

1931

the 3rd.
Ivory

Barnstormers.co.nz

TERMS OF BUSINESS

HOME TRADE. PAYMENT.—Net Cash against invoice at our Works. **CARRIAGE.**—Motor Cycles sent carriage paid to nearest Station. Upon receipt of goods customers are advised to examine before signing, and if any damage to sign as such making an immediate claim upon the Company delivering. **REPAIRS.**—All parts to be sent carriage paid with the sender's name on the back of the label and inside case or parcel, advising us at the time of despatch by letter; otherwise we can take no responsibility for lost or unidentified parts, and goods will not be accepted. **PACKING.**—Charge for Crate for Single Motor Cycle, 15/-.

FOREIGN AND COLONIAL. All orders from abroad, unless received through Established Agencies or Shipping Houses, must be accompanied by a deposit of one-third the value of order and credit opened with English Bank or first-class firm, who will pay balance on receipt of Shipping documents. All Motor Cycles for abroad are built for the country to which they are consigned, with ample engine clearance from ground, and each machine passes a satisfactory road test. **DELIVERY.**—At our Works. **PACKING.**—Open Crate for Export, 15/-. In pitch paper lined case, charge for Packing one or two machines, £1 1s.

NOTE.—The prices in the foregoing pages are subject to the fluctuations of labour and material markets, over which we have no control.

GUARANTEE

GUARANTEE. We give the following Guarantee with our Motor Bicycles, in lieu of that implied by Statute, or otherwise, as to the quality or fitness of the goods supplied by us; any such implied Guarantee being in all cases excluded. In the case of Machines having been used for Hiring-out purposes, Grass or Dirt Track Racing, no guarantee of any kind is given or implied. We guarantee, subject to the Conditions mentioned below, that all precautions, usual and reasonable, have been taken by us to secure excellence of materials and workmanship; but this Guarantee is to extend and be in force for three months only from the date of purchase, and the purchaser shall not be entitled to claim for any consequential loss or damage, but is limited to the replacement of defective part or parts. We undertake, subject to the conditions mentioned, to make good at any time within the time stated, any defects in these respects in our Cycles. This Guarantee does not apply to defects caused by wear and tear, misuse or neglect.

CONDITIONS OF GUARANTEE. Any defective part found in any of our Motor Cycles must be forwarded to us, Carriage Paid, accompanied by an intimation from the sender that he requires it repaired free of charge under our Guarantee, and he must also supply us at the same time with the number of engine and machine, the name of the Agent from whom he purchased, and the date of purchase. Failing compliance with this, no notice will be taken of any goods which may arrive, and such articles will lie here at sender's risk. We guarantee only those machines which are bought either direct from us or from one of our duly authorized Agents, and under no other conditions. We do not guarantee the specialities of other firms, such as Tyres, Saddles, Chains, etc., or of any component part supplied to the order of the purchaser differing from our specification, supplied to our Motor Cycles. We endeavour to secure the highest quality of these articles, and the makers, whose names appear thereon, are usually willing to replace any defective part or parts. The term Agent is used in a complimentary sense only, and those firms we style our Agents are not authorized to advertise, incur any debts, or transact any business whatever on our account, other than the sale of goods purchased from us; nor are they authorized to give any warrants or make any representations on our behalf other than those contained in the above Guarantee.

BEAUMONT & CO. LTD.

Sole Manufacturers:

CALTHORPE MOTOR CYCLE CO.

(Proprietors : The Minstrel and Rea Cycle Co. Ltd.)

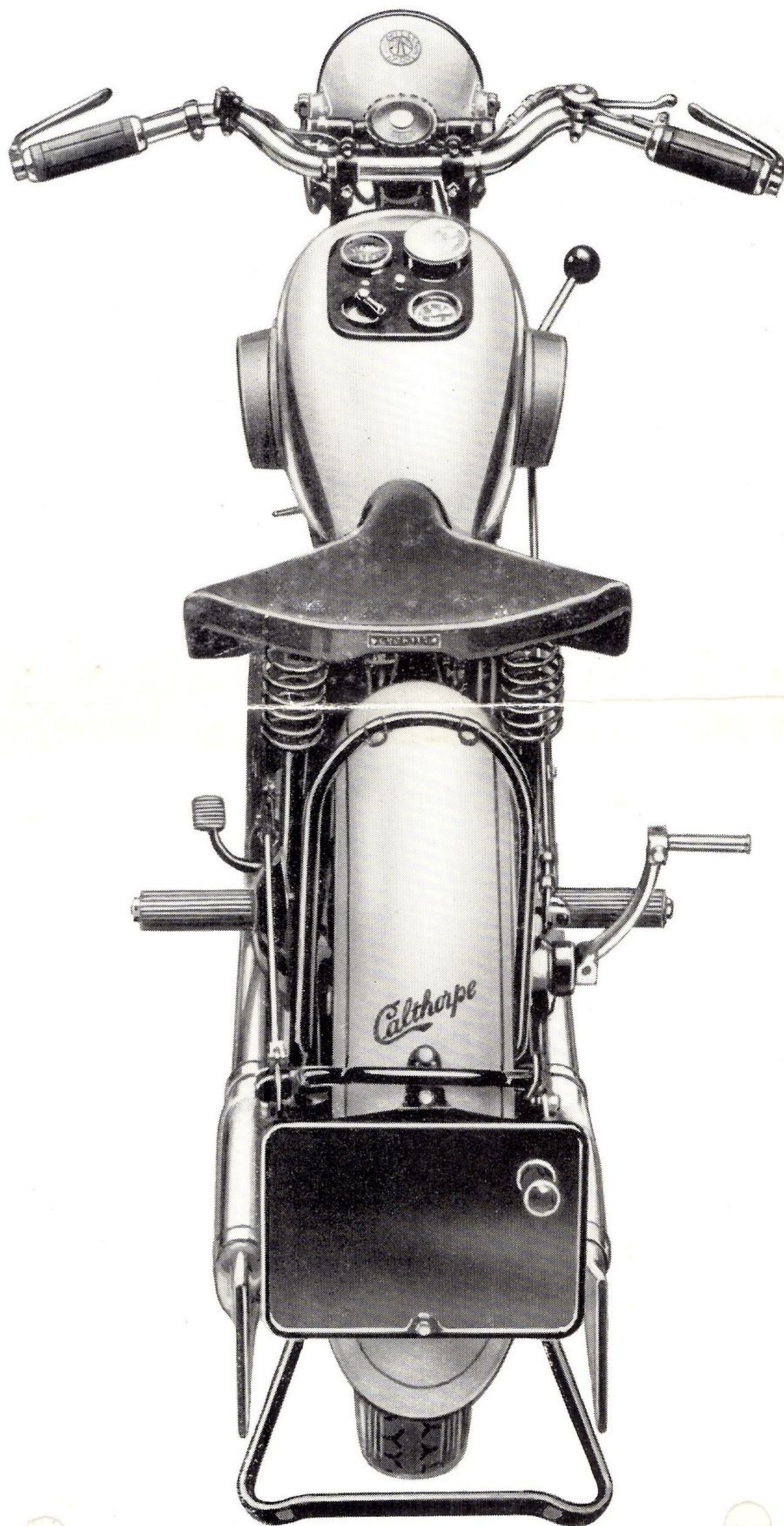
**BARN STREET
BIRMINGHAM**

Telephone:
Midland 6112 and 6113

Telegrams and Cables:
"Crank, Birmingham."

Codes : A.B.C. 5th Edition or Tradergrams

BARNSTORMERS.CO.NZ



Foreword

THE story of Ivory Calthorpe is the story of a successful endeavour to capture the very spirit of modern motor cycling. To do one thing better than it has ever been done before was the sole aim of its designers. The concentration of the entire resources—human and mechanical—of the Calthorpe factory on Ivory Calthorpe has made possible the marketing of the finest “350” ever built at the lowest price ever achieved for such a machine. The new season’s model is a worthy successor to its predecessors. It is essentially modern. It starts life with advantages possessed by no other motor cycle — the advantages of more than two whole years’ specialization on ONE MODEL PRODUCTION. You know where you are with Ivory Calthorpe from the start.

General Characteristics

THE rider is not asked to adapt himself to the machine ; on the contrary, Ivory the 3rd has been built to fit the rider !

It appeals to a wider variety of motor cyclists than any other single model ever built. It marks the commencement of a new era in motor cycle manufacture—concentration and rationalization. Already there are signs that the example is being taken to heart by the trade.

What are one's first impressions of Ivory the 3rd ? Naturally one studies its appearance, and immediately, instinctively, one "likes the look" of this machine. It is undeniably attractive : clean, smart, sportsmanlike ; distinctive without a suspicion of freakishness ; designed in good taste without being commonplace. One is always safe in the thought that wherever Ivory the 3rd is parked it will at once be the object of envy and admiration.

Now get astride. Notice anything ? Why, that you're extremely, unbelievably comfortable — that you and this bike are going to be great friends. That's the big Calthorpe feature — COMFORT. Never has riding position been so carefully or so scientifically studied ! Mile upon mile at high speed and still this same solid comfort.

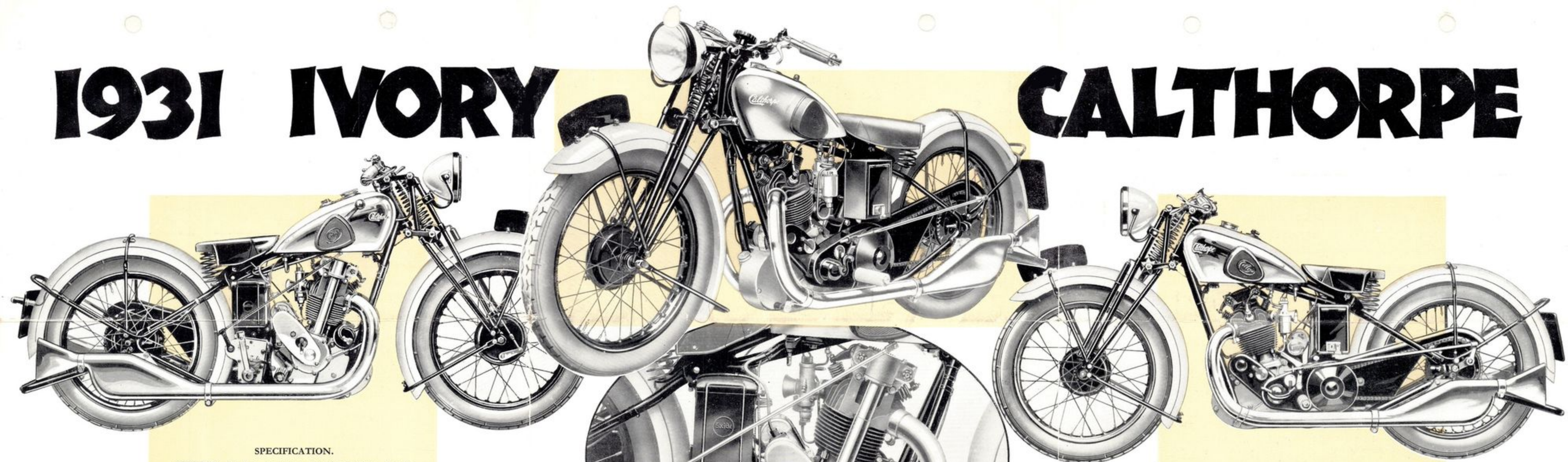
Take it out for a run. See how your hands instinctively fall on the controls. Feel how responsive she is, and quiet. Good to have that 4-speed gearbox, too ! Get amongst the traffic—see how s brakes, without a suspicion of shuddering uncertainty. Brrrrr-p !—and you're away from the block with marvellous acceleration. Now pick your stiffest climb : feel that steady, tireless pull . . . and all this time you've hardly noticed you've been steering !

Easy, automatic control ; comfort, reliability, accessibility, safety, and a fine turn of speed ; all for a price at which only Calthorpe can possibly produce !

Price £47:0:0

1931 IVORY

CALTHORPE



SPECIFICATION.

ENGINE.— $3\frac{1}{2}$ h.p. Two-port Overhead Valve Engine. Capacity, 348 c.c. (bore 74 m/m diameter \times 81 m/m stroke). The power unit is inclined in the frame to ensure better balance, greater accessibility, and a more attractive appearance, as its lines are in perfect harmony with the general design.

LUBRICATION is on the dry sump principle the sump being integral with the crankcase. Circulation is by double-action gear pump—oil being pumped into the engine by the mainshaft and crank pin, while the crankcase is scavenged from a scraper at the bottom and the oil returned to the sump. The amount of oil fed to the engine is regulated by a control valve, the remainder being by-passed to the sump. The pressure gauge on the neat instrument panel indicates the pressure at which the oil is working.

OVERHEAD VALVE GEAR and push-rods are totally enclosed, with overhead rockers running on roller bearings. The whole gear is lubricated by oil mist direct from the engine. Oil is also transferred via ducts in the rocker box to valve guides.

ALUMINIUM PISTON is made of a special heat-treated alloy, and is fitted with three rings, one of which is a hollow scraper ring, to prevent oil being passed to the combustion chamber.

CARBURETTER is an Amac T.T. type, controlled by a twist grip and separate air lever.

TANK is of welded steel, exceptionally strong and of a singularly handsome character, being chromium plated with an ivory top, insetted with a rectangular instrument panel on which are lighting switch, ammeter, oil pressure gauge, and quick-release filler cap. The tank capacity is $2\frac{1}{2}$ gallons.

FRONT FORKS are of an entirely new design, giving very much bigger bearing surfaces with heavier and wider spindles, complete with adjustable shock absorbers with steering dampers.

GEARBOX is a new special Calthorpe 4-speed, made under Albion patents, having ratios 5.5, 7.15, 9.8, 15.4 to 1. It is very substantially made, with gears and shafts of large diameter, the gears being in constant mesh in all gears and running on good bearing surface to ensure absolute silence. The gear change mechanism is situated underneath the right-hand knee grip on the tank and gives the easiest of gear control and prevents the knee fouling the gear change.

TRANSMISSION is by roller chain throughout, the front being totally enclosed to exclude dust and dirt, and is automatically lubricated from the engine. Inspection covers are provided on all chain cases so that the tension can be correctly adjusted with a minimum of trouble.



SPECIFICATION—continued.

WHEELS are fitted with large internal expanding brakes, 6 inches diameter by 1 inch wide both back and front, the front operated by a hand lever, the rear by left-hand foot pedal. The tyres are Dunlop studded (26×3.25) of heavy four-ply cord construction.

MUDGUARDS are 6 inches wide and $2\frac{1}{2}$ inches deep, semi-circular in section and as a consequence very efficient protectors from mud and water.

FRONT AND REAR STANDS are fitted, the rear being of "spring-up" type with a definite stop in the "up" position.

FRAME is full Duplex, light yet exceptionally strong. Sidecar lugs are also incorporated.

SADDLE is a Terry Heavyweight de Luxe, 26 inches from ground and in such a position as to give the most comfortable riding position ever attained on a motor cycle.

BATTERY AND TOOL BOX are neatly fitted in an accessible position directly beneath the saddle, giving an attractive "built-in" appearance.

CENTRE OF GRAVITY of the machine is exceedingly low, yet a ground clearance of 5 inches has been achieved.

WEARING PARTS AND SURFACES have been strengthened and increased to give even longer life—especially such parts as cam bearings, rocker bearings, and valve guides, etc.

FINISH.—The machine is finished in the famous Calthorpe Ivory—the most attractive of all motor cycle finishes. This colour is on the top of the tank and guards. All bright parts are chromium plated. Ebony black finish optional.

SILENCE.—This is still further improved, large and efficient silencers and exhausts being laid out to harmonize with the frame, complete with baffle and fish-tails.

PRICE (with Magneto Ignition)

£47 : 0 : 0

With Magneto Ignition and Miller S.U.S. Lighting Set, £52.

With Miller Coil Ignition Lighting Set, £50.

(Smith's Chronometric Speedometer can be fitted with a neat bracket on the front fork, driven from an internal spur gear in the front hub, at 50/- extra).