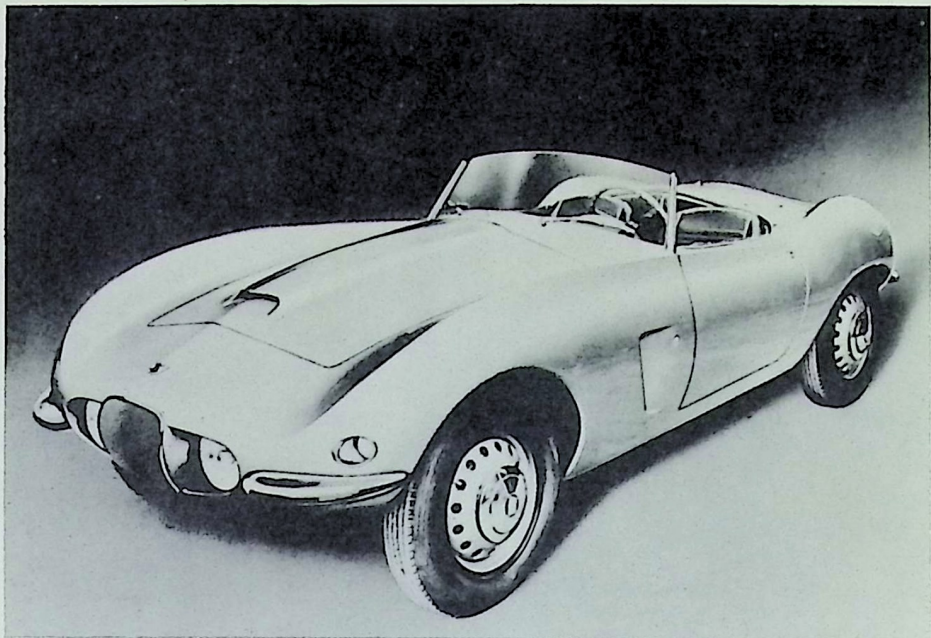


## ARNOLT INTRODUCES ANOTHER LUXURIOUS SPORTS CAR



# The New ARNOLT-BRISTOL

At the International Motor Exhibition in London, England, a new kind of sports car was presented that attracted widespread attention because of its distinctive design. It was the new ARNOLT-BRISTOL — a two-seater that reflects an entirely new trend in aerodynamic styling. The simple, flowing contour of this modern vehicle is the result of close collaboration on the part of S. H. Arnolt, of Warsaw, Indiana, U. S. A., the Bristol Aeroplane Company, of England, and Carozzeria Bertone, of Italy.

Mr. S. H. Arnolt, who is an enthusiastic sports car fan and an active participant in races, rallies and other sports car club events in the United States, recognized the need for a powerful, lightweight, competition car in the 2-litre class and presented his ideas to Mr. George White, of Bristol, and Mr. Nuccio Bertone.

The ARNOLT-BRISTOL 2-litre sports car, weighing less than 2,000 pounds, has a wheelbase of only 96 inches. Its turning circle is 32 feet 10 inches. The overall length is 14 feet 3¼ inches; the overall width is 5 feet 8 inches; the overall height is 4 feet 7¼ inches. The powerplant develops 130 brake horsepower at 5,500 rpm. This 2-litre engine (1,971 cc) is extremely economical to operate. The average fuel consumption at a cruising speed of 60 miles per hour is most economical. The high ratio of power to weight makes the ARNOLT-BRISTOL exceptionally well suited for competition purposes.

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

The deep-cushion bucket-type seats afford perfect body support for fast cornering. They are richly upholstered in the finest quality of crushed grain leather in

colors to harmonize with the exterior of the car. The model shown at the London Exhibition was finished in metalescent steel gray. 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 as they do 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.

The disc wheels are pierced to permit adequate ventilation of the Lockheed hydraulic brakes.

Contributing to the comfortable riding qualities of the ARNOLT-BRISTOL are well-proved principles of suspension. The front wheels are independently sprung, employing wishbone arms and a transverse multileaf spring. An anti-roll bar is incorporated in the design. All joints are automatically lubricated by one-shot chassis lubrication system, operated by foot pedal. Spring and all joints are shrouded by special weather-and-water-resisting gaiters. Torsion bars running fore and aft support the body at the rear. The rear axle is located by torsion bar arms and special triangulated stabilizing bracket at top of rear axle banjo. All friction surfaces are automatically lubricated direct from rear axle. Large hydraulic double-acting telescopic shock absorbers on both front and rear wheels further aid in keeping road shocks from driver and passenger.

Perfect control of the car through the entire speed range is assured by rack and pinion steering design. All joints and steering gear are automatically lubricated from a one-shot system. Either left-hand or right-hand steering is available.

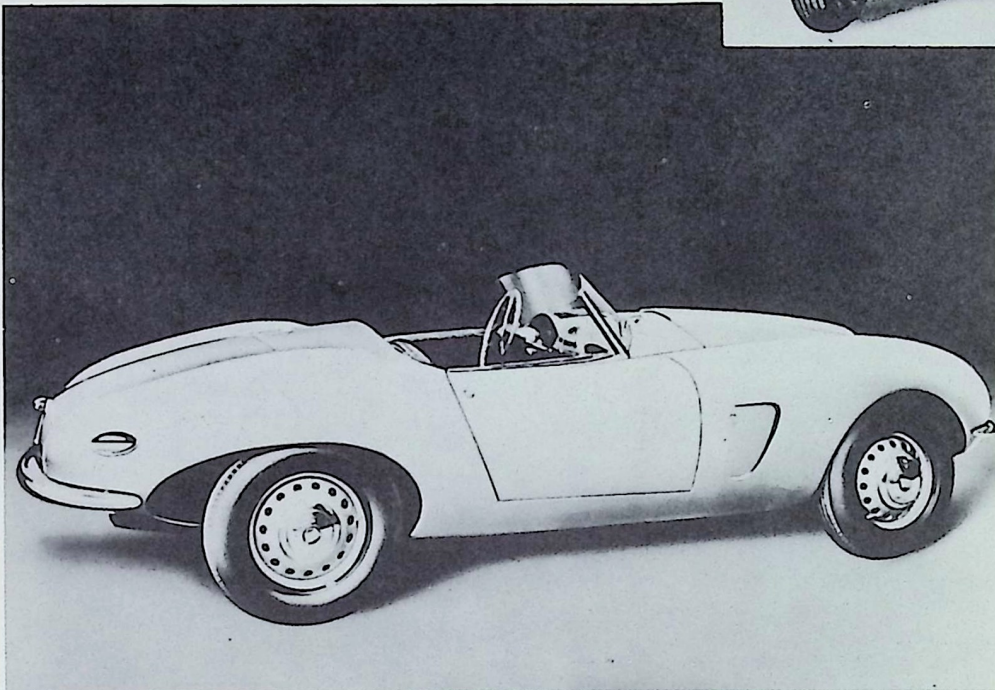
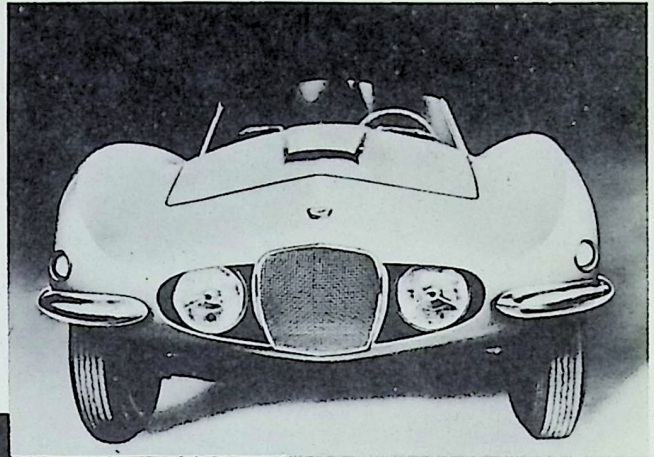
The ARNOLT-BRISTOL offers four forward speeds and one reverse. It has a special "non-crash" synchromesh

in high third and second speeds. An exclusive free wheel in-built into the first speed permits easy engagement of the gear. Gears are helically cut, hardened and ground. The gear ratios are especially selected to permit maximum performance under all conditions: high gear 3.9 to 1, third gear 5.04 to 1, second gear 7.12 to 1, first gear 11.4 to 1 and reverse 11.27 to 1. The clutch is of improved design to insure increased grip at high speed coupled with low pedal pressure. The transmission of power from the engine to the rear wheels is via the fully enclosed gear box extension which is integrally lubricated. The extension permits a short drive shaft to the rear axle. The banjo-type rear axle has a spiral bevel crown wheel and pinion which are specially matched to eliminate noise. The differential is of two-star design. The gas tank of light alloy metal is mounted in the rear and has a capacity of 13½ gallons plus an inbuilt reserve of 2½ gallons. The reserve warning light is mounted on the dash. The fuel pump with filters transfers the gas to the carburetors.

The electrical equipment is Lucas 12-volt special system with constant voltage control and fully ventilated large capacity dynamo. The long range Lucas headlamps and the parking lights are built into the front of the car. The twin rear lights are also inset into the fenders. They incorporate backing lights which are operated by putting the car in reverse gear. Each instrument on the dash is individually and indirectly illuminated.

The instrument panel has the following instruments: speedometer, rpm counter, clock, oil pressure gauge, water temperature gauge, oil temperature gauge, gasoline gauge, ammeter, ignition indicator, gas reserve light and headlamp and rear light controls. The main instruments are grouped conveniently in front of the driver and are cowled to eliminate reflection.

The ignition switch, starter button, mixture control, throttle control, ventilation control, lighting switch and windshield washer control button are in the central part of the fascia panel. An open parcel compartment is on the right side of the fascia.



**The ARNOLT-BRISTOL is distributed in the Western Hemisphere by  
S. H. ARNOLT, Inc., Chicago, Illinois, U. S. A.**

