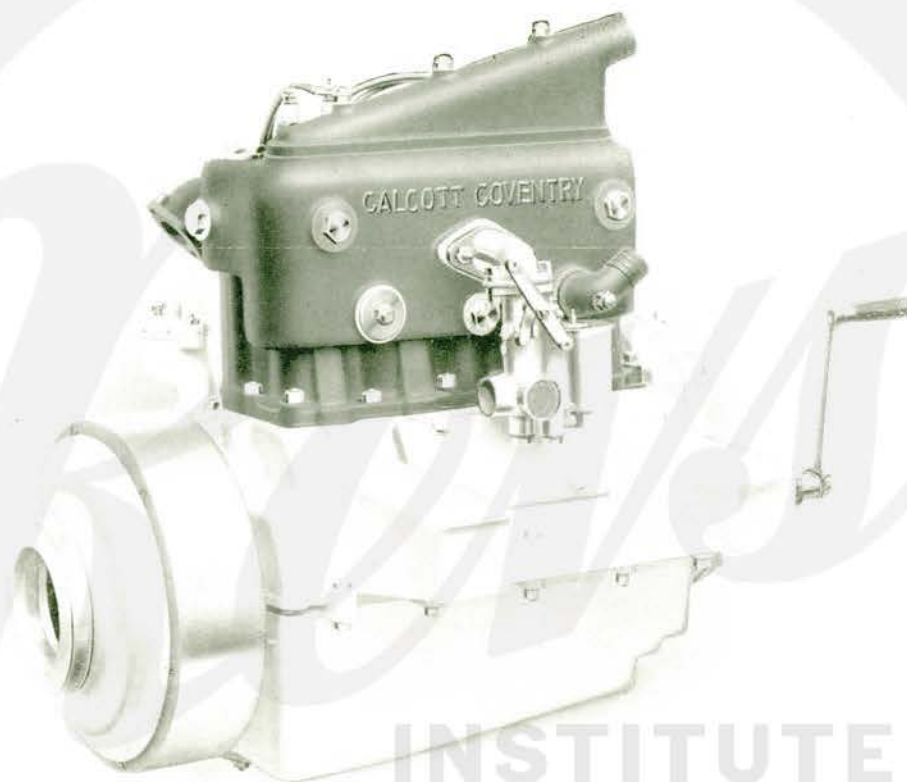
CALCOTT CHASSIS, giving a view of Front Axle, Swivels, etc.





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Calcott Light Delivery Van.

THE demand for the Light Delivery Van is rapidly increasing. Business men of the well-up-to-date type are now fully aware of the fact that where daily perishable goods are concerned, "*prompt delivery*" is a prime factor, giving greater satisfaction which must lead to an increased turnover.

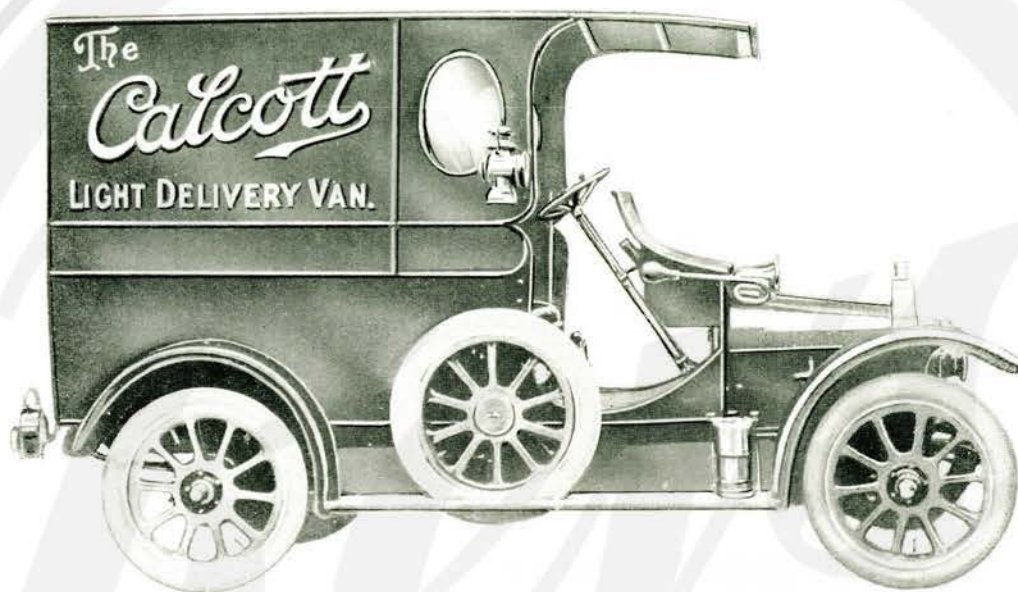
A speedy and prompt delivery of any class of goods is no doubt highly commendable.

It is obvious that the Light Delivery Van is just the thing.

The Calcott is well equipped, and carefully sprung and balanced, and will carry a heavy load at great speed with safety. The Vanwork is of the best and strongest make throughout. Special care is taken with the finish to make it durable and weather proof. This van is placed on the market with the utmost confidence as a first-class and serviceable vehicle at a reasonable price.

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PRICE of Complete Van, as illustrated, two Acetylene Head (separate generator)
Oil Side and Tail Lamps, Horn, kit of Tools, Spare Wheel and Tyre.. **£190 0 0.**
Extra charge for writing on Van. Price according to design and quantity of lettering, etc.
Carrying capacity 6 cwt.

Useful information on Preparing and Driving a Calcott.

The manipulation of any Car is a most important matter, and having had, during the past seasons, some instances where neglect or unskilful driving has prevented the best results being obtained from the "Calcott," we think that the following suggestions would be acceptable and should certainly prove useful, especially when experienced chauffeurs are not to hand.

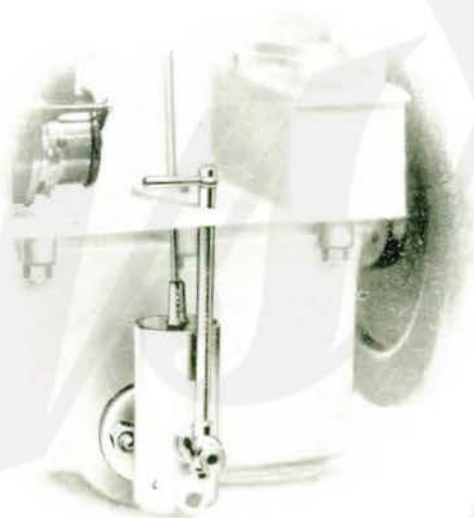
Water in Radiator.

Care should be taken that the water level is not higher than the centre of the name plate. The Radiator is often filled with cold water, making no allowance for the expansion of the water when the engine becomes warm. This excess retards somewhat the circulation of the water and also causes an overflow.

Carburetter. Should the jets of the Carburetter become ineffective, it is advisable to remove the whole of the Carburetter from the cylinder. To do this, turn off petrol tap, release union under Carburetter, take off brass nut and lever from throttle spindle, and finally take off the two $\frac{5}{16}$ " Whitworth nuts and so release the induction pipe from cylinder. The Carburetter can then be removed bodily, 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 (as illustrated), 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.



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**Clutch
and
De-Clutch.**

Drivers should 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 on each of the two leather straps that actuate against the de-clutching disc, placed just beneath the footboards. Quantity: say about a thimbleful applied to each leather for every 500 miles.



Approved by the
AUTOMOBILE
BRISTOL

Dynamo Drive.

It will be seen in the illustration that the dynamo is now driven from the clutch cover attached to the fly-wheel, thus the action is not affected by the stopping of the shaft when de-clutching. It is also very accessible, as the commutator is facing outward just under 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 often develop there. When the car has attained sufficient mileage 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.



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The following alternatives and extra fitments can be supplied at the additional price shown when ordered with the car :—

									£	s.	d.
Dickey Seat	...	...	...	...	...	...	...	...	4	10	0
Bodies, painted other than Standard (Grey) colour	...	...	...	...	...	...	...	...	1	0	0
Bodies, upholstered other than Standard (Green) colour	...	...	...	...	...	...	...	...	1	0	0
Painting Numbers (back and front) ...	...	...	...	...	...	...	...	...	0	5	0
Tyres, Grooved in place of plain	...	...	...	...	...	...	...	each	0	7	9
Tyres, Steel Studded, in place of grooved	...	...	...	...	...	...	...	..	0	17	3
Envelope for Cape Cart Hood (material as Hood)	...	...	...	...	...	...	...	...	1	10	0
Nickle finish Radiator, Lamps, etc....	5	5	0
Speedometers	from	3	3	0
Fitting Speed Indicator	0	10	0

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Conditions of Sale.

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.—Coventry Works.

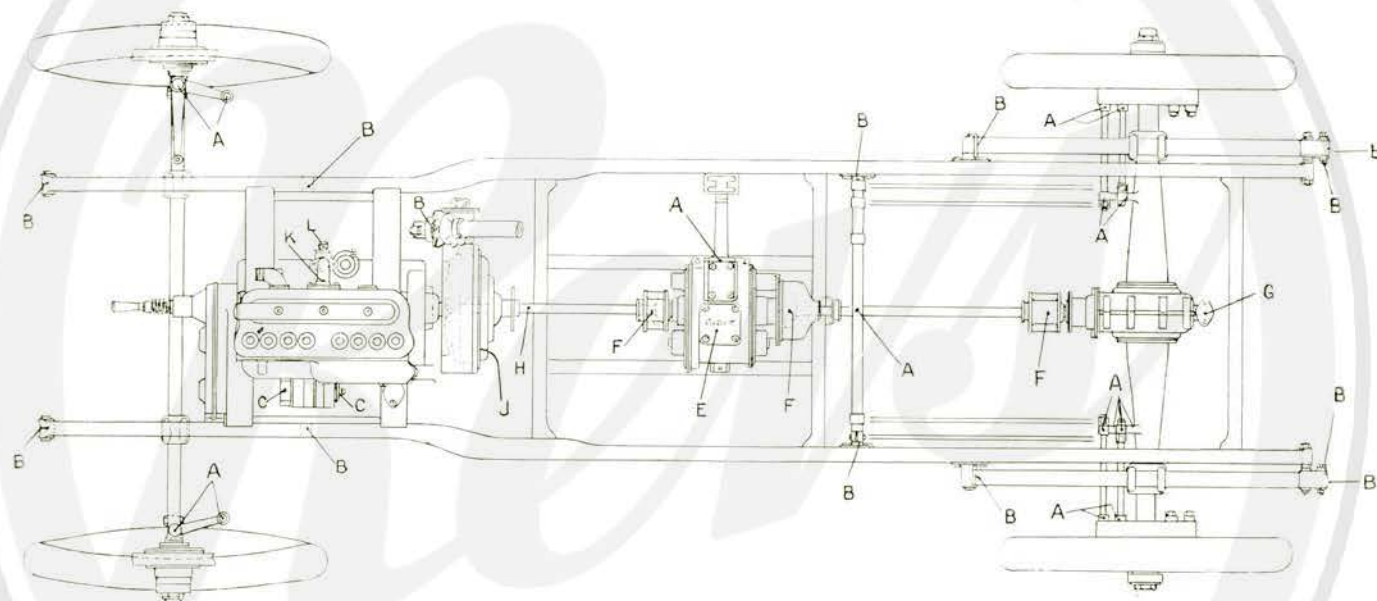
TERMS.—Deposit of one-third with order, and the balance against delivery at our Works.

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

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

Key to Plan of Chassis showing portions requiring Lubrication.

- A** Oil every 300 miles.
 - B** Fill up with grease as required.
 - C** Fill magneto lubricators every 500 miles : use thin oil.
 - E** Gear box. Fill half full with two-thirds grease and one-third oil.
 - F** Oil every 500 miles, and add grease every 1000 miles.
 - G** Fill up with grease and a little oil every 500 miles.
 - H** Remove grub screw and oil every 500 miles.
 - J** Universal joint pins. Oil with spout oilcan every 500 miles.
- The brass cap under the swivel pin should be removed and filled with grease every 1000 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.
- Petrol**—Always fill tank through a strainer.
- Brakes**—Keep in good order and properly adjusted.
- Valves**—When closed there should be a space sufficient to insert a visiting card between the valve stem and tappet.
- Wheels.**—Remove hub caps and fill with grease every 1000 miles.
- Frost**—During frosty weather drain off water by means of the plug at bottom of radiator.



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Testimonials.

(A few specimens of the numerous ones received.)

OSWESTRY.

I have just been 1,200 miles in Devonshire and the West of England without trouble of any kind. Am delighted with the Car.

OXFORD.

I ran the Calcott from Birmingham to the middle of Yorkshire without changing speed. It is beautifully flexible. Silence also is a great point that it possesses in a marked degree.

MELBOURNE, AUSTRALIA.

We have given your car a very severe test in Victoria and there is not one in the States to touch her. One of our clients, a civil engineer, averages 48 miles per gallon on Benzine. On hills it takes a much higher powered car to beat her, while on the level we have done up to 48 miles per hour.

LIVERPOOL.

I have been more than pleased with the little Car which I bought off your Manchester Agent. It has now run close on 10,000 miles and has given the utmost satisfaction. I may say that it has had very hard work since the war started and is likely to get more, but I have every confidence in her.

SOMERSET.

We have been over all the worst hills round about here without the slightest trouble, and also without any signs of overheating: needless to say our run down from Coventry was a non-stop. We find she holds the road perfectly at all speeds, and as a top-gear hill-climber she is a marvel.

EXETER.

It did the journey (176 miles) in six hours 45 minutes, and I only had to change down to second three times. I am greatly impressed by the flexibility of the engine, its powers of picking up and accelerating are excellent, while it is very sweet running at moderate speeds.

LONDON.

I find that I much prefer to drive it to our new 25 h.p. ————— which is saying a good deal.



Repairs.

A special list is issued with the object of assisting our clients when requiring spare parts or replacements and can be obtained upon application.

All parts sent for repairs should be consigned "Carriage Paid," and addressed "R. & S. Department," with labels attached or advice notes within, giving name and address of sender.

For Replacements, number stamped on Body should always be given, also number of Chassis which will be found on the front Dumb Irons.

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