

C. F. DINGWALL

Calthorpe

PROPERTY OF THE
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NOT TO BE TAKEN AWAY

1922



C. F. DINGWALL.

"The Car that has made Light Car History"

—Graphic.

THE CALTHORPE

1922.



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CALTHORPE MOTOR CO. (1912) LTD.,

BORDESLEY GREEN,
BIRMINGHAM.





FOREWORD.





ARE you looking for a Light Car of smart appearance, speedy, a climber of any hill, a car without a mechanical fault, at a low cost? We offer you the Calthorpe.

If you want a bracing turn of speed you get it out of the Calthorpe. If you like a car that climbs, the Calthorpe (as the *Lightcar* says) "simply revels in mountaineering." Its trim, racy lines delight the eye, its marvellous responsiveness makes it as easy for a woman to drive as for a man. It is offered at the lowest price a thoroughly reliable, lavishly-equipped car can be produced. Many of its enthusiastic owners are those who also possess other automobiles, but when out for the sheer joy of motoring, run their Calthorpe.

Before purchasing a light car, take a trial spin in a Calthorpe. We shall be delighted to arrange this at your convenience (through your nearest Agent) upon hearing from you, without putting you to any expense or under any obligation.

We are this year bringing out our 1922 models well ahead of the customary period, because we know that many motorists wait until they have a chance of inspecting this car before deciding on a new purchase.





Reliability.

88.94 Miles per hour.



FOREWORD—continued.

THE reliability of the Calthorpe car has been proved over a period of many years: and by many recent successes in competitions and racing has shown how the latest models are still able to take first place. At the Whitsun Meeting this year—the first time a Calthorpe Racer has run since the War—our record was as follows:—

75 m.p.h. Short Handicap	CALTHORPE 1ST.
75 m.p.h. Long Handicap	CALTHORPE 1ST.
Whitsun Junior Sprint Handicap	CALTHORPE 3RD

The Calthorpe Racer's speed for one full lap was—

88.94 MILES PER HOUR.

In various Reliability Trials and Hill Climbs, Capt. A. W. Brittain, with his privately-owned Calthorpe, *during one month alone*, captured the following:—

16/4/21. Stockport Hill Climb on Exe Edge ..	1st on Time. 1st on Formula.
23/4/21. London—Manchester	Gold Medal.
30/4/21. London—Holyhead	MAUDE'S CHALLENGE SHIELD. HUDSON CUP. SPECIAL CLUB GOLD MEDAL.



Records.

Triumphs.



FOREWORD—continued.

4/5/21. York and District Motor Club Wolds Trial	<i>Best car performance.</i> 12 secs. out for 11 checks. Gold Medal.
7/5/21. Junior Car Club Hill Climb	2nd on Time. 2nd on Formula.
11/5/21. Darlington Motor Club. Time only	FIRST.
13/5/21. London—Edinburgh	Gold Medal.

Other triumphs are collected weekly by Calthorpe Owners all over the country, as can easily be seen by a glance through any Motor Journal dealing with Lightcars. Mr. J. P. Hillhouse, with his fully-loaded, absolutely standard four-seater car, secured the Gold Medal in the Midland One Day Reliability Trial on April 23rd.

The Calthorpe established in 1914 at Brooklands Track the following Records which *still remain unbeaten*:—

4 hours	average speed 65.87 miles p.h.
5 hours	66.10 "
6 hours	65.54 "
300 miles	65.51 "
400 miles	65.46 "



A Great Journey.

2,000 Miles in 14 Days.

FOREWORD—continued.

MR. McMINNIES, of *The Lightcar and Cyclecar*, recently took his four-seater absolutely standard Calthorpe, purchased through an Agent in the usual manner, a two-thousand mile trip to Monte Carlo and back within a fortnight! This car, laden with two passengers and luggage, completed the whole trip without anything more serious than a broken front spring. Previous to this the car had done 3,000 miles in England. Mr. McMinnies describes his run fully in the *Lightcar and Cyclecar* of March 19th. The reliability of the Calthorpe car is put through the most severe test during this run, but proved itself equal in efficiency and service to the much higher-powered and more expensive vehicle.

A brief log of this great journey follows:—

1st day.	Midlands—Boulogne..	171 miles	11th and 12th day.	Nice—Monte Carlo ..	51 miles
	(plus 30 by boat)				
2nd day.	Boulogne—Paris ..	150 "	13th day.	Nice—Sisteron ..	130 "
3rd and 4th day.	Paris ..	32 "	14th day.	Sisteron—Bourg ..	172 "
5th day.	Paris—Fontainebleau	35 "	15th day.	Bourg—Auxerre ..	173 "
6th day.	Fontainebleau—Dijon	164 "	16th day.	Auxerre—Boves ..	176 "
7th day.	Dijon—Lyons ..	218 "	17th day.	Boves—Midlands ..	255 "
8th day.	Lyons ..	Nil.		(plus 30 by boat)	
9th day.	Lyons—Avignon ..	140 "			
10th day.	Avignon—Nice ..	165 "		Total	2,032 miles

Why you should decide on a Calthorpe:

Because it has stood the test of many years and has amply proved itself reliable in Service.

Because of its Low Tax. 10.4 Treas. Rating, £11.

Because of its Low Petrol Consumption—about 40 m.p.g.

Because Calthorpe Owners now have the advantage of an entirely reorganised Service Department.

Unfortunately this Department was heavily handicapped by war conditions and by the period of extreme pressure following it, but it is now equipped to give adequate service. During the past few months we have assembled large stocks of parts in readiness against urgent calls from customers, and we are in a position to give increasingly better service every week. The Department is at the disposal of Calthorpe Clients for any information regarding the running of their cars or for advice on any matters connected with Trials or Competition Work.

SPECIFICATION OF THE 10 H.P. CALTHORPE CHASSIS.

Chassis Dimensions. Wheel Base 8ft. 3in., Dash to end of frame 6ft. 8½in., width of frame 2ft. 10½in., Track 3ft. 8½in., Dash to centre of rear axle 5ft. 11in.

Standard Wheels. Five detachable Michelin disc wheels and tyres, 710 by 85.

Engine. The four cylinders 65 m/m bore by 95 m/m stroke, are cast *en bloc* with the valves arranged in single file on the near side. The valves are made of special nickel steel, operated by a solid camshaft running in three white metal bearings, and driven by a silent chain. All tappets are adjustable and are offset from the camshaft to minimise wear, the whole of the valve mechanism being enclosed in oil-tight easily detachable covers. The pistons are fitted with two rings at the top and hardened steel gudgeon pins. The connecting rods are of high tensile steel stamped to the minimum weight, the big ends being adjustable and fitted with heavy die-cast white metal bearings. The crankshaft, which is of exceedingly rigid design, is carried in adjustable die-cast bearings, the bolts securing the caps being carried up to the base of the cylinders, thus taking the strain off the crankcase.

Ignition is by high-tension Magneto having variable timing, and driven by a silent chain from the crankshaft through a serrated, quickly detachable coupling, providing a fine adjustment.

Carburetter is the automatic type specially adapted for our Engines, and will be found to give excellent results as regards speed, economy and flexibility.

Springing. Half elliptic springing, improved type front and rear, the latter two inches longer than formally. In every way similar to the springing on the Brooklands Racer, which enables that to keep, quoting the PRESS, "Almost glued to the Track," without Shock Absorbers.

Gear Box. New type of gear box giving absolute silence on all speeds. All gear box and axle gears B.N.D. and M.N.O. Air Hardening Nickel Chrome.

Back Axle. Entirely new back axle with spiral drive—all axle thrusts provided for by steel bearings. Helical bevel gears, spiral drive. All axle shafts heat treated nickel chrome steel.

Frame. Re-designed, improved and strengthened frame.

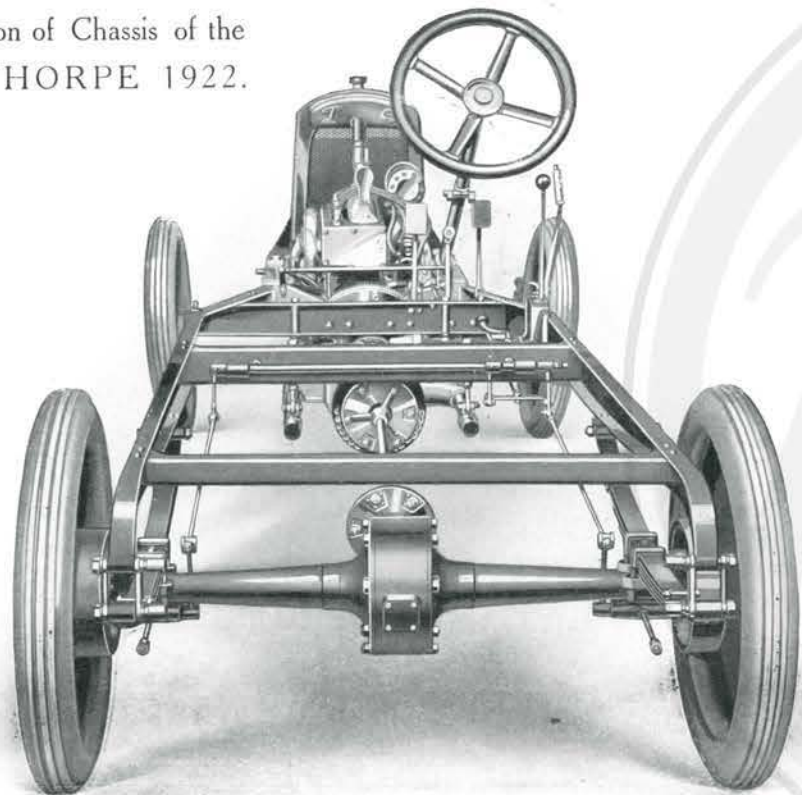
Control. Novel hand control on steering wheel for both magneto and carburetter.

Clutch. New Single Plate Clutch—stamped steel fly wheel with gear teeth cut in it.

Guarantee. The following guarantee is given in lieu of all implied guarantees, which are hereby excluded in the event of any defect being disclosed in the car (apart from tyres, dynamo, lighting set, and accessories for which we are not responsible):—We undertake on the return of the defective part, carriage paid to our works, within six months from the date of purchase, to carefully examine it, and if found faulty through bad material or workmanship, to replace the defective part free of charge. We wish it to be clearly understood that our liability ends with the replacement of the defective part, and that all labour, time and other expenditure is charged for. In no case are we to be held responsible for contingent liability of any kind. This guarantee does not apply to cars used for hire, racing, nor to defects caused by wear and tear, dirt, misuse, or neglect. Defective parts must always be sent carriage paid, together with the chassis number, date of purchase, and, as far as possible, the particulars of the conditions under which the defect became apparent.

THE ABOVE CHASSIS APPLIES TO BOTH THE "POPULAR" AND THE "DE LUXE" MODELS.

Illustration of Chassis of the
CALTHORPE 1922.

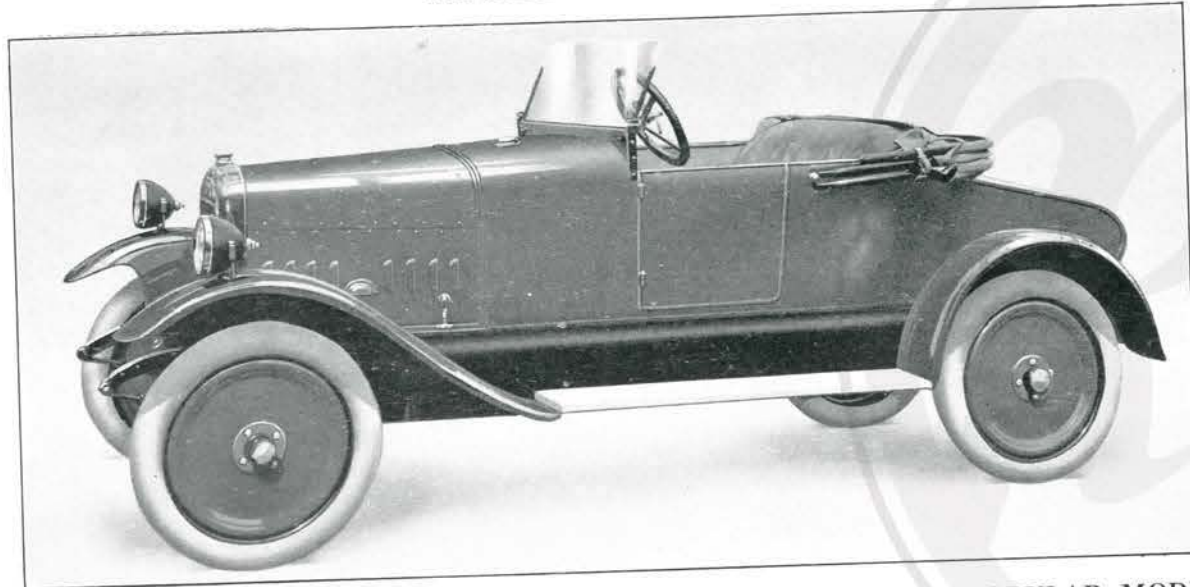


POPULAR MODEL.

The 1922 Utility Car for the Busy Owner Driver.

SO many notable innovations in Light Car design have been pioneered by the CALTHORPE in the past decade that the introduction of an entirely new type of coach-work this season will occasion little surprise. The "POPULAR" model exactly fills the need created by present day conditions, of a light car with an absolute minimum of trouble and upkeep costs. It as nearly approaches a no-expense and no-trouble car as any vehicle is ever likely to do. The amount saved to the owner in cleaning expenses alone is in the majority of cases more than sufficient to cover the tax.

THE BUSINESS MAN'S CAR
BATTLESHIP GREY ONLY.



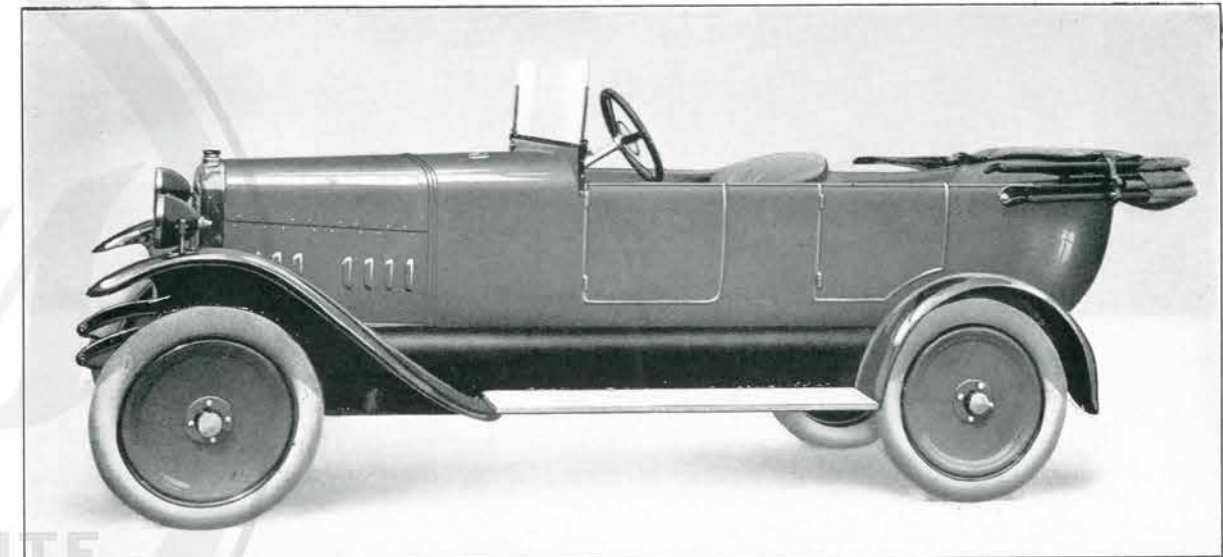
MULLINER BODYWORK.

TWO-SEATER POPULAR MODEL.

Six-volt Brolt lighting set and electric horn, two 7in. head lamps, black or plated finish at choice, mounted on wings, with dimming device—this doing away with side lamps—one tail lamp, spare wheel and tyre, Michelin disc wheels. No self-starter or spring gaiters.

Dickey seat, as illustrated on page 19, is included in the price of this model.

THE UTILITY CAR AT A POPULAR PRICE



MULLINER BODYWORK.

FOUR-SEATER POPULAR.

Six-volt Brolt lighting set and electric horn, two 7in. head lamps, black or plated finish at choice of owner, mounted on wings, with dimming device—this doing away with side lamps—one tail lamp, spare wheel and tyre, Michelin disc wheels. No self-starter or spring gaiters

DE LUXE MODEL.

THE production of a Lightcar which should in all respects, apart from size and price, be a replica of the costliest types of car, has long been the aspiration of the designers of the Calthorpe Car.

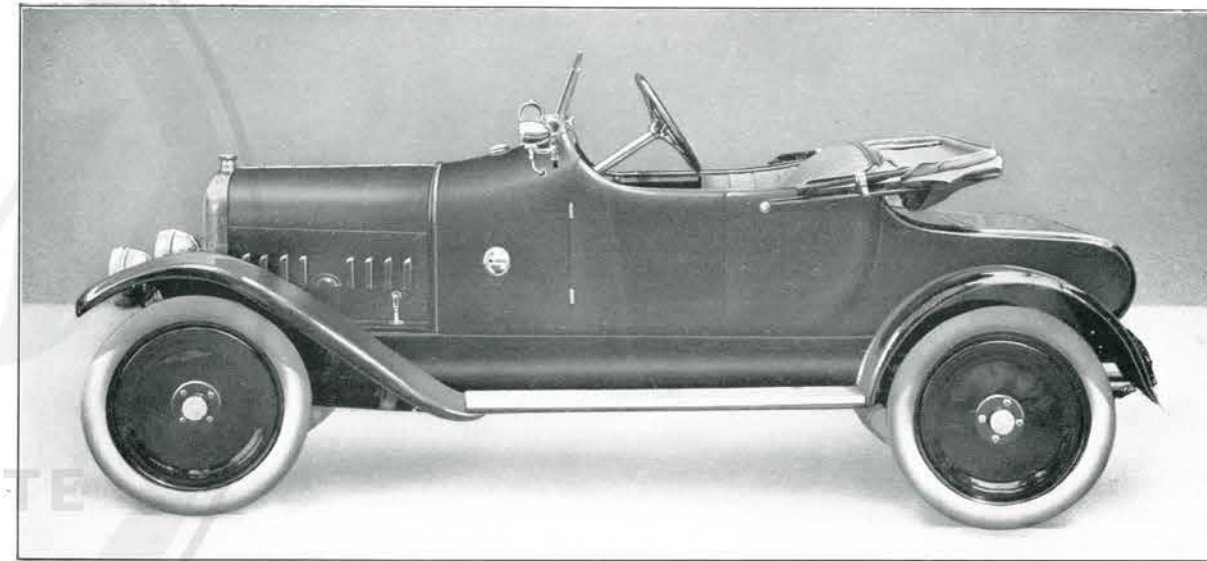
How completely they have succeeded is amply established by the car itself. Here is a sturdy, strikingly handsome, elaborately equipped 10 h.p. car, cosy, exquisitely sprung and roomy enough for all general purposes; a car with an amazing turn of speed, powerful on hills, and equal to any call of the British roads: "a 10 h.p. with the efficiency of a 20 h.p."

Pioneers of the light car class, the manufacturers' experience of many years is the fullest possible guarantee that the Calthorpe will, with the reasonable care to which every perfectly-engineered piece of mechanism is entitled, stand up to the hardest service.

New features of importance distinguish the De Luxe Calthorpes this year, as a glance at the accompanying illustrations and specifications will establish. These models, with their superb Mulliner bodywork and unexampled Calthorpe efficiency, constitute unequalled value.

THE 10 H.P. WITH THE EFFICIENCY OF A 20 H.P.

ELEGANCE AND EFFICIENCY.

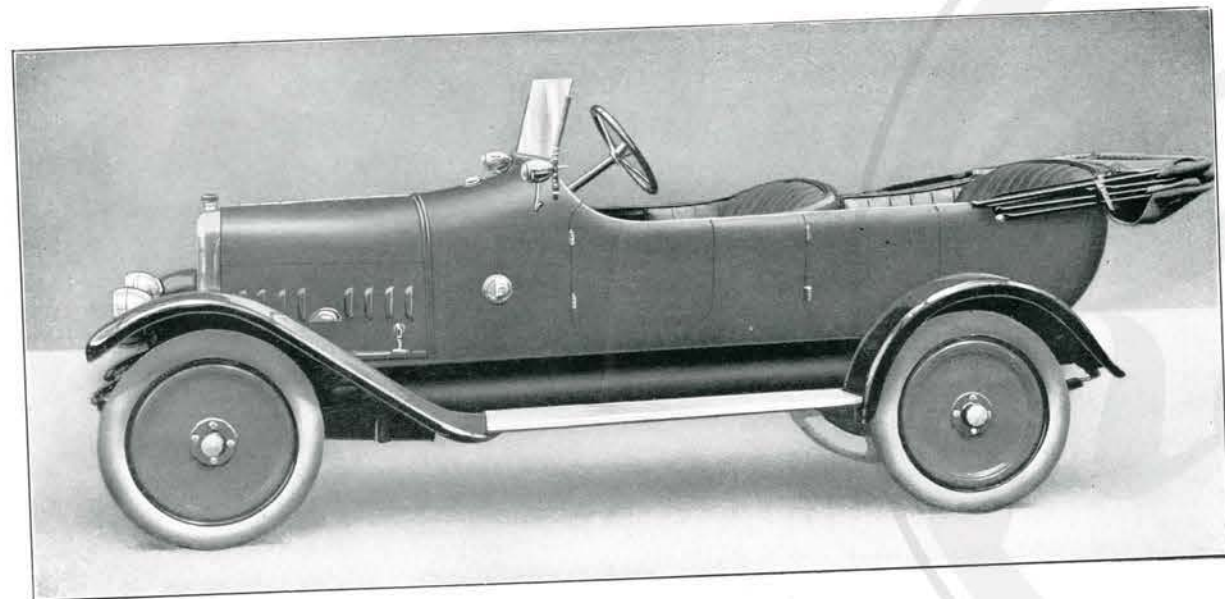


MULLINER BODYWORK.

THE CALTHORPE 2-SEATER STANDARD DE LUXE.

With Dickey seat, as illustrated on page 19.

AN ECONOMICAL 4-SEATER THAT WILL TAKE YOU ANYWHERE



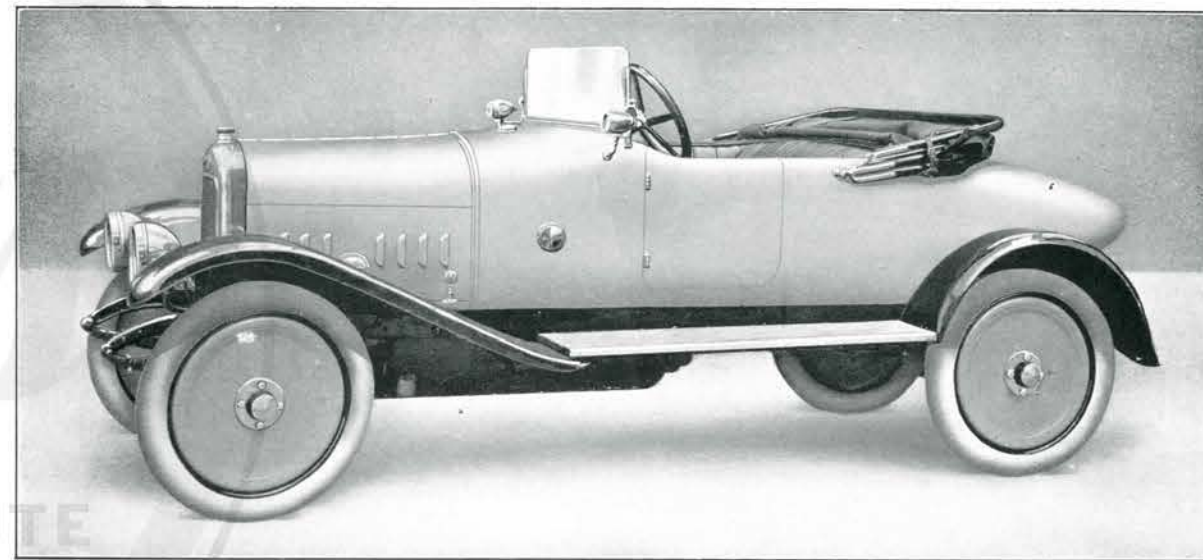
MULLINER BODYWORK.

THE CALTHORPE 4-SEATER STANDARD DE LUXE.

SMART APPEARANCE

FIRST EVERYWHERE

SPEED

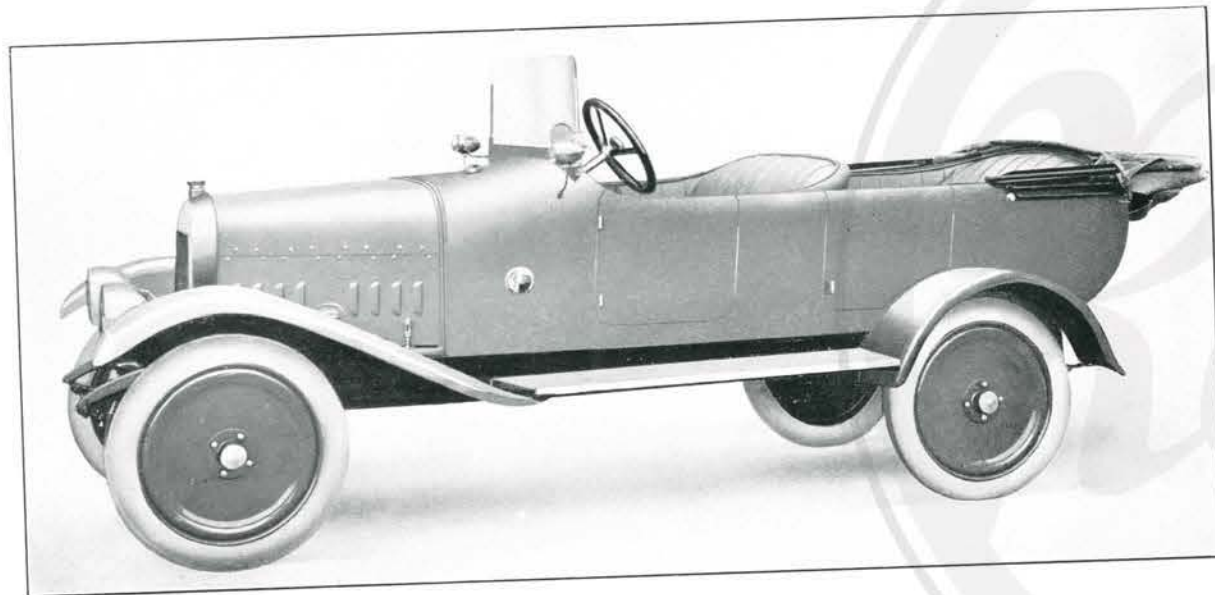


MULLINER BODYWORK.

THE CALTHORPE 2-SEATER SPORTS DE LUXE.

BUILT FOR SPEED

"The Car that has made Light Car History."—*Graphic.*

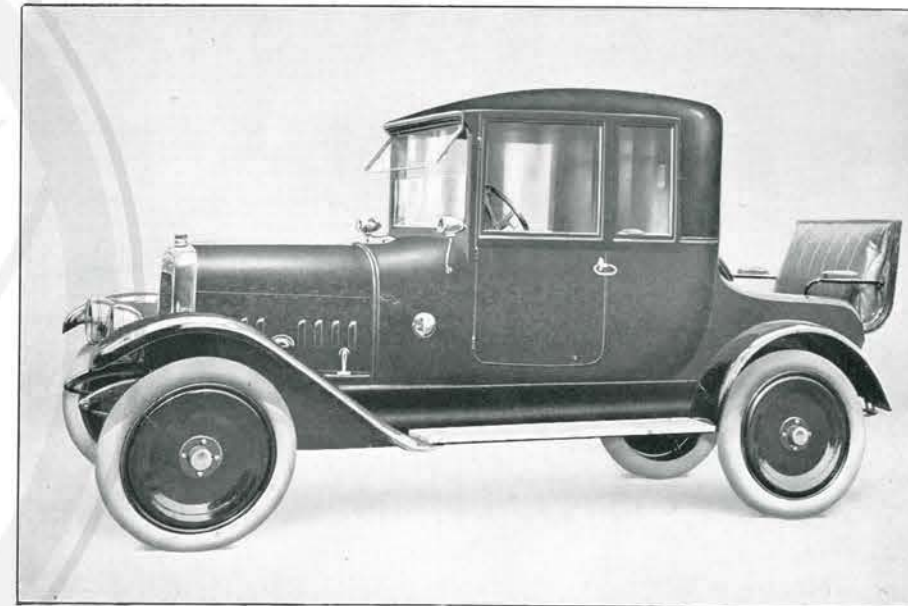


17 in. Steering Wheel. 267m/m Zenith Carburetter.

MULLINER BODYWORK.

THE CALTHORPE 4-SEATER SPORTS DE LUXE.

A SUPER CAR IN MINIATURE



MULLINER BODYWORK.

THE CALTHORPE COUPE DE LUXE.

EQUIPMENT OF DE LUXE MODELS.

12-VOLT BROLT ELECTRIC SELF-STARTER & LIGHTING SET,
including two Head Lamps, two Side Lamps and Tail Lamp.
Spring Gaiters. :: :: :: :: Spare Wheel and Tyre.
Patent All-Steel Frame Hood. :: :: :: :: Screen.
Five Palmer Cord Tyres, 710×85. Complete Kit of Tools.
Electric Horn. :: Five Michelin Disc Wheels.
Exquisite Mulliner Bodywork painted
Standard colours:
Grey, Brown,
or Blue.



THE record of the Calthorpe Motor Company during the past decade, in which period it has pioneered so many notable advances in light car construction, has been one of unexampled progress: and to-day the Company is in the unique position of having its entire output for two years ahead sold to its retailing Agents throughout the world.

With distribution problems thus disposed of, the Company has been able to concentrate upon efficient and economical production, and to apply itself to the realisation of the Calthorpe ideal—a Light Car possessing pre-eminently every advantage of its own class—moderate price, low tax, and minimum running costs—yet yielding nothing to any class in quality, refinement, and service.