

### Abridged Specification of the 11.5 h.p. Bugatti Chassis

**Engine.**—Four-cylindred monobloc, 68-100mm. bore and stroke (1,452c.c., 11.5 h.p. R.A.C. rating), having two inlet and two exhaust valves per cylinder, operated by gear-driven overhead camshaft; valves interchangeable; tappets adjustable; valve-gear oil-bathed under positive pressure.

**Ignition.**—High-tension magneto, with variable firing-point.

**Lighting.**—Dynamo.

**Lubrication.**—By gear-driven pump, forcing oil to all bearings, including those of the valve-gear, from sump in base of crank-chamber. Pressure-gauge fitted on instrument-board.

**Carburettor.**—Zenith, fed under air-pressure by pump driven off motor; fuel-tank suspended at rear of frame, capacity 7 gallons.

**Cooling.**—By honeycomb radiator, assisted by centrifugal pump.

**Clutch.**—Multiple disc, metal-to-metal, oil-bathed, readily adjusted by a single screw-collar.

**Gears.**—Four forward speeds and reverse, operated by a lever working in a gate-type quadrant; especially light in operation.

**Brakes.**—Contracting foot-brake behind gear-box; expanding hand-brake on rear hubs; all brakes readily adjustable.

**Steering.**—By worm-and-nut gear, especially light and responsive; readily adjusted; steering-rake readily variable.

**Suspension.**—Semi-elliptic springs in front; Bugatti inverted quarter-elliptic in rear, giving phenomenal road-stability at maximum speeds.

**Petrol Consumption.**—Over 40 miles per gallon guaranteed.

**Speed.**—Over 60 miles per hour guaranteed, with three-seated body.

**Wheels.**—Rudge-Whitworth wire-spoked detachable, five in number, fitted with four 710-90 mm. tyres.

**Dimensions.**—Type 22, Wheelbase, 7ft. 11½in.; Track, 3ft. 9¼in.; Overall Length, 11ft. 0in.; Width of Frame, 2ft. 3½in.; Weight of Chassis, 9 cwt.

Type 23, Wheelbase, 8ft. 4½in.; Overall Length, 11ft. 6in.; other details as above.

N.B.—The Sports Model is identical with the Touring Model, with the following exceptions:—

- 1.—The crankshaft is mounted on ball bearings.
- 2.—Slightly larger valves are fitted.
- 3.—Engine-dimensions are 69-100mm. bore and stroke (1,496c.c.), instead of 68-100mm. (1,452c.c.)
- 4.—Duplex magneto ignition is fitted.
- 5.—A special type of Bugatti shock-absorber is fitted.
- 6.—The wheelbase is 6ft. 5in., or to specification.

FURTHER PARTICULARS OF ALL MODELS  
gladly forwarded on request by

**CHAS. JARROTT & LETTS, LTD.,**  
40, CONDUIT STREET, LONDON, W.1.  
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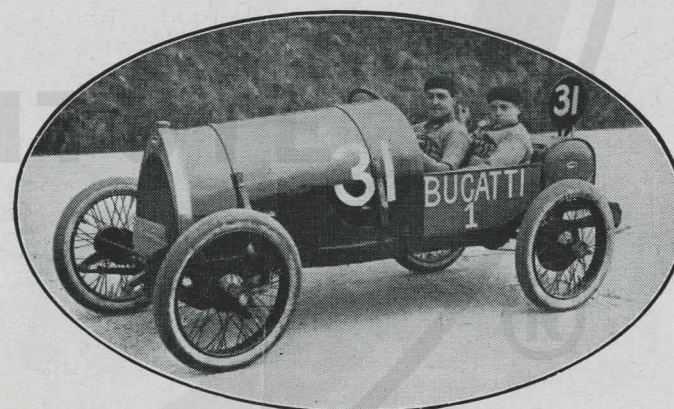
## The 11.5 h.p.



**THIRD, FOURTH AND SIXTH IN THE  
INTERNATIONAL TOURIST TROPHY  
RACES (1,500 C.C. CLASS), 1922**

**THE ONLY 1,500 C.C. TEAM  
COMPLETING THE COURSE!**

The Standard Touring Model chassis described herein is  
**GUARANTEED TO GIVE OVER 40 MILES PER GALLON**  
and  
**GUARANTEED TO DO 60 MILES PER HOUR**  
with three-seated body.



One of the two Bugatti cars which put up what was  
recognised as by far the best standard car performance in  
the 200-Miles Race at Brooklands, in October, 1921.



## The 11.5 h.p. Bugatti

**T**HE Bugatti has by the sheer merit of its performance in classic competitions attracted more attention than any other light car on the market. Its list of successes is the longest in existence, although every event mentioned is of the first importance. One of the outstanding impressions of the Junior Car Club's 200-Mile Race at Brooklands, on October 22nd, 1921, was the consistent running of the two standard Bugattis which finished 4th and 6th, averaging over 80 miles per hour for the whole distance, yet maintaining this speed with a petrol-consumption of over 35 miles per gallon.

Other prominent successes of the 1921 season included the Italian Grand Prix des Voiturettes, in which the four standard Bugattis entered secured first, second, third and fourth places, and the Spanish Grand Prix des Voiturettes, in which the two standard Bugattis competing finished first and second.

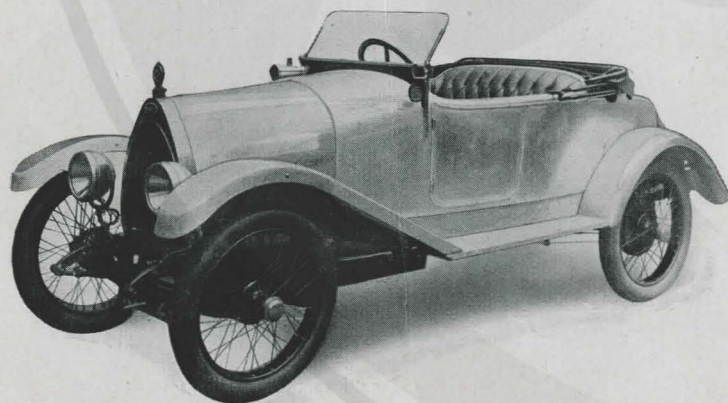
Up to July 1 standard Bugatti cars (in many cases driven by their amateur owners, against cars of all engine-dimensions, up to "unlimited") had gained over seventy firsts, seconds and thirds in 1922 races, hill-climbs, etc. British owner-drivers' successes being just as consistent as those of Continental enthusiasts.

The 11.5 h.p. touring chassis, fitted with the light two-seated body illustrated below, makes an ideal car for those who require a comfortable yet speedy, economically run yet highly efficient "car-of-all-work." If more seating accommodation is required, there are several other coachwork types, as illustrated on page 3. Full particulars of any model will gladly be furnished on application.

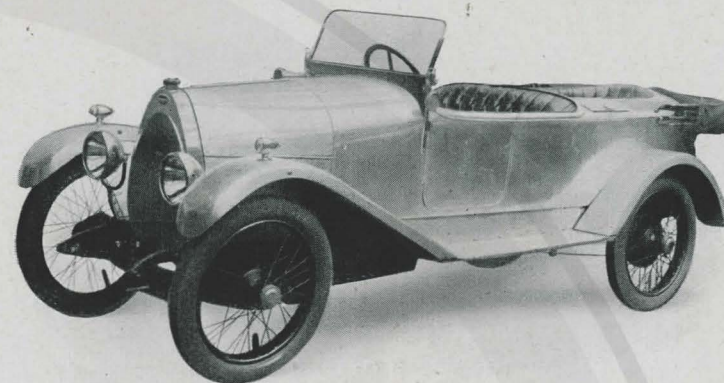
Prices of chassis and complete cars with five Rudge-Whitworth Detachable Wheels and four Tyres:

Touring Chassis	- - - - -	£500
Two-Seater	- - - - -	£650
Three-Seater	- - - - -	£650
Touring Four-Seater	- - - - -	£675
Two or Four-Seated Coupé	- - - - -	£775
Sports Chassis, with Two-Seated Grand Prix Model Body	- - - - -	£840

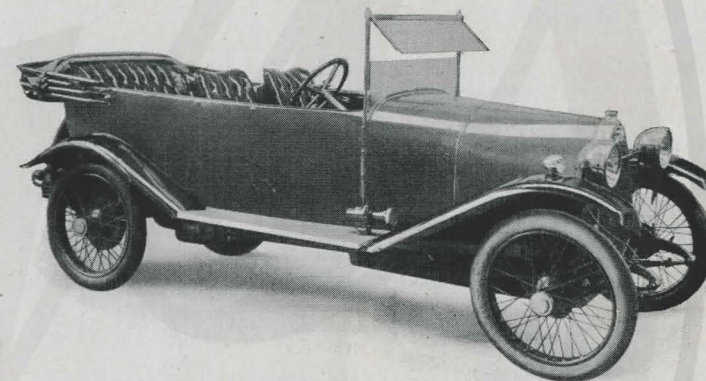
All models can be supplied in polished aluminium panelling, and with aluminium bonnet, at an extra cost of £30.



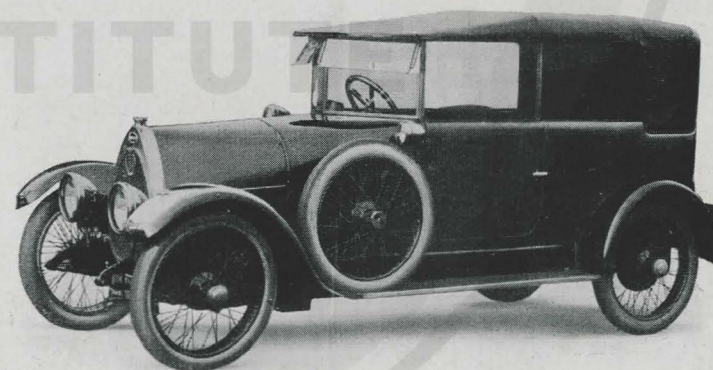
11.5 h.p. Bugatti Two-Seater - - £650.



11.5 h.p. Bugatti Three-Seater - - £650.



11.5 h.p. Bugatti Four-Seater - - £675.



11.5 h.p. Bugatti Two or Four-Seated Coupé - - £775.



# PRICES ENGLISH ASSEMBLED MODEL

*November, 1923.*

OF 1924



CHASSIS

## AND COMPLETE CARS

Standard Touring Model Chassis, as illustrated on pages 12 and 13, with equipment specified on page 16	...	...	...	...	...	...	£350
Standard Two-Seated Touring Car, as illustrated on page 3, Painted and Upholstered to Specification	...	...	...	...	...	...	£475
Standard Three-Seated Touring Car, as illustrated on page 5, Painted and Upholstered to Specification	...	...	...	...	...	...	£475
Standard Four-Seated Touring Car, as illustrated on page 7, Painted and Upholstered to Specification	...	...	...	...	...	...	£495
Standard Four-Seated Coupé, as illustrated on page 9, Painted and Upholstered to Specification	...	...	...	...	...	...	£600


# IMPROVED MODIFIED "BRESCIA" MODEL

OF 1924



CHASSIS

## AND COMPLETE CARS

Standard Touring Chassis as illustrated on pages 12 and 13. With equipment as specified on pages 16 and 20	...	...	...	...	...	£475
Standard Two-Seated Touring Car, Painted and Upholstered to Specification					...	£600
Standard Three-Seated	„	„	„	„	...	£600
Standard Four-Seated	„	„	„	„	...	£620
Standard "Brescia" Model, Sports Type Chassis (two magnetos)				...	... 	£525