

# Calbot Motor Cars

1904 MODELS.

**Clement-Calbot, Ltd.,**

LADBROKE GROVE,  
NORTH KENSINGTON,

... LONDON.



Wholesale factors:—

**The British Automobile  
Commercial Syndicate, Ltd.**

*(Chairman—The Rt. Hon. the Earl of Shrewsbury and Talbot),*

97 & 98 LONG ACRE,

LONDON, W.C.

TELEGRAMS: "TALCARS, LONDON."

TELEPHONES: 3449 GERRARD & 6846 CENTRAL.

**NOTICE**  
AND  
**WARNING.**

September 30, 1903.

**N**O CARS bearing the title "Clement" will be manufactured by either Monsieur A. Clement or Clement-Talbot, Ltd., after the above date. Previously cars bearing that title were manufactured at the famous Levallois works, but neither Monsieur Clement nor Clement-Talbot, Ltd., are responsible for the construction or qualities of cars placed upon the market under this title subsequent to the above date. The well-known factories at Levallois and Mezieres, France, and the Clement-Talbot factories in London will be reserved for the production of

**TALBOT CARS**

made from the designs, and under the direct supervision, of the famous engineer, Monsieur Clement, whose previous productions under the title of "Clement Cars" have gained a reputation for

**Reliability, Speed and  
Hill Climbing**

unsurpassed throughout the world.

**CLEMENT-TALBOT, Ltd.**

*(Chairman: The Rt. Hon. the Earl of Shrewsbury and Talbot,*

**Ladbroke Grove, North Kensington,  
LONDON, W.**

TALBOT MOTOR CARS,

97 & 98 Long Acre, London, W.C.

January 14th, 1904.

All Quotations previous to above date are cancelled.



**I**N introducing the 1904 Talbot Voitures Légères, we beg to state that the Cars of 1903 have given the greatest satisfaction, and we have issued, in conjunction with this Price List, a small Booklet containing testimonials from some of the users of these celebrated Cars.

In issuing our new Price List, we desire to place before you a short description of the 1904 Cars.

The 1904 types of Voitures Légères include:—

The 8-B.H.P. (Two Cylinders),

The 11-B.H.P. (Two Cylinders),

The 20-B.H.P. (Four Cylinders),

and we have decided to again place in the market a four-cylinder 14-B.H.P. Voiture Légère with the motors having their cylinders cast in pairs, similar to those built in 1903, and which gave such great satisfaction. These will be fitted with high tension ignition, and will have many improvements introduced, such as Control on top of Steering-Wheel, increased bore of cylinders, improvement in brakes, abolition of control by wire, etc.

The Description of one of the 1904 light cars will be applicable to the three cars of the 1904 type:—

The Cylinders are cast singly:

Differing from the 1903 engine, the valves are on opposite sides of the motor and are worked independently by different cam shafts.

The Inlet and Exhaust Valves are interchangeable.

The Bore and Stroke of 11-H.P. and 20-H.P. cars are exactly similar, and therefore, whether in the 11-H.P. or the 20-H.P., the same pistons, piston rings, cylinders, valves, connecting rods, bronze bearings, half-time gear, pump gear, nuts, springs, bolts, etc., are identical in size.

The Ignition on all the 11-H.P. and 20-H.P. 1904 types of cars is by means of a rotary magneto. It is so designed as to permit of considerable advancing of the ignition spark. The 8-H.P. and 14-H.P. are fitted with high tension ignition through accumulators and induction coil (high speed).

The Pump which circulates the water is directly driven from the engine, and is placed on the cylinder level instead of below the crank case as formerly, thereby facilitating easy examination and repair if necessary.

The Carburettor is perfectly automatic in its action, and no annoying adjustment of spray or air ports is necessary, be the weather hot or cold. It is provided with a small automatic air-inlet valve, and as the speed of the engine is increased or decreased, the valve is opened or shut to permit a smaller or greater quantity of gaseous mixture to pass into the cylinders, thus economising fuel.

**The Carburettor, Pump and Magneto** are all carried on the engine itself—in fact, the engine is a self-contained working machine.

**Every work-tight part** is entirely enclosed and works in an oil case, thus avoiding wear and trouble from mud and dirt.

**In the case of the engines** of lower horse powers an ordinary radiator is used, whilst in the 4-cylinder cars what is known as the "honey-comb cooler" is used. A ventilating fan is also provided.

**The lubrication** of the engine is automatic; so soon as the engine is put in motion, a small bye-pass conveys pressure from the exhaust so that the oil is forced into the cylinders.

**The chassis** in the 11, 14 and 20-B.H.P. cars is of hydraulically pressed nickel steel to the form best suited for the purpose.

**The clutch** is of the ordinary cone type with a leather face, and the clutch head has the advantage of being detachable, independently of any other part of the car.

**The box** containing the gear wheels is made of aluminium. The gears are cut from solid steel and case hardened, and excepting in the 8-H.P. car, the drive is direct on top speed, the power of the engine being thus conveyed to the rear axles without the interposition of any other reducing gear.

**The brakes** are all expanding brakes similar in design to those fitted to the rear wheels of the 1903 cars, but have been considerably improved upon. The contact parts are metal; they are carried inside a dust-proof case and thus protected from grease or mud.

**The transmission** is through a Cardan jointed shaft, and this shaft is carried for the whole of its length in a phosphor-bronze bearing. Power is by this transmitted to the rear axle through suitable hardened steel gear wheels.

**The whole of the bearings** of the car are made of hard phosphor-bronze, and are of exceptional length.

**The whole of the material** used is of the very finest quality; no expense has been spared to render the whole combination of the TALBOT CARS, including tyres, wheels, engine, chassis, gear, etc., of the highest excellence.



## TERMS.

**Orders.** Only signed order accompanied by a deposit of one-third the price shall be recognised.

**Payment** shall be in cash on receipt of invoice and on notification that goods are ready for delivery; and if the payment shall not be made within five days we reserve the right of cancelling the order, and forfeiture of the deposit.

**Delivery** shall take place at the London warehouse.

## GUARANTEE.

All Talbot Cars are sold with all such imperfections as they may possess and without any express or implied guarantee of their fitness or otherwise, but in case of breakage of any part within six months from date of sale, owing to defective material or workmanship, proved to the satisfaction of the manufacturers, the defective part shall be replaced free of charge. The part to be returned to the manufacturer for inspection when claim is made.

# 8-B.H.P. Talbot Car.

(TYPE C.T.1-K.2-V.)

**Motor.**—2 separate cylinders—water cooled.

**Dimensions.**—80 m/m × 100 m/m.

**Valves.**—Mechanically operated, on opposite sides of the motor, and interchangeable.

**Circulating Pump.**—Centrifugal, gear driven from motor.

**Carburettor.**—Automatic valve, self regulating.

**Radiator.**—Ordinary gilled tube type, in frame.

**Ignition.**—High tension, by accumulators and induction coil.

**Brakes.**—Three (3) internal expanding double acting, entirely covered and protected.

**Speed of Engine.**—Controlled from driving seat.

**Clutch.**—Ordinary cone type.

**Chassis.**—Wood armoured.

**Wheels.**—Wood, artillery type.

**Change Speeds.**—Three (3) speeds forward and one (1) reverse, controlled by one lever.

**Transmission.**—Through Cardan shaft and bevel gear.

**Drive.**—On live axle.

**Steering.**—Endless worm and segment, irreversible.

**Tyres.**—Clincher-Miche'in, 700 m/m × 85, reinforced, type 3.

**Length of Wheel Base.**—5 feet 10 inches.

**Width between Wheels.**—4 feet.

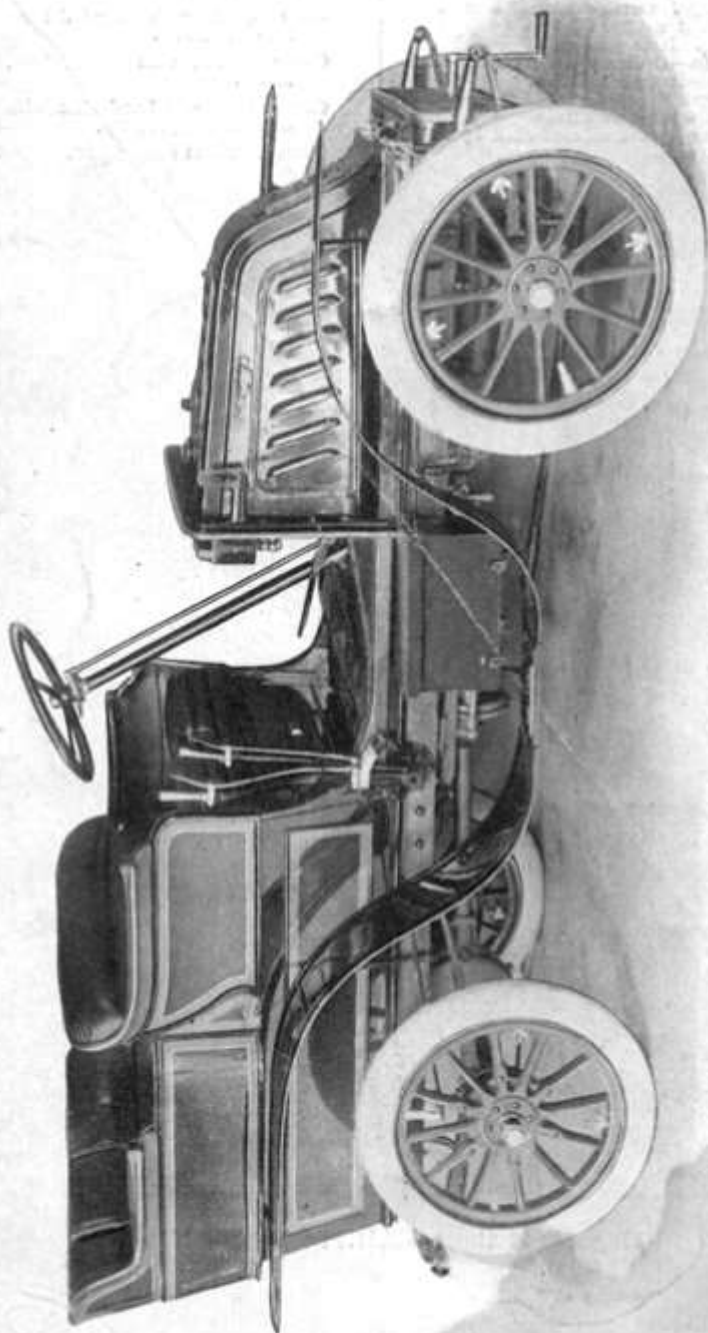
**Body.**—1m/70 × 70, Tonneau or Double Phaeton, or two bucket seats and torpedo back.

**Prices.**—Car complete, £275.

**Extras.**—Leather Upholstery, £4 10s.

Bucket Seats, £5.

Type 4 tyres, £1 13s.



# 11-B.H.P. Talbot Car.

(TYPE C.T.2-K.)

**Motor.**—2 separate cylinders—water cooled.

**Dimensions.**—90 m/m bore—120 m/m stroke.

**Valves.**—Mechanically operated, on opposite sides of motor, and interchangeable.

**Circulating Pump.**—Centrifugal, gear driven direct by motor.

**Carburettor.**—Automatic valve, self regulating.

**Ignition.**—By magneto, advance control from seat.

**Radiator.**—Ordinary gilled tube type, in frame.

**Governor.**—Acting on gas admission.

**Speed of Engine.**—Controlled by small lever on top of steering wheel.

**Chassis.**—Hydraulic compressed steel.

**Springs.**—Outside chassis, and of exceptional length.

**Axles.**—Hollow axles.

**Clutch.**—Ordinary cone clutch, independently detachable.

**Change Speed Gear.**—Three (3) speeds forward, direct drive on top speed and one (1) reverse, controlled by a single lever.

**Transmission.**—Through Cardan shaft and bevel gear.

**Drive.**—On live axle.

**Steering.**—Endless worm and segment, irreversible.

**Brakes.**—Three internal expanding brakes, entirely covered and protected.

**Body.**—1m/80 x 80, either Tonneau or Double Phaeton.

**Tyres.**—Climber-Michelin, 750 x 85 extra strong, type 4.

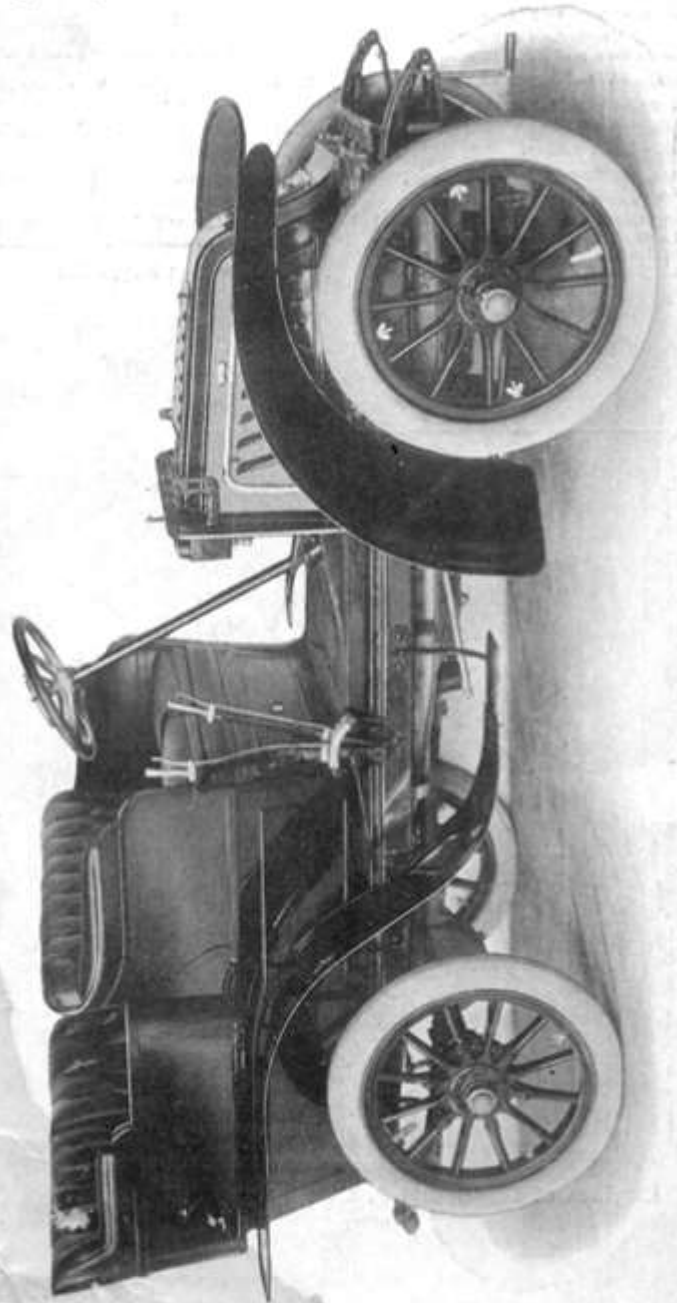
**Length of Wheel Base.**—6 feet 6 inches.

**Width between Wheels.**—4 feet 2 inches.

**Prices.**—Car complete, £350.

Chassis complete, £335.

**Extras.**—Leather Upholstery, £4 10s. Bucket seats, £5.



# 14-B.H.P. Talbot Car.

(TYPE A.C.4-R.)

**Motor.**—4 cylinders (cast in pairs)—water cooled.

**Dimensions.**—80 m/m bore—120 m/m stroke.

**Valves.**—Mechanically operated, on the same side of motor, and interchangeable.

**Carburettor.**—Automatic valve, self regulating.

**Ignition.**—High tension by accumulators and induction coil.

**Radiator.**—Beehive and ventilating fan.

**Speed of Engine.**—Controlled by lever on top of steering-wheel.

**Chassis.**—Hydraulic compressed steel.

**Springs.**—Outside chassis, and of exceptional length.

**Change Speed Gear.**—Four (4) speeds forward, direct drive on top speed, one (1) reverse controlled by a single lever.

**Transmission.**—Through Cardan shaft and bevel gear.

**Drive.**—On live axle.

**Steering.**—Endless worm and segment, irreversible.

**Body.**—1 m/90 × 85, either Tonneau or Double Phaeton.

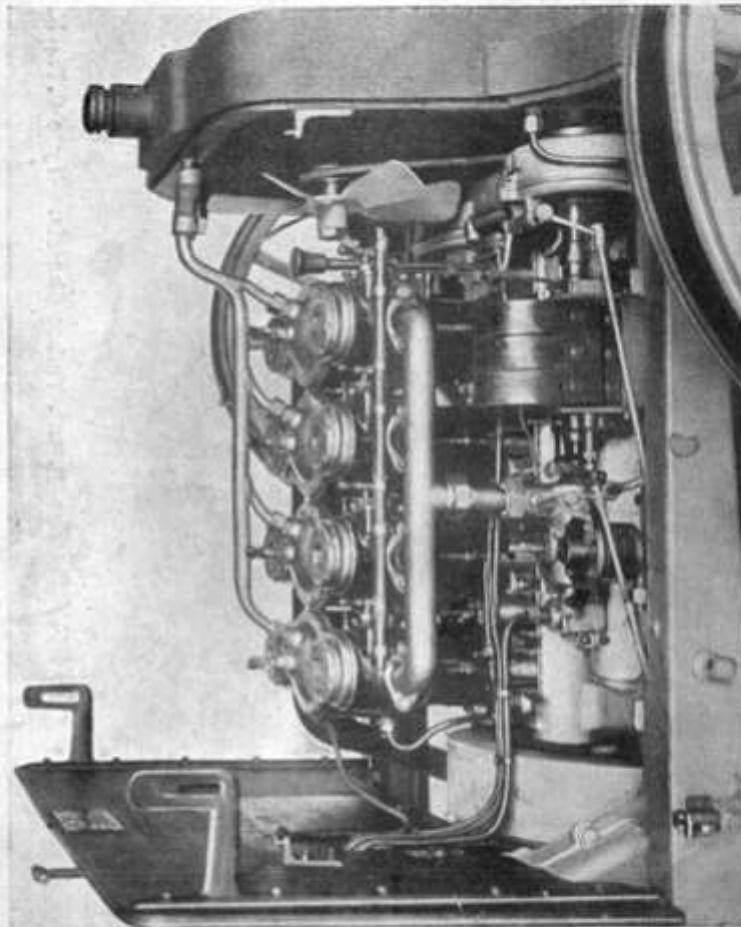
**Tyres.**—Clincher-Michelin, 810 × 90, extra strong.

**Length of Wheel Base.**—7 feet 6 inches.

**Width between Wheels.**—4 feet 3 inches.

**Prices.**—Car complete with Tonneau or Double Phaeton, £535.  
Chassis complete, £517.

**Extras.**—Bucket Seats, £6.  
Long chassis for bodies with side entrances, £35.



Engines of 20 B.H.P. Type C.T.4-K.

# 20-B.H.P. Talbot Car.

(TYPE C.T.4-K.)

**Motor.**—4 separate cylinders—water cooled.

**Dimensions.**—90 m/m bore—120 m/m stroke.

**Valves.**—Mechanically operated, on opposite sides of motor, and interchangeable.

**Circulating Pump.**—Centrifugal, gear driven from motor.

**Carburettor.**—Automatic valve, self regulating.

**Ignition.**—By magneto, advance controlled from seat.

**Radiator.**—Honeycomb & ventilating fan.

**Speed of Engine.**—Controlled by small lever on top of steering wheel.

**Chassis.**—Hydraulic compressed steel.

**Springs.**—Outside chassis, and of exceptional length.

**Axles.**—Hollow axles.

**Clutch.**—Ordinary cone clutch, independently detachable.

**Change Speed Gear.**—Four (4) speeds forward direct drive on top speed and one (1) reverse, all controlled by a single lever.

**Transmission.**—Through Cardan shaft and bevel gear.

**Drive.**—On live axle.

**Steering.**—Endless worm and segment.

**Three Brakes.**—Internal expanding brakes, entirely covered and protected.

**Body.**—2m x 85, either Tonneau or Double Phaeton.

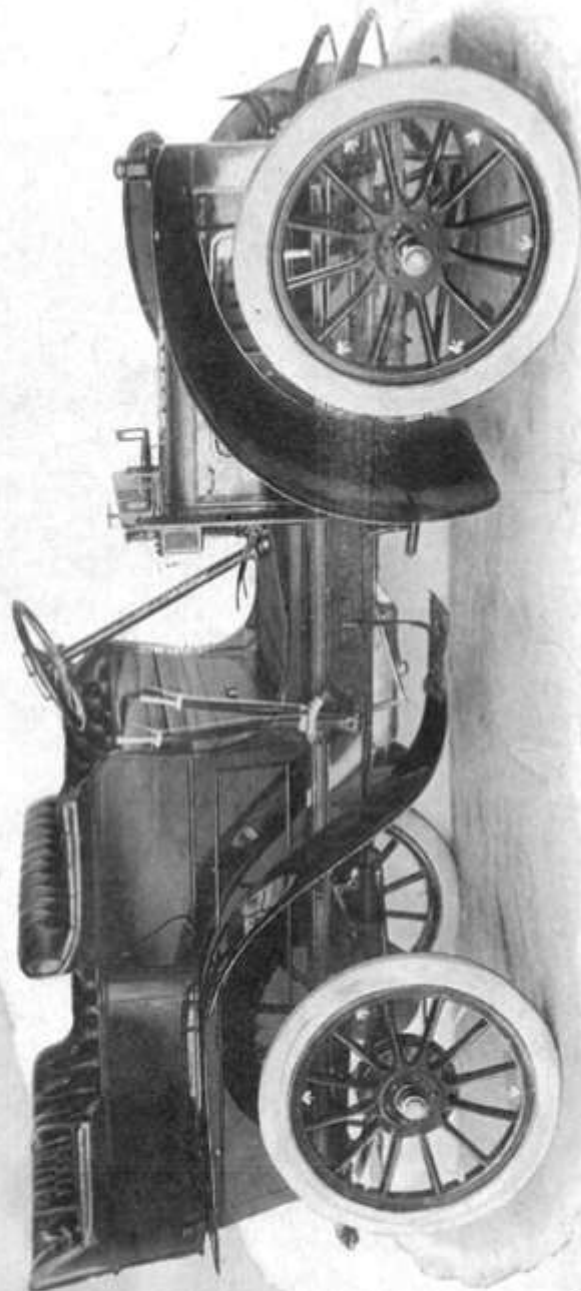
**Tyres.**—Clincher-Michelin, 870 x 90 extra fort.

**Length of Wheel Base.**—7 feet 8 ins.

**Width between Wheels.**—4 feet 6 ins.

**Prices.**—Car complete, £680.  
Chassis complete, £660.

**Extras.**—Bucket Seats, £6.  
Long chassis for bodies with side entrances, £35.

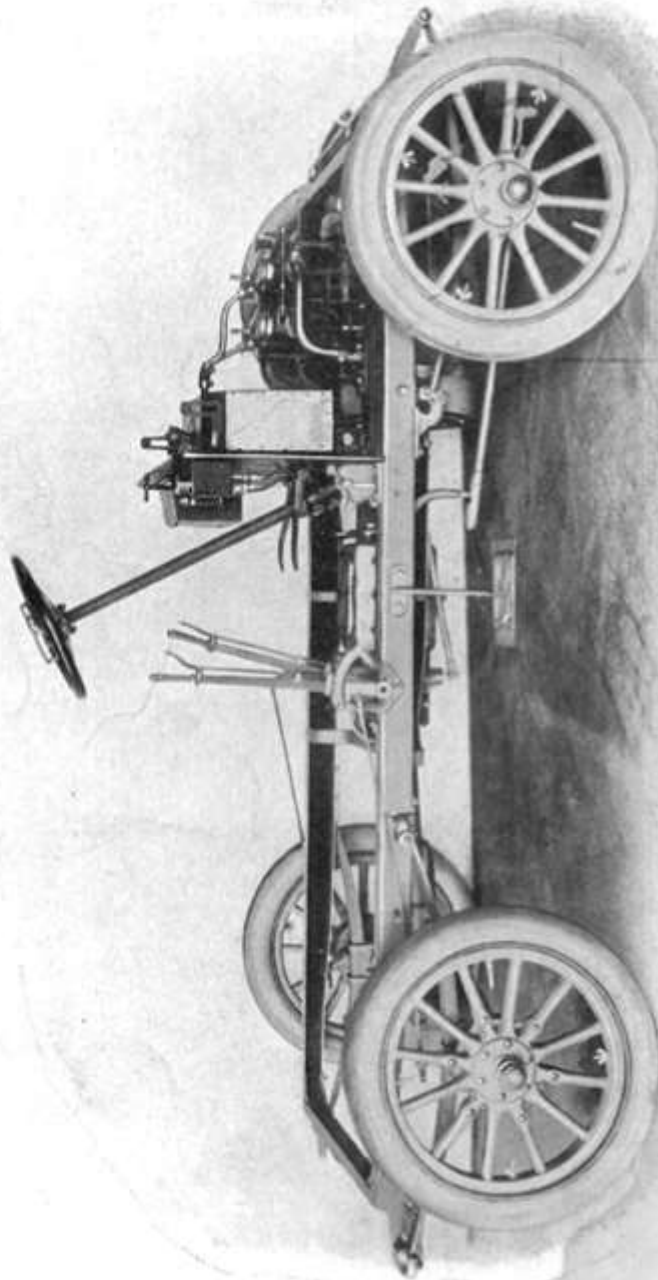




# **11-B.H.P. Talbot Chassis.**

(TYPE C.T.2-K.)

For specification see page 4 hereof.



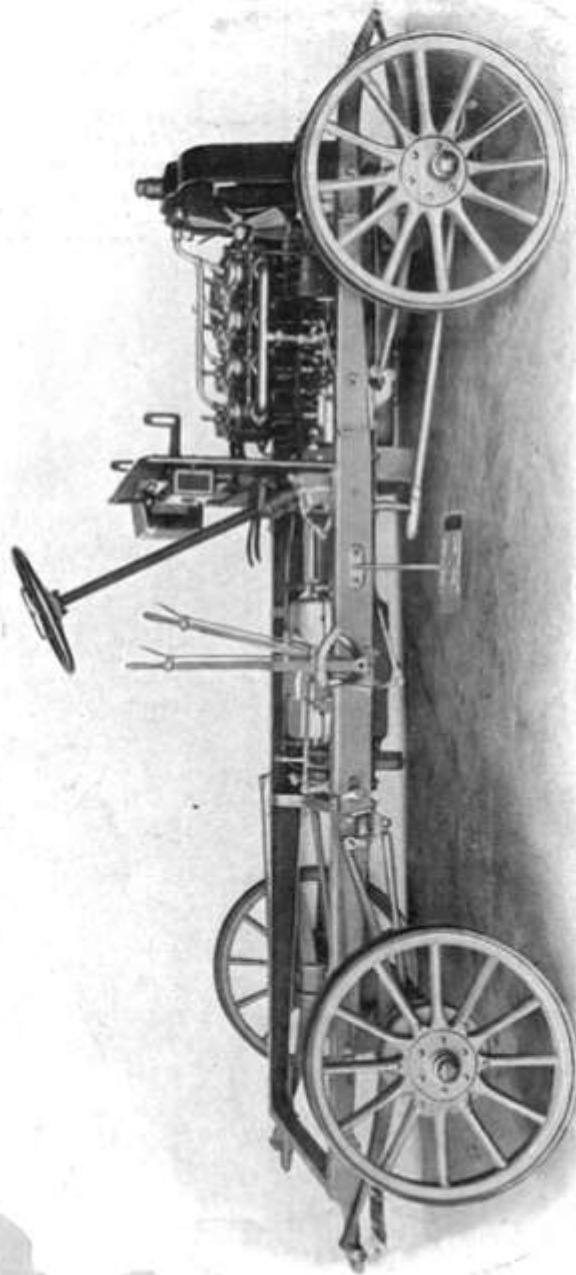
11-B.H.P. Talbot Chassis. Type C.T.2-K.

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# 20-B.H.P. Talbot Chassis.

(TYPE C.T.4-K.)

For specification see page 6 hereof.



20-B.H.P. Talbot Chassis. Type C.T.4-K.

# 9-B.H.P. Talbot Coupé

(TYPE A.C.2-L. COUPE.) or Landauette.

(FOR TOWN OR COUNTRY USE.)

**Motor.**—2-cylinderead, cast in pairs.  
Water cooled.

**Dimensions.**—90 m/m bore—120 m/m stroke.

**Valves.**—Mechanically operated, on same sides of motor, and interchangeable.

**Circulating Pump.**—Centrifugal, gear driven from motor.

**Carburettor.**—Automatic valve, self-regulating.

**Ignition.**—High tension by accumulators and induction coil.

**Radiator.**—Ordinary type.

**Speed of Engine.**—Controlled by small lever on top of steering wheel.

**Chassis.**—Wood armoured.

**Springs.**—Outside chassis, and of exceptional length.

**Axles.**—Hollow axles.

**Clutch.**—Ordinary cone clutch, independently detachable.

**Change Speed Gear.**—Three (3) speeds forward, direct drive on top speed, and one (1) reverse, controlled by a single lever.

**Transmission.**—Through Cardan shaft and bevel gear.

**Drive.**—On live axle.

**Steering.**—Endless worm and segment.

**Brakes.**—Three internal expanding brakes, entirely covered and protected.

**Body.**—2m/30 x 80, either Coupé or Landauette, with entrance at the side.

**Tyres.**—Clincher-Michelin, 810 x 90, extra four.

**Length of Wheel Base.**—8 ft. 4 ins.

**Width between Wheels.**—4 ft. 4 ins.

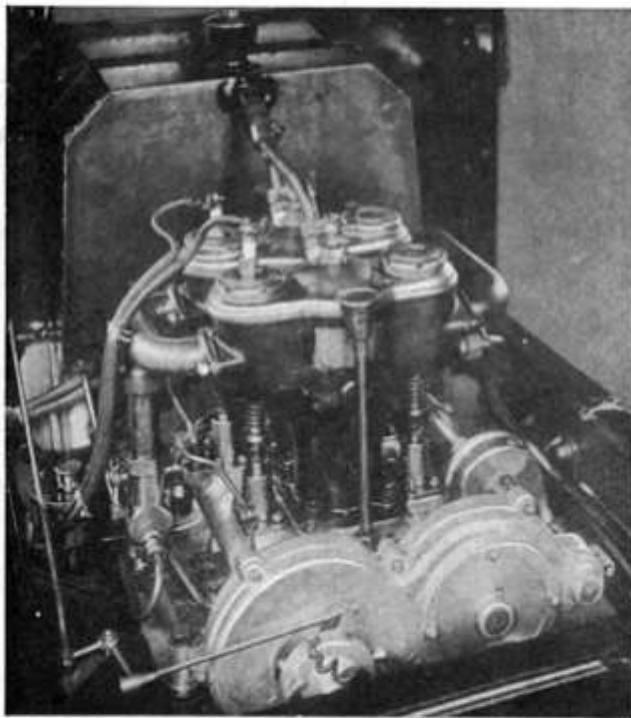
**Prices.**—Car complete, with Coupé body, £480.

Car complete, with Coupé detachable top, £500.

Car complete, with Landauette £500.

Car complete, with Landauette with detachable front and hood, £510.

Chassis, without Body, £360.



Engines of the 8-B.H.P. Car. Type C.T.1-K.2-V.

# 20-B.H.P. Talbot Coupé

(TYPE A.C.4-L. COUPE.) or Landauette.

(FOR TOWN OR COUNTRY USE.)

**Motor.**—4-cylindere, cast in pairs.  
Water cooled.

**Dimensions.**—90 m/m bore—120 m/m stroke.

**Valves.**—Mechanically operated, on same sides of motor, and interchangeable.

**Circulating Pump.**—Centrifugal, gear driven from motor.

**Carburettor.**—Automatic valve, self regulating.

**Ignition.**—High tension by accumulators and induction coil.

**Radiator.**—Honeycomb type, with ventilating fan.

**Speed of Engine.**—Controlled by small lever on top of steering wheel.

**Chassis.**—Hydraulic compressed steel.

**Springs.**—Outside chassis, and of exceptional length.

**Axles.**—Hollow axles.

**Clutch.**—Ordinary cone clutch, independently detachable.

**Change Speed Gear.**—Four (4) speeds forward, direct drive on top speed and one (1) reverse, controlled by single lever.

**Transmission.**—Through Cardan shaft and bevel gear.

**Drive.**—On live axle.

**Steering.**—Endless worm and segment.

**Brakes.**—Three internal expanding brakes, entirely covered and protected.

**Body.**—2m/45 × 85 Coupé or Landauette, with entrance at the side.

**Tyres.**—Clincher-Michelin, 880 × 105.

**Length of Wheel Base.**—8 ft. 8 ins.

**Width between Wheels.**—4 ft. 6 ins.

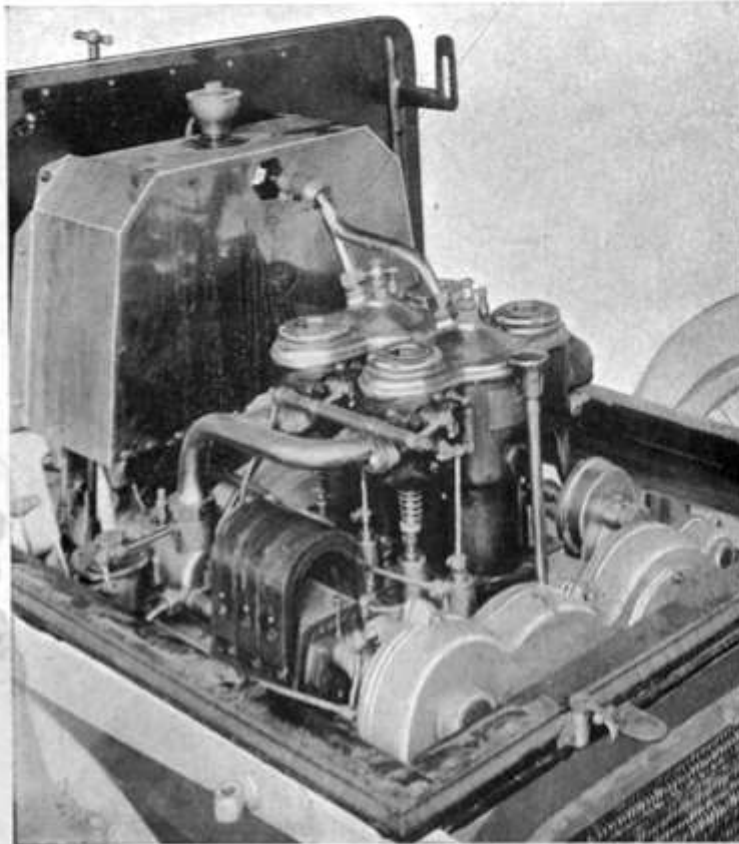
**Prices.**—Car complete, with Coupé body, £750.

Car complete, with Coupé detachable top, £775.

Car complete, with Landauette, £785.

Car complete, with Landauette with detachable top, £795.

Chassis, without body, £620.



Engines of the 11-B.H.P. Type C.T.2-K