

ARNOLT *family sports car...*



# ARNOLT *Family Sports Car*

*Distinctively and continentally yours, the Arnolt Family Sports Car. Truly a phenomenon of automotive styling, incorporating the splendor and comfortable roominess of a family car, and the low, long, dramatic lines of the most beautiful sports car. It surges forward at the slightest touch of the throttle, it maneuvers easily in heavy traffic and is easy to park, it takes sharp corners fast with perfect safety, and is remarkably economical to operate. The Arnolt Family Sports Car is an automobile created for the entire family . . . every member.*

## ARNOLT body and general specifications



The Arnolt Car has a combination steel and aluminum body that reflects the newest trend in smart aerodynamic styling, and is available in a wide range of colors. Front seats are adjustable and the backs may be tilted to suit the taste of the individual. The steering wheel also may be adjusted up or down and in or out so that you may enjoy your most comfortable driving posture. Arm rests and luxurious sponge rubber padding add further to the comfort of the passengers. Both doors have handy map and paper compartments.

## ARNOLT body and general specifications (continued)

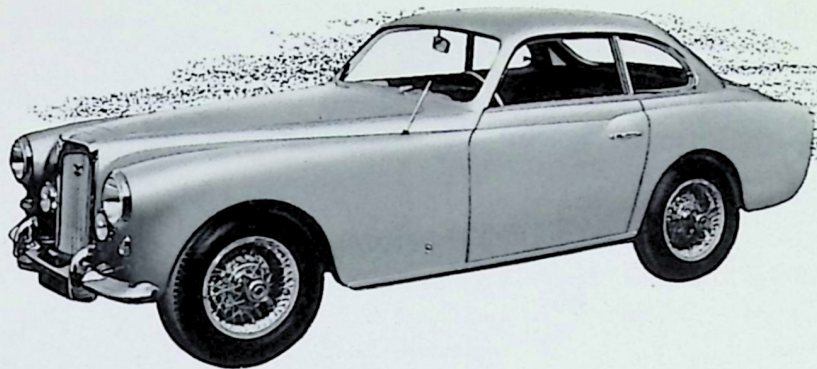
Optional extra equipment now available includes a heater, radio, badge bar, steering wheel, wire wheels with Rudge hubs for quick change, knock-off style, and a new special fresh air system that assures perfect ventilation control under all driving conditions.

The weight of the new Arnolt Coupe is only 40 pounds more than that of the MG roadster, and the Convertible is only 20 pounds more. This of course means plenty of power for fast and smooth performance. The famous 1 $\frac{1}{4}$  litre MG engine has long been distinguished for its rapid acceleration and high brake horsepower. Body, of course, is by the world famous Carrozzeria Bertone of Turin, Italy.

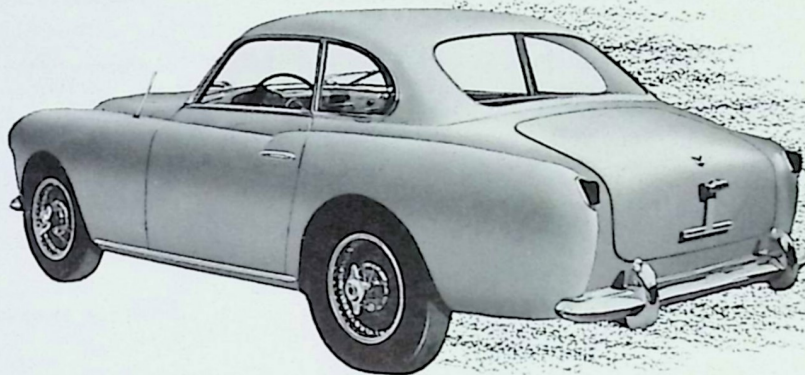
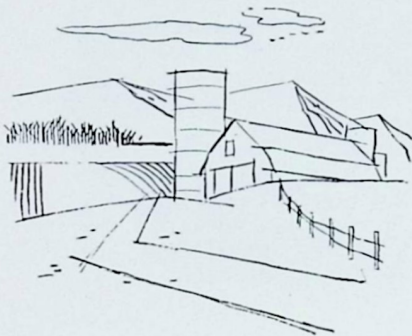
Four-cylinder, overhead-valve engines: force feed lubrication by gear-type pump with 100 per cent filtration by removable element filters. Air silencers and cleaners. Thermostatically controlled cooling. Water temperature gauge. Three-main-bearing crankshaft. Flexible engine mountings. Boxed side-members with tubular cross-bracings. Boxed member for independent front suspension. Independent front suspension of the wishbone type, incorporating coil springing.

Inner points mounted on flexing rubber bushes. Direct acting rack and pinion steering. Rear suspension by means of semi-elliptic laminated springs, interleaved with rubber: mounted on rubber bushes and controlled by hydraulic dampers. Hypoid rear axle for quiet performance and long life. Ventilated disc type bolt-on wheels.

Full Lockheed hydraulic four wheel brakes on all models. Compensated voltage control to suit load and condition of battery used on all models. Adjustable length steering column and spring-spoked steering wheels on all models. Separate speedometer with headlamp beam warning light, tachometer and combined water temperature and oil pressure gauge and gas gauge. Fuel warning light. Girling or Armstrong double-acting piston-type shock absorber fitted on all models. Spacious rear luggage trunk. Very accessible tool accommodation and ample tool equipment. Lights in trunk and hood—fitted tool positions fastened in place. Trunk door and hood opened by inside control.



**ARNOLT COUPE**



## ARNOLT body and general specifications (continued)

The Arnolt Family Sports Car has the following features:

**Overall height** — 4'7"

**Overall length** — 13'4"

**Overall width** — 5'

**Unladen weight: Coupe** — 2103 pounds

**Convertible** — 2083 pounds

**Upholstery** — Connolly leather

**Body trimming** — Connolly leather

**Seats** — Bucket type

**Ventilating windows** — draughtless

**Dash ventilator** — Extra

**Heater and Defroster** — Optional

**Radio** — Optional

**Clock** — Electric

**Windshield wiper** — Electric

**Windows** — Winding

**Driving mirror and auxiliary light**

**Bumpers**

**Bumper guards**

**Electrical equipment** — 12-volt positive ground

**Compensated voltage control**

**Stop-light**

**Foglamp** — Double

**Dipping headlamps** — Double

**Headlamp beam warning light**

**Interior Light**

**Trunk** — Very large

**Spare wheel position** — Trunk

**Sun visor** — two transparent, tinted

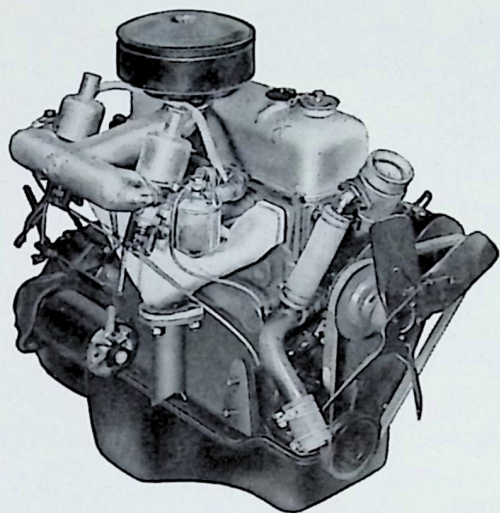
**Turn signals**

**Steering column**—Adjustable rake with  
telescopic adjustment

**Water temperature gauge**

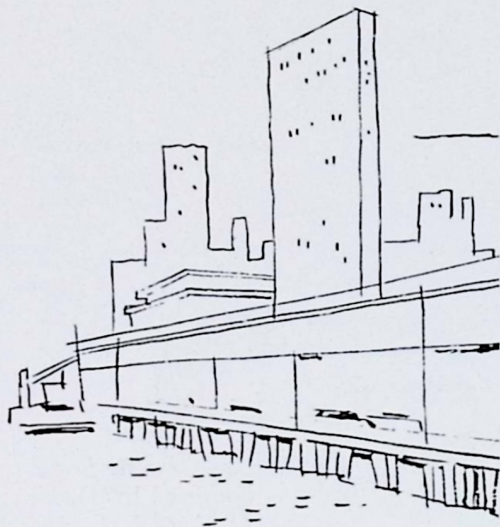
# ARNOLT *Family Sports Car*

## engine and chassis specifications

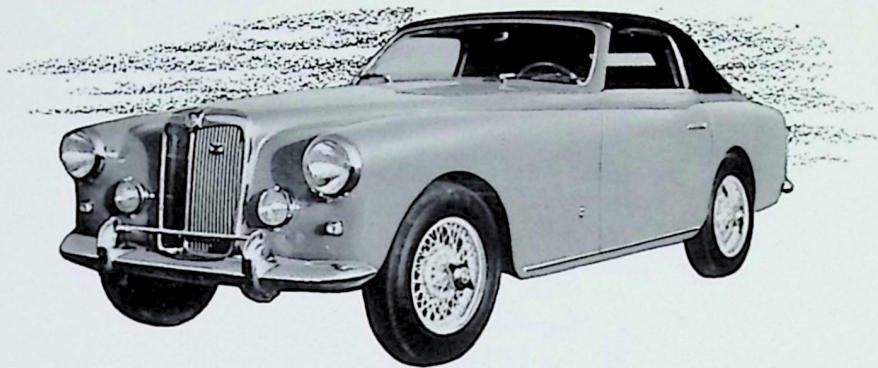


Wheelbase . . . . .	7 ft. 10 in. (2.387 m.)
Track . . . . .	Front—3 ft. 11 $\frac{3}{8}$ in. (1.203 m.) Rear—4 ft. 2 in. (1.27 m.)
Ground Clearance . . . . .	6 in. (15 cm.)
Gear control . . . . .	Central remote control
Gear ratios: 1st . . . . .	17.938-1
2nd . . . . .	10.609-1
3rd . . . . .	7.098-1
4th . . . . .	5.125-1
Reverse . . . . .	17.938-1
Steering gear . . . . .	Direct acting rack and pinion
Wheel size . . . . .	4.00x15
Tire size . . . . .	5.50x15
Tire pressure (full load) (front) . . . . .	24 lb./sq. in.
(rear) . . . . .	24 lb./sq. in.
Gasoline feed . . . . .	S.U. electric pump
Four-wheel brake actuation (front) . . . . .	Lockheed hydraulic
(rear) . . . . .	Lockheed hydraulic
Hand brake actuation . . . . .	Cable on rear shoes

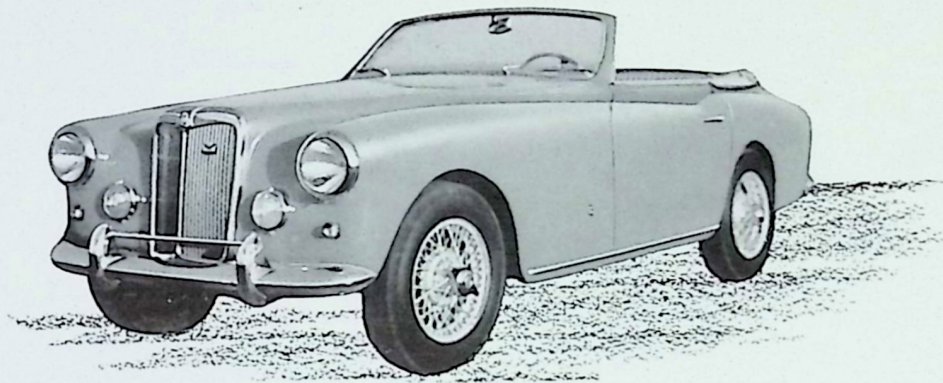
## ARNOLT engine and chassis specifications (continued)



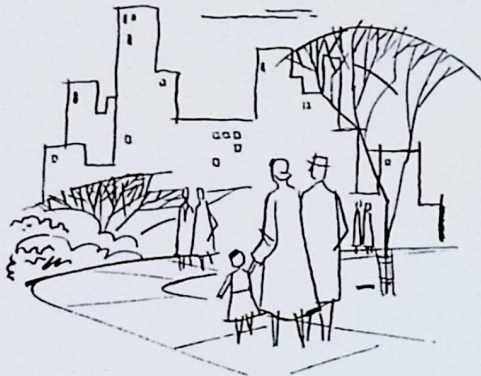
Brake-drum diameter	9 in. (22.86 cm.)
Final drive	Hypoid
Front springs	Independent coil
Rear springs	Semi-elliptic
Shock absorbers	Girling or Armstrong hydraulic
Torque taken by	Springs
Drive taken by	Springs
Turning circle	31 ft. 3 in. (9.525 m.)
Gasoline tank capacity	15.5 gals. (56 litres)
Rear axle oil capacity	2.7 pts. (1.28 litres)
Water capacity (total)	7.2 qts. (6.8 litres)
Number of cylinders	4
Bore	2.62 in. (66.5 mm.)
Stroke	3.54 in. (90 mm.)
B.H.P.	54.4 @ 5200 R.P.M.
Cubic capacity	76.28 cu. in. (1250 c.c.)
Compression ratio	7.25 to 1
Valve position	O.H.V.
Valve operation	Push-rod
Valve clearance	.012 in. (.30 mm.) hot
Firing order	1, 3, 4, 2
Ignition	Coil
Gearbox ratios: 1st	3.5 to 1
2nd	2.07 to 1 (synchromesh)



**ARNOLT CONVERTIBLE**



## ARNOLT engine and chassis specifications (continued)



3rd . . . . .	1.385 to 1 (synchromesh)
4th . . . . .	1 to 1 (synchromesh)
Reverse . . . . .	3.5 to 1
Clutch . . . . .	Borg & Beck, single plate dry 8 in. (20.3 cm.)
Oil pump by-pass set to . . . . .	70 lb./sq. in. (4.5 kg./cm. <sup>2</sup> )
Engine sump capacity . . . . .	6.2 qts.
Gearbox capacity . . . . .	1.5 pts.
Spark plugs . . . . .	Champion N.A.8, 14 mm.
Crankshaft bearings (number) . . . . .	3
Crankshaft bearings . . . . .	Shimless, steel-backed, white metal
Connecting Rod Bearings . . . . .	Shimless, steel-backed, white metal
Piston type . . . . .	Controlled expansion, aluminum alloy
Piston rings (number) . . . . .	2 compression, 1 oil control
Camshaft drive . . . . .	Duplex chain
Air cleaner . . . . .	Oil bath
Carburetor . . . . .	Twin S.U.

DISTRIBUTED BY

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