

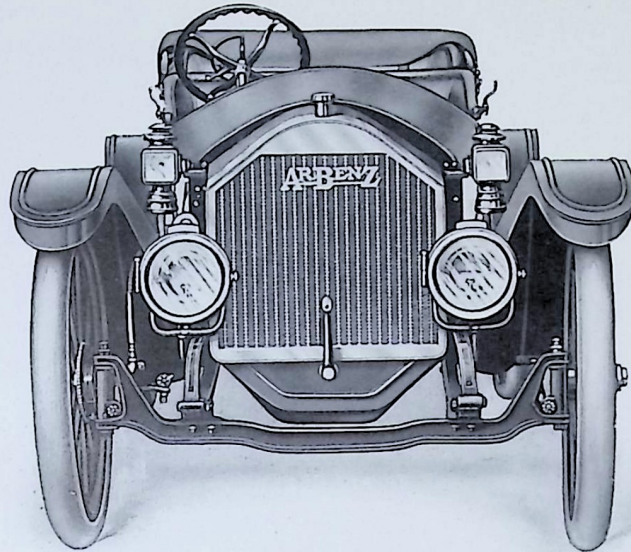
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A R B E N Z



THE **ARBENZ** CAR

8/11
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THE **ARBENZ** CAR for 1912 is constructed practically on the same lines as our 1911 car which so fully demonstrated the truth of our statement that our car embodies more features found only in high priced cars, than any other car made.

After a thorough test, every change found to be an improvement, will be promptly adopted and we will continue to make cars of *high* quality and sell them at a *low* price.

We put it in the *Car*—not in the magazines.

By eliminating all parts not absolutely required, we have greatly simplified the mechanism and by using only the very best materials we have produced a car of ample strength yet weighing less than any other car of the same power.

We again call your special attention to extra strength in Frame, Long Wheel Base, Large Wheels, Low Hung Frame, Long Stroke Powerful Motor, Large Corrugated Steering Wheel, Extra Long Comfortable Riding Springs, Accessible Mechanism, Easily Managed, Ample Endurance and Speed, Noiselessness, and many other features not found in any other car selling at so low a price.

Note particularly the clean, neat and racy appearance.

To make the name of the Company conform to the name of our car, it has been changed from
THE SCIOTO AUTO CAR CO. to

THE **ARBENZ** CAR CO. CHILlicothe, O.

MOTOR The motor used is the acme of perfection in the evolution and development of the modern gasoline power plant.

It has the long stroke now advocated by all the recognized authorities on designing and engineering. Bore is $4\frac{1}{8}$ " and stroke $5\frac{1}{4}$ ". It will develop 40 H. P. on the brake. It is of the four cylinder type. Cylinders

are cast in pairs. By its many splendid performances in hill climbing and other contests during the past it has fully proven its power, speed and durability. It practically never gets out of order.

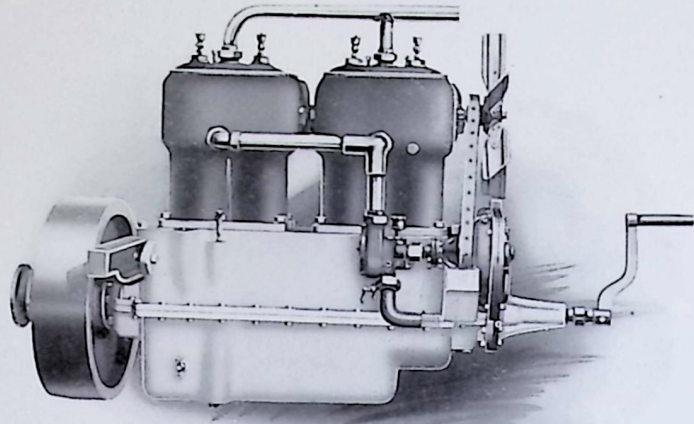
CARBURETOR The carburetor used is the Schebler, which is so universally recognized as the best that little further need be said. Its vaporization is quick and certain, insuring easy starting of the car. It is the most economical in the use of gasoline and produces the greatest power and flexibility.

IGNITION This is the Dual System. Magneto and batteries. One set of spark plugs and separate coil are used. All wires held rigidly and fully protected against abrasion.

LUBRICATION The lubrication of the motor is efficient under all conditions and requires no attention. It is the self-contained pressure system, being of same type as used by the United States Government on its fast torpedo boats.

A gauge showing the amount of oil in the motor is conveniently located on the side of the crank case. The transmission and differential run in non-fluid oil and provision is made in clutch sleeve for lubricating both the clutch and the one dust-proof universal joint used. All other working parts are provided with suitable lubricators. We have given most careful attention to this all important feature.

RADIATOR After subjecting it to the most severe tests we have adopted the vertical I-beam type, which not only gives abundant radiation for every emergency, but is so constructed



that bursting of tubes owing to freezing is practically overcome. Positive water circulation is maintained by centrifugal pump.

CLUTCH The clutch is of the cone type, with cushion springs, insuring easy and gradual but positive engagement.

REAR AXLE AND TRANSMISSION We have adopted the most simple, noiseless and easily operated type of transmission integral with rear axle and having only one Universal joint between motor and wheels.

The speeds are three forward and reverse, and are selective. Top of the transmission case is easily removed for inspection and lubrication. It is noiseless at all speeds, and owing to the extra wide face gear used, is more durable than those generally used.

Highest grade bearings are used throughout.

In all these parts, as in fact throughout the car, only the very best materials are used. The most severe tests have shown that this transmission will stand the hardest usage.

The drive gear and pinion are of such size and quality as to insure a minimum weight with a maximum of service.

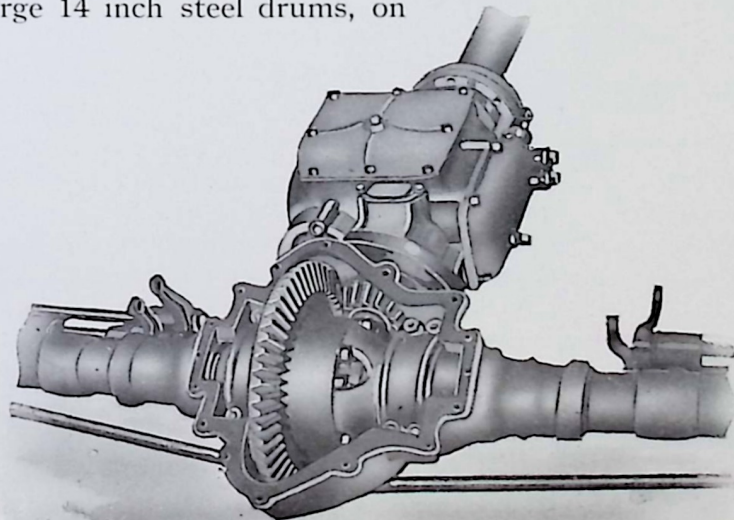
The axle being of the floating type, the differential, drive gear or axle shaft may be removed without taking it off the car.

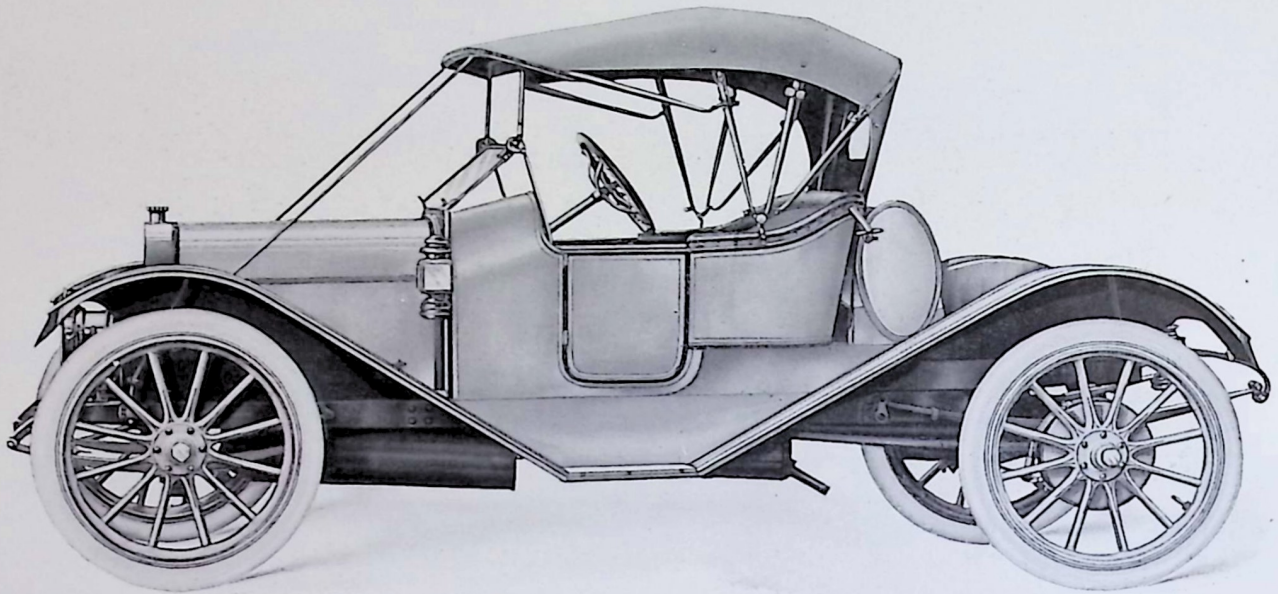
Provision is made for adjusting the bevel pinion and the large bevel gear in the rear axle to work noisely. This construction is found only in high-grade cars.

BRAKES Of all parts of the car none are more important than the brakes. We use two sets of powerful brakes operating on large 14 inch steel drums, on both rear wheels.

The emergency or hand brake is of the internal expanding type, sufficiently powerful to instantly lock the wheels. The service or foot brake is equally effective.

No brakes are used on the transmission, thus avoiding excessive wear of the gears.





Model C, Two Passenger Roadster, \$1675.00

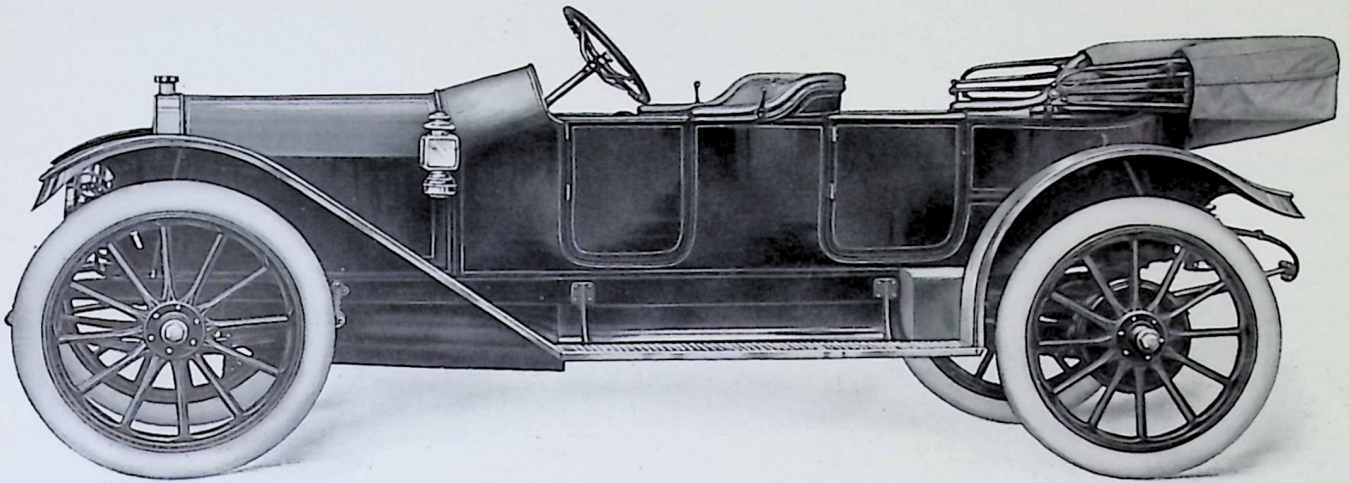
Gasoline Capacity, 30 Gallons

FRONT AXLE Is a deep I beam section, of best drop forged material; positively no castings used. The spring seats are forged solid with the axle. The knuckles are mounted in large ball bearings, making steering easy. The tie rod connecting the steering arms is in the rear, and the reach rod above the axle so located as to be fully protected from obstructions on the road.

WHEELS While others have been slow and reluctant to give up the use of the cheaper, if only first cost is considered, 30, 32 and 34 in. wheels, we have solved the tire problem by equipping our cars with the more economical, when service is considered, 36 in. wheels. The large wheels contribute largely to make our cars easier riding and more comfortable than others with smaller wheels.

Wheels are made of selected second growth hickory, artillery type, with twelve spokes both in front and rear wheels, thus insuring strength, service and reliability.

SPRINGS Are semi-elliptic in front, 40" long, and in the rear are three-quarters elliptic, 50" long. These exceptionally long springs, combined with our ideal suspension, insure the maximum of comfort for the passenger and minimizes effectually the wear and strain on the parts of the machine due to vibration and shocks.



Model A, Four Passenger Torpedo, \$1750.00
36 x 4 Tires

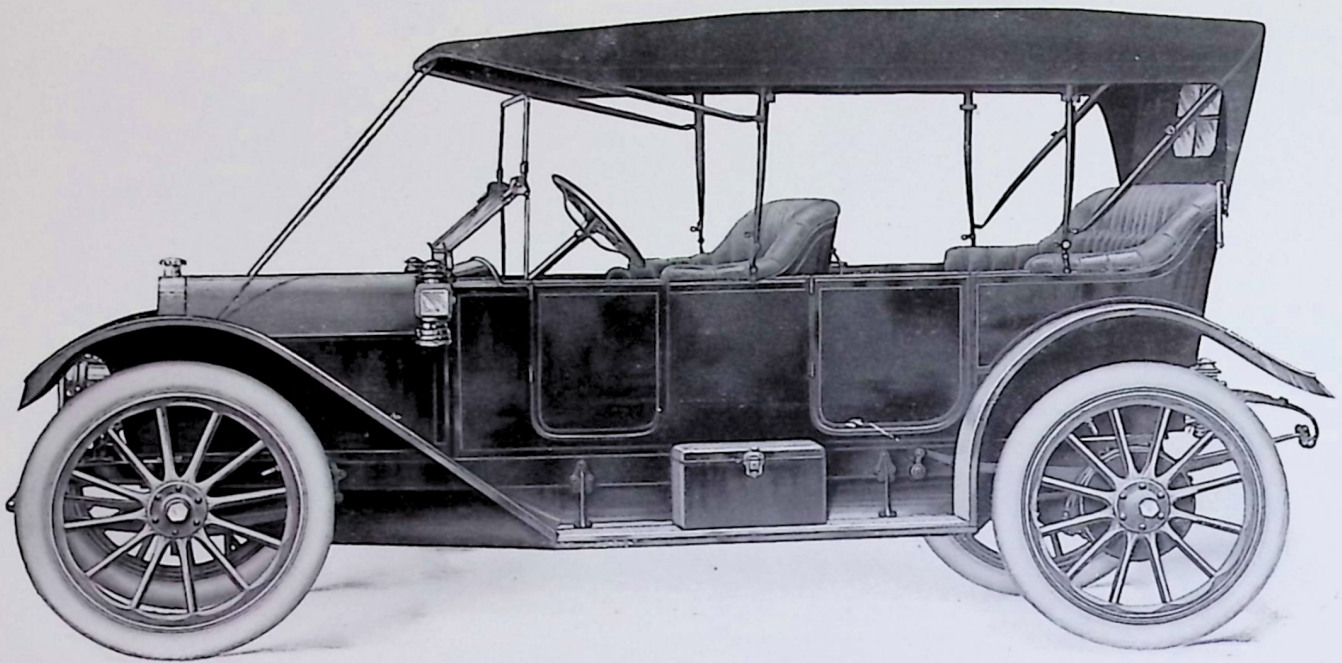
STEERING GEAR Is the well-known worm and worm wheel type. Absolutely reliable in operation and irreversible. The construction is such that by rotating the worm wheel new wearing surfaces can be brought into contact, thus greatly increasing the life of the steering mechanism.

The steering wheel is an extra large 18-inch special pattern wheel, with corrugated finger grips. The control levers are conveniently mounted above the steering wheel.

CONTROL The hand brake is operated by the right hand. The gear shifting is controlled by one lever operating in an H slot, on the control bracket, and operates the selective change gear. The clutch is released by the left foot. The service brake being operated by the right foot. The accelerator pedal is located between the service brake and clutch pedals. The speed of the car can be regulated either by the foot accelerator or by the control lever on top of steering wheel.

FRAME The frame is of the best pressed steel, channel construction, and of abundant strength to withstand every strain. It is narrowed at the front, allowing of short turns on narrow country roads or crowded city streets.

WHEEL BASE The long 120" wheel base gives ample foot room in both front and rear, and, together with the extra long springs and extra large wheels, produces the most comfortable and easy riding car on the market.



Model D, Five Passenger Touring Car, \$1750.00
36 x 4 Tires

LOW HUNG While the body is exceptionally low hung, practically eliminating skidding and overcoming the liability of over-turning, yet the car is so designed and constructed that the most varied and exhaustive tests have demonstrated that it has ample clearance for use on all kinds of roads.

BODIES Our bodies are of sheet metal and are built by expert mechanics. The body, hood, radiator and fenders, taken as a whole, show how well we have succeeded in designing and producing cars of clean, neat and racy appearance.

Fenders are of sheet steel and are so designed as to effectually protect from mud and dust.

FINISH The Torpedo is finished in Black with narrow gold stripe. The wheels being a special shade of red, straw or steel gray.

The Touring body is a lustrous deep blue with gray, straw or blue wheels.

The Roadster is steel gray.

The upholstery and trimming are high grade, insuring comfort, ease and durability.

The springs, leather and all materials used are of the best.

SPECIFICATIONS

WHEEL BASE

120 in., Tread Standard.

WHEELS

36 in., Twelve spokes in both rear and front. Artillery type, second growth hickory. Rim Standard Q. D. No. 2.

MOTOR 30-40 H. P.

Four cylinder, $4\frac{1}{8}$ Bore, $5\frac{1}{4}$ Stroke. Valves all on one side. Cast in pairs. Long stroke in accord with latest foreign practice. Will develop over 40 H. P. on brake. Starting crank automatically held in vertical position.

LUBRICATION

Entirely automatic, pressure system, self-contained within Crank Case.

FRAME

Heavy gauge, special quality, pressed steel, hung very low. $3\frac{1}{2}$ in. Kick up in Rear.

AXLES

Front Axle Deep I Beam Section. Rear, Tubular floating type.

TRANSMISSION

Selective Transmission, integral with rear axle. Only one Universal Joint between motor and wheels. Annular Ball Bearings. Extra wide faced Gears.

CONTROL SET

Three speeds forward and reverse. Selective type.

BRAKES

14 in. on rear wheels. Foot and Emergency.

CLUTCH

Cone, with springs to insure easy engagement.

RADIATOR

Vertical Tube, so constructed that bursting of tubes due to freezing practically overcome. Water Circulation positive by Centrifugal Pump.

IGNITION

Dual System. Magneto and Batteries. Separate Coil.

STEERING GEAR

Worm and Worm Wheel, irreversible. 18 in. special Pattern, corrugated wheel with finger grips.

SPRINGS

Front Springs Semi-Elliptic, 40 in. long; Rear Springs $\frac{3}{4}$ Elliptic, 50 in. long.

GASOLINE TANK

Capacity, 14 gallons.

BODY

Metal. Three Styles. High Grade Leather Upholstery.

- (A) Low Racy Torpedo, seating four.
- (D) Fore-door Touring Car, seating five.
- (C) Racy type, side door, Roadster. Gasoline tank in rear.

EQUIPMENT

Two Search Lights, two Standard Oil Lights, one Rear Signal, Horn, Tools, Tool Box, Jack, Pump, Generator and Tire Repair Outfit. Robe Rail and Foot Rail.

In keeping with our policy of giving more for the money than any one else, we will furnish a first-class Mohair Top with Slip Cover, Folding Glass Wind-Shield and Speedometer on Roadster for \$125.00; on Torpedo or Touring Car for \$135.00.

We are prepared to furnish Self Starting Device, Power Tire Pump, and complete Electric Lighting System.

INSPECTION Every part of the **ARBENZ** car is subjected to a careful inspection, and is tested thoroughly and not allowed to go out until it is perfectly adjusted and ready to run.

W A R R A N T Y

We guarantee absolutely all cars manufactured by us. This being limited to the furnishing at our factory without charge of such parts as shall under ordinary use appear to us to have been defective in material or workmanship, provided such defective parts are sent us charges prepaid.

THE ARBENZ CAR CO.
CHILLICOTHE, OHIO

THE **ARBENZ** CAR

1913 - Announcement - 1913



The fact that our cars are admitted by all who have thoroughly tried them out to be the best balanced, most efficient and easiest riding medium priced cars now on the market, induces us to announce that we will discontinue the bringing out of new models each season.

We will, however, continue as heretofore to add such improvements as may, after fully testing them out, commend themselves to our engineering department.

In line with this policy we have substituted the Prest-O-Lite tank instead of generator and have added a self-starter.

In accordance with the latest and best European practice we have gone still further in the way of lengthening the stroke of our motor and increasing the power and the flexibility is thereby greatly increased at the lower speeds. The valves are all enclosed. Cover plates are easily removed for adjustment and inspection.

The running boards are entirely cleared of tool box, etc. Tools, Prest-O-Lite Tank, etc. being carried in concealed receptacles on each side of the car.

All these changes and additions have been made without any advance in the price of our cars.