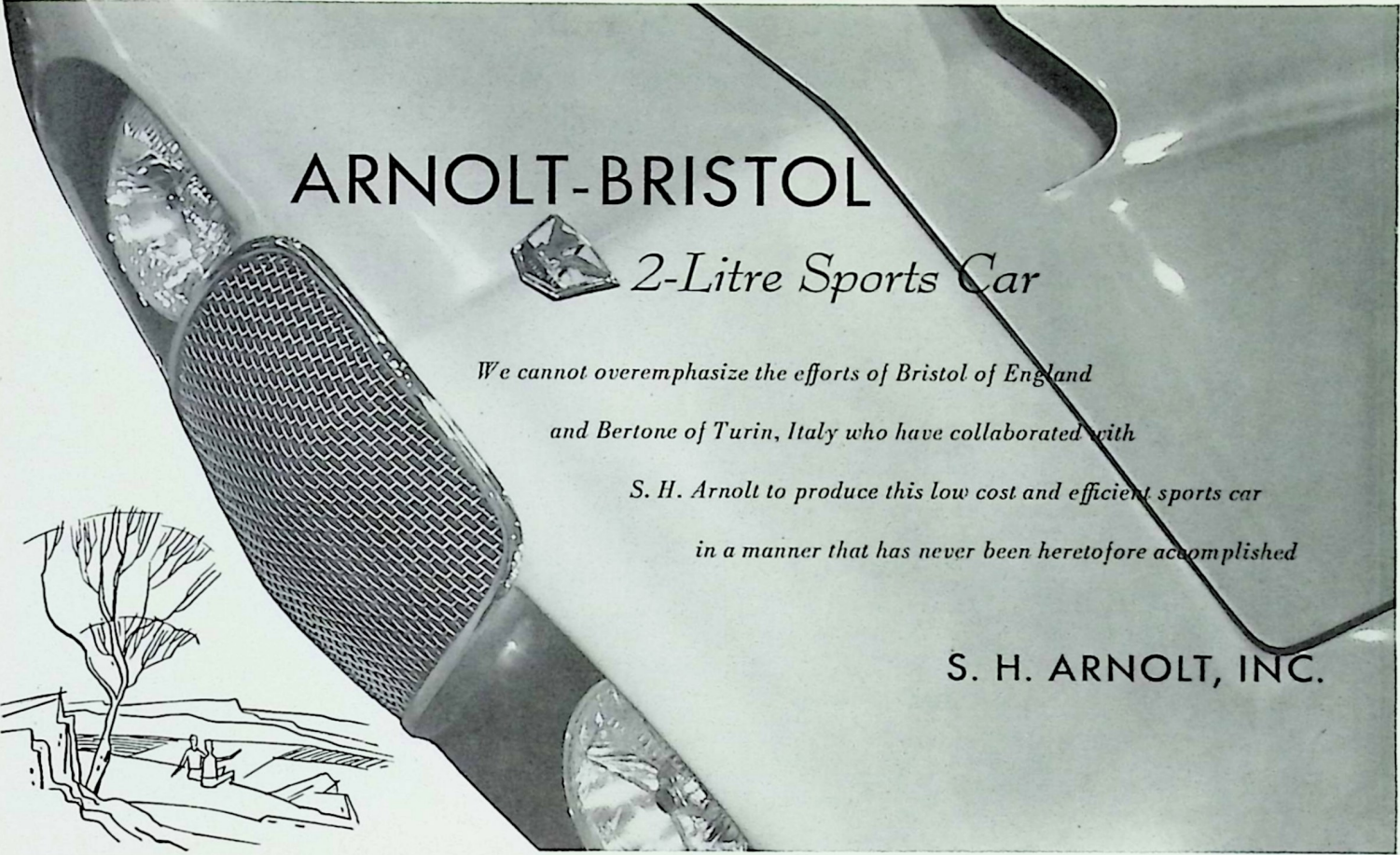
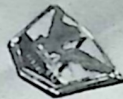


ARNOLT - BRISTOL

2 Litre sports car

A black and white photograph showing a close-up of the front of a car. The focus is on the large, rectangular grille with a fine mesh pattern. Above the grille is a headlight, and below it is another headlight. The car's body is light-colored and has a sleek, aerodynamic design.

ARNOLT-BRISTOL



2-Litre Sports Car

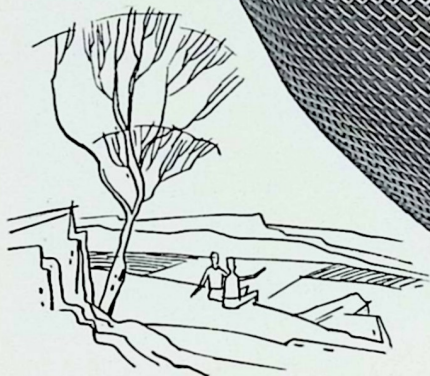
We cannot overemphasize the efforts of Bristol of England

and Bertone of Turin, Italy who have collaborated with

S. H. Arnolt to produce this low cost and efficient sports car

in a manner that has never been heretofore accomplished

S. H. ARNOLT, INC.

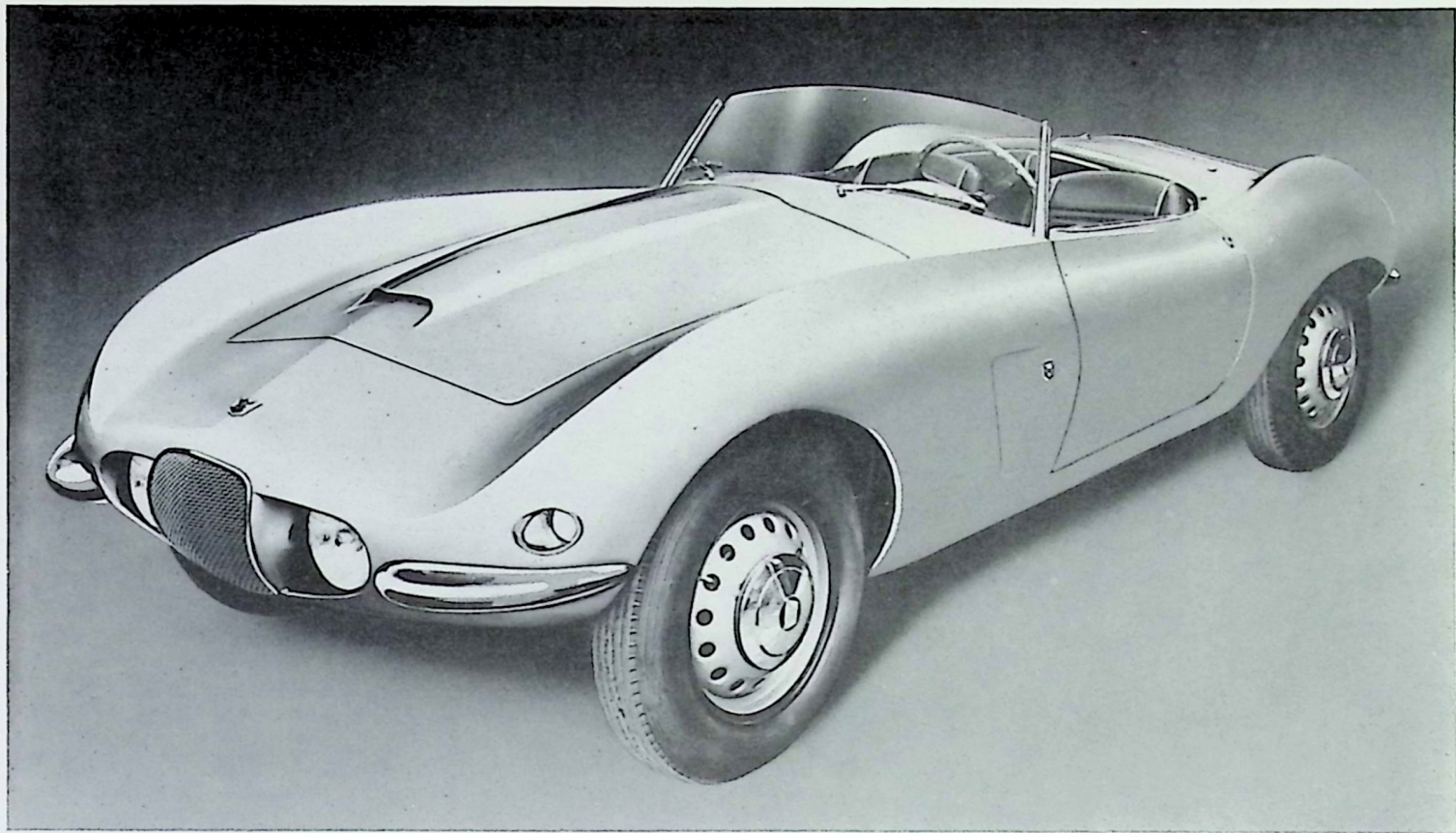


ARNOLT-BRISTOL *2-Litre Sports Car*

body and general specifications

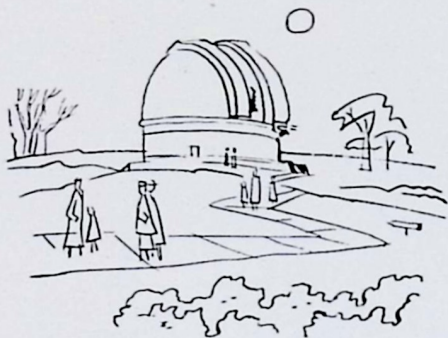
The utmost care and effort has gone into the design and construction of the Arnolt-Bristol body. It is perfect from a standpoint of aerodynamic principles and will stay close to the road on curves as well as on the straightaway in a heavy cross-wind. The Arnolt-Bristol has the speed and agility of a racing car with the comfort and safety of a family automobile. The Arnolt-Bristol comes in two models, Competition and Deluxe. The body construction has strengthening structures in light steel profiles, welded to the chassis. The body is built by the famous Bertone of Turin, Italy.

- DOORS** Two doors, custom-fitted to the panel. Doors mounted in finest rubber to assure tight, noise-free, draftless fit.
- HOOD** Hinged to the body, locks from inside with safety catch. Light stay for open position.
- GRILLE** Has general oval shape with distinctive motif in center. It has striking continental appeal.
- WINDSHIELD** Safety curve for protection of driver and passengers. Made of plexiglass and fitted into highly polished alloy mountings.
- DASHBOARD** Tastefully styled panel with instruments and controls strategically situated for maximum convenience and smartest design.
- SPARE WHEEL** Conveniently concealed in the rear and easily accessible.
- SEATS** The seats are of "anatomic" bucket patented construction, with foam rubber cushions and synthetic leather upholstery (Competition). Seats are adjustable for individual preference.
- CARPETS** Grooved rubber carpets. (Competition model)
- DIMENSIONS** The overall length is 14 feet, 3¼ inches; the overall width is 5 feet, 8 inches; the overall height is 4 feet, 7¾ inches.
- WEIGHT** Under 2,000 pounds.



ARNOLT-BRISTOL DELUXE MODEL

ARNOLT-BRISTOL body and general specifications (continued)



BODY FINISH

The finish is standard as used on sport competition cars and the wheels are aluminum enamel. (*Competition model.*)

DELUXE TRIMS AND ACCESSORIES

Both bodies are fitted with a rear-view mirror and carry the Arnolt-Bristol medallion and the Arnolt identification plate under the hood. The Deluxe model is built fundamentally the same as the Competition model. In addition the Deluxe model has top and side curtains, curved safety glass windshield, front and rear bumpers, special finish grille, special instrument panel using standard instruments. Bright polished light alloy body strips. Seats and interiors in Connolly leather, the finest quality they produce. The seats have runners for adjustment. The floors have first quality carpets, and the body is finished in a special nitro-cellulose type, such as the best ICI metallic finishes.

ACCESSORIES AVAILABLE FOR COMPETITION MODEL

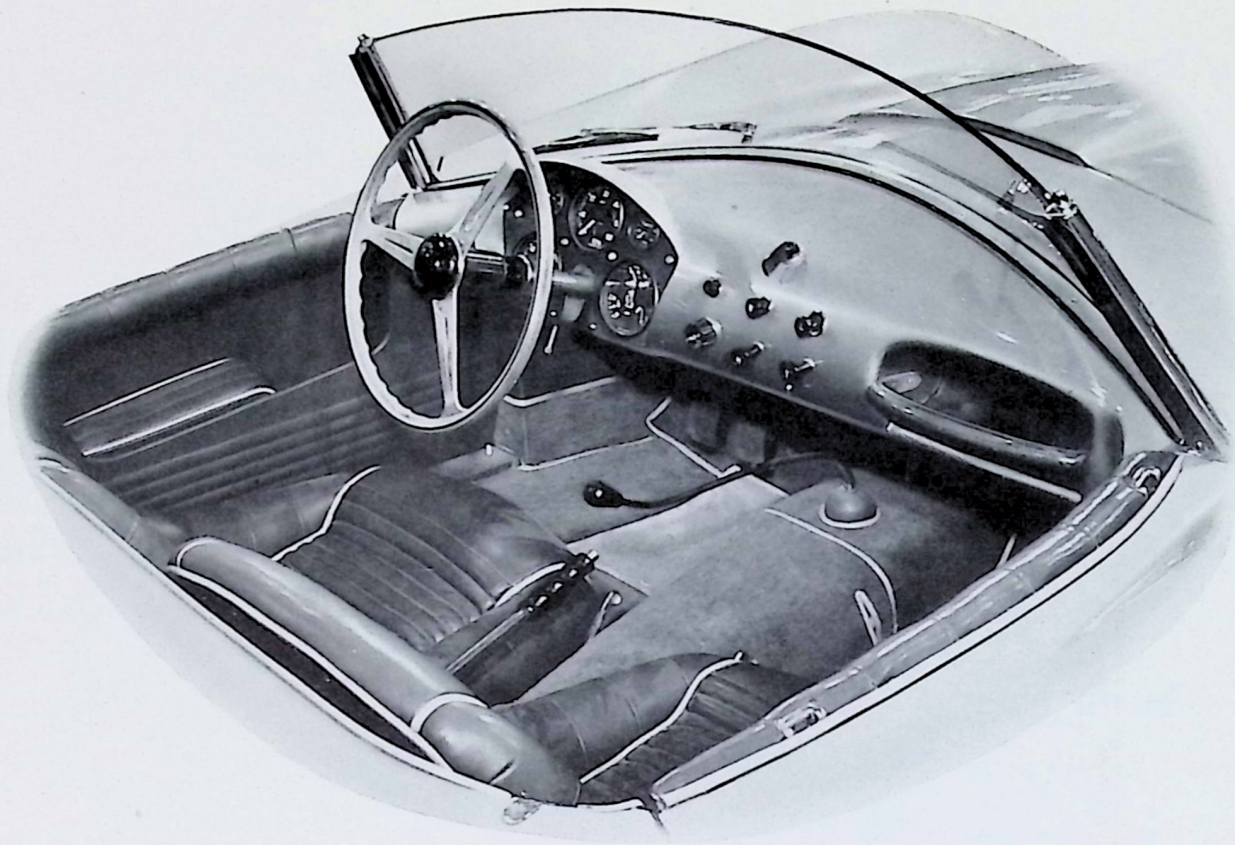
There is available as extras for the Arnolt-Bristol Competition, front and rear bumpers, a light waterproof top, metallic frames folding flat into a body recess with detachable side curtains, curved safety glass windshield with metallic frames and electric windshield wipers. The car is already drilled and a place is made for the wipers to be installed as well as a switch for the operation.

ARNOLT-BRISTOL body and general specifications (continued)

The aerodynamic styling of the Arnolt-Bristol and the distinctive front end design together with the luxurious appointments of the interior of the car appeal to every enthusiast who wants flashing appearance in his car as well as flashing performance in his engine.

The deep-cushion "anatomic" bucket-type seats afford perfect body support for fast, sharp turning. The Deluxe versions are richly upholstered in the finest quality of crushed grain leather in colors to harmonize with the exterior of the car. The headlamps are inset in the tapered front end of the car, which is an integral part of the fenders. The parking lamps are inset in the fenders. The sloping hood and sweeping contour of the fenders, flowing past the windshield to the rear, assure the most efficient air flow over and around the car. This design combines maximum efficiency with low frontal area. It is the result of exhaustive wind tunnel tests.





ARNOLT-BRISTOL DELUXE INTERIOR

ARNOLT-BRISTOL *2-Litre Sports Car*

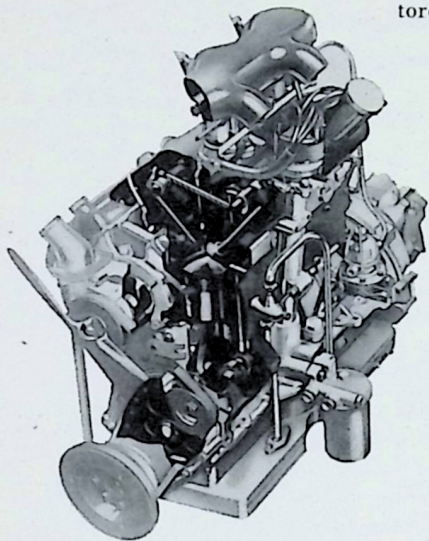
engine and chassis specifications

ENGINE The 2 Litre, 6 cylinder in line, overhead valve engine has a bore and stroke of 66 m/m (2.598 in.) x 96 m/m (3.779 in.) respectively, giving a swept volume of 1971 c.c. (120.23 cubic in.) R.A.C. rating 16.2 H.P.

The engine having a compression ratio of 9.0:1 develops 130 B.H.P. at 5,500 RPM., max. torque being 128 lb./ft. at 5,000 RPM. Max. permissible engine revs. 5,500.

Highest quality chrome iron cylinder block, fitted with "Brivadium" high nickel content alloy steel dry liners. Aluminum alloy cylinder head fitted with centrifugally cast austenitic alloy steel inserts for valve seats, and bronze inserts for sparking plug bosses. Overhead valves inclined at 80°, and operated by push rod mechanism, inlet valves are austenitic chrome nickel steel alloy, exhaust valves being manufactured from austenitic chrome steel. All valve gear of rugged, yet ultra light construction. Polished hemispherical combustion chambers. High efficiency camshaft carried by four large pressure lubricated bearings, and driven by duplex chain operating on short centres, giving long life and freedom from noise and adjustment. 10 m/m vertical spark plugs, leads and plug tops shrouded to eliminate dampness, and fitted with suppressors.

Three multiple-jet downdraught Solex carburetors, Type 32 B.I., each fitted with efficient air cleaner and silencer. Induction and exhaust ports scientifically designed to promote maximum and efficient breathing of engine. Pressed forged aluminum alloy pistons, "diamond turned," with taper and oval skirts. Pistons fitted with three compression and one oil control ring. Special forged steel con-



ARNOLT-BRISTOL engine and chassis specifications (continued)

necting rods with splash feed to gudgeon pins. Four main bearing crankshaft, fully nitride hardened, statically and dynamically balanced, bearings being of the steel wall, lead indium shell type. Torsional vibration damper incorporating fan drive fitted at front of crankshaft. Efficient water cooling by fan, and positive pump circulation to cylinder head, thermo syphon circulation from head to block, thermostat incorporated.

High pressure lubrication to all engine bearings via full flow oil cleaner, which incorporates an easily renewable element. Sump capacity 5.4 qts., excluding oil filter, etc. Sump fitted with special scoop for cooling.

Whole power unit scientifically mounted on flexible rubber cushions, which permits oscillation about an axis to give maximum freedom and virtually eliminate vibrations to the chassis.

GEARBOX The Gearbox incorporates four forward speeds and one reverse. Special "non-crash" synchromesh on top, third, and second speeds. Light alloy gear-box casing of great rigidity incorporating large centre bearings for both main and lay shafts. Helical cut gears, hardened and ground. All free running gears mounted on needle roller bearings. Centrally positioned gear lever, so arranged to assure maximum speed change with minimum effort. Gear ratios (overall, using 3.9:1 Rear Axle Ratio) specially selected to permit best possible performance under all conditions. Top 3.9:1, third 5.04:1, second 7.12:1, first 11.4:1, reverse 11.27:1. Note close ratio of third and second speeds. Single plate dry type clutch, 8" in diameter, incorporating long life carbon thrust bearing.

DIFFERENTIAL Power transmitted by way of fully enclosed, self lubricating gearbox extension. Extension permits short propeller shaft. Fully balanced propeller shaft incorporating needle roller grease filled universal joints. Banjo type rear axle with spiral bevel crown wheel and pinion specially matched to eliminate noise. 2 star differential. Semi floating axle shafts machined all over with specially ground seal areas.

ARNOLT-BRISTOL engine and chassis specifications (continued)

- SUSPENSION** **Front** — The front wheels are independently sprung employing wish-bone arms and a transverse multi-leaf spring. All joints automatically lubricated by “one-shot” chassis lubrication system operated by foot pedal. Spring and all joints are specially encased for protection from the weather elements. Large hydraulic double acting telescopic shock absorbers incorporated.
- Rear** — By torsion bars running fore and aft. Rear axle located by torsion bar arms and by special triangulated stabilizing bracket at top of rear axle banjo. All friction surfaces automatically lubricated direct from rear axle. Large hydraulic double acting telescopic shock absorbers on rear suspension.
- BRAKES** Lockheed hydraulic brakes on all four wheels with special two leading shoe type brakes on front wheels. Brake drums fully machined with specially ground friction surfaces of 11 in. diameter and 1¾ in. width. All drums scientifically balanced. Hand brake operating on rear wheels by enclosed cables and rods. Hand brake lever conveniently situated between front seats.
- CHASSIS FRAME** Of sheet steel construction. Extra rigid and large box section frame of 6½ in. depth, with three cross members. Integral rear floor construction. Chassis frames internally sound-proofed and specially finished with anti-rust paint.
- STEERING** Rack and pinion design, permitting easy and extremely accurate control at all speeds. All joints and steering box automatically lubricated from “one-shot” system. Left hand drive as standard. Adjustable and attractive 17 in. diameter three spoke steering wheel.
- WHEELS** Of exclusive easy to clean disc type, with wide, light weight based rims, and discs pierced to permit adequate brake ventilation. All wheels statically and dynamically balanced, five stud fixing, covered by attractive chromium name plates. Tire size 5.50 x 16 in. Spare wheel readily accessible in trunk.
- FUEL SUPPLY** Rear mounted sheet steel tank of 18½ gallon capacity. Warning light mounted on instrument

ARNOLT-BRISTOL engine and chassis specifications (continued)

	<p>panel to indicate reserve in use. Gasoline filler conveniently positioned in trunk. Supply transferred to carburetors by engine driven pressure pump, incorporating filters.</p>
ELECTRICAL EQUIPMENT	<p>Lucas 12-volt, positive earth, special system with constant voltage control, and fully ventilated large capacity dynamo. 51 amp. battery positioned in engine bay. Lucas sealed beam headlamps. Side and stop tail lamps have double filament for "flasher" type indicators. Illuminated rear number plate, rheostat controlled instrument lighting. Back up lights operated in reverse gear. Twin "Mellatone" blended horns. Foot operated dimmer switch. "Flasher" direction indicators governed by time switch. Twin large moulded blades tailored to curved windshield.</p>
INSTRUMENT PANEL	<p>Attractively styled and of metal construction with speedometer and tachometer incorporating clock. Combined instrument complete with fuel gauge, oil pressure gauge, and ammeter. Ignition, direction indicator, main beam, and fuel warning lights. Oil temperature and water temperature gauges. Lighting and ignition combined switch, starter button, mixture control, throttle control, and panel lighting switch with rheostat. Main instruments are grouped directly in front of driver, and suitably cowled to eliminate reflection.</p>
TOOLS	<p>Full kit of tools including inspection lamp and portable screw type jack.</p>
DIMENSIONS	<p>Wheel Base — 8 ft. 0.25 in. (2.445 m.) Track Front — 4 ft. 3.86 in. (1.317 m.) Track Rear — 4 ft. 6 in. (1.37 m.) Turning Circle — 32 ft. 10 in. (10 m.) Chassis Weight — 1,396 lb.</p>
FUEL CONSUMPTION	<p>Average fuel consumption at cruising speed of 60 mph. is 24 miles per gallon.</p>

