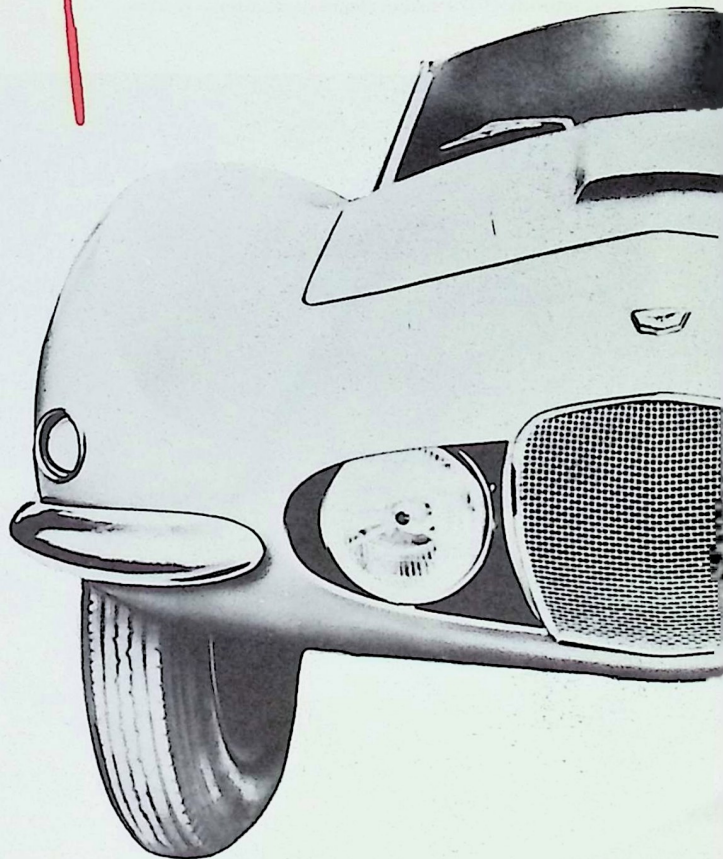
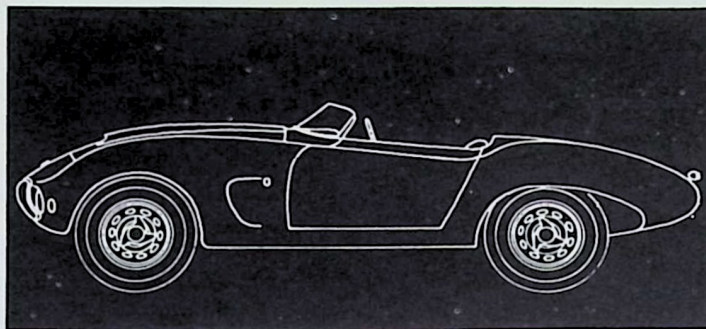
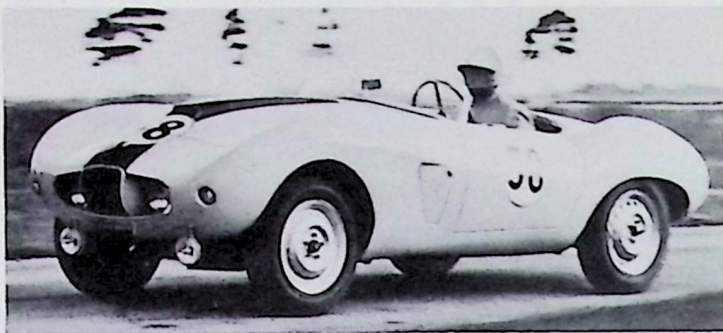


Bristol

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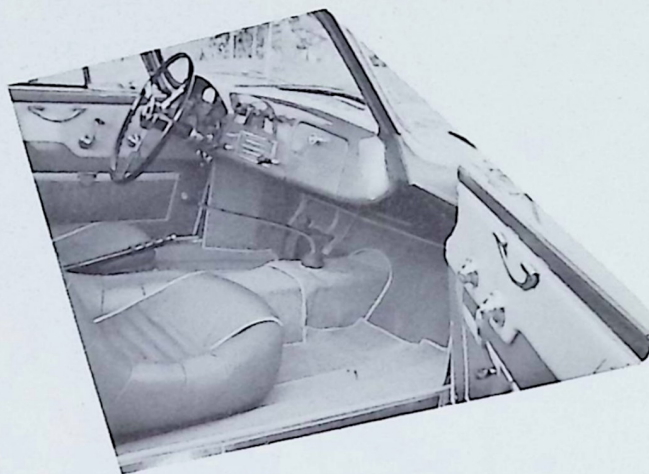
ARNOLT-BRISTOL BOLIDE

Race car or road car? The Arnolt-Bristol Bolide combines the best features of both into a prime specimen of that rarity, the true high performance sports car. The Arnolt-Bristol Bolide has won notable victories in the two litre series production class in the 12 hour Sebring Grand Prix. Yet its 2 litre engine is as tractable in traffic as it is ferocious on the track. Full road equipment. SCCA approved for production car racing. Not even a spark plug change is required to go from the supermarket to the starting line. \$4250.

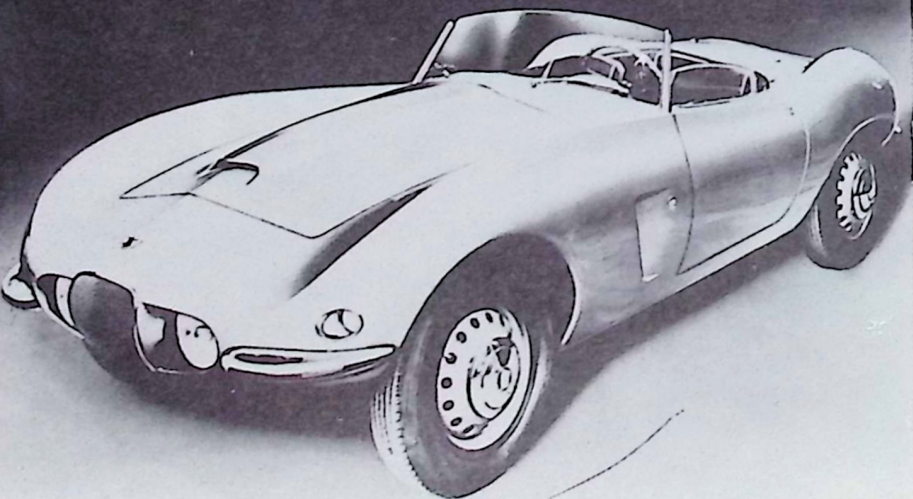
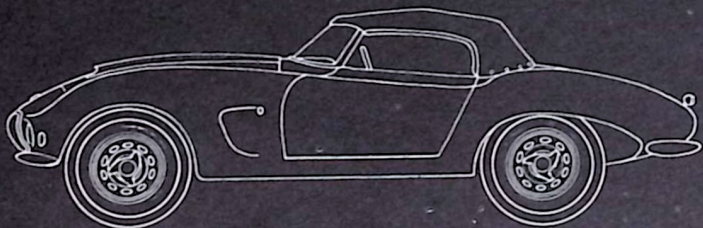
The most truly international of the world's high-performance sports cars, the Arnolt-Bristol is pure Yankee in concept, gets its custom coachwork in Italy, and is powered by Britain's finest 2 litre engine. Industrialist S. H. Arnolt of Warsaw, Indiana conceived the project, based the design on the famed Bristol racing engine, and clothed this proven chassis in a wind tunnel-developed body by Bertone of Turin.

A 1, 2, 4 finish in the 2 litre series production class in the Sebring 12 hour endurance race in both 1955 and '56 plus a string of U. S. racing victories attest to the design success of the Arnolt-Bristol project.

A price tag of only \$4250 on the highly functional Bolide model attest to its engineering success and the breath-taking beauty of the Coupe Mk II is visual evidence of its artistic success.



Luxury cockpit . . . The DeLuxe model incorporates custom appointments into a race bred chassis.



ARNOLT-BRISTOL DELUXE

Add a padded leather interior, executive-type seats, custom bumpers, aircraft-style instrument cluster, special paint and trim to the same racing engine and chassis that has powered the Bolide to many victories and you have the Arnolt-Bristol DeLuxe, a truly luxurious roadster. An unusual combination of pure performance and prestige. \$4995

Specifications

DIMENSION: Wheelbase 8 ft. 0.25 in. (2.445 m). Tread, front 4 ft. 3.86 in. (1.317 m), rear 4 ft. 6 in. (1.37 m). Overall height, for Bolide & DeLuxe, 3 ft. 8 in. Overall length, 13 ft. 11 in. Overall width, 5 ft. 8 in.

CONSTRUCTION: Body has reinforcing structures in light steel profiles, welded to the chassis. Doors custom-fitted to panel, mounted in rubber for tight, noise-free, draftless fit. Low, sloping hinged hood locks from inside. Oval grille of distinctive continental design. Curved plexiglas windshield fitted into highly polished alloy mountings. Wide choice of colors. Wheels finished in aluminum enamel. Weight approximately 2,000 lbs.

INTERIOR DETAILS: Seats "anatomic" bucket patented design, with foam rubber cushions adjustable for individual preference. Genuine leather in DeLuxe, synthetic leather in Bolide. Arm rests. Grooved rubber mat on floor of Bolide, deep-piled luxurious carpeting in DeLuxe. Rear view mirror. Open parcel compartment on dashboard.

INSTRUMENTS: Large speedometer dial, 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.

ACCESSORIES FOR BOLIDE: Available as extras, custom type bumpers, light alloy knock-off hub wheels, racing screen.

ENGINE: 2-litre (1971 c.c. or 120.23 cu. in.) 6 cylinder in line overhead valve engine. Bore 66 mm (2.598 in.). Stroke 96 mm (3.779 in.). R.A.C. rating 16.2 H.P. Compression ratio 9.0 to 1 develops 130 B.H.P. at 5,500 RPM max. torque 128 lbs. / ft. at 5,000 RPM. Max. permissible revs. 5,500. Fuel consumption at 60 mph 24 miles per gallon. Highest quality chrome iron cylinder block fitted with 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 push rod, inlet valves of austenitic chrome nickel steel alloy, exhaust valves from austenitic chrome steel. 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 mm vertical spark plugs, leads and plug tops shrouded to eliminate dampness, and fitted with suppressors. Pressed forged aluminum alloy pistons with three compression and one oil control ring. Special forged steel connecting 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. Water cooling by fan, and positive pump circulation thermostatically controlled. High pressure lubrication via full flow oil cleaner, which has renewable element. Sump capacity 5.4 qts., excluding oil filter. Rubber cushion mountings virtually eliminate vibrations to chassis.

FUEL SYSTEM: Three multiple-jet downdraught Solex carburetors. Type 32 B.I. with air cleaners and silencers. Engine-driven fuel pump. Fuel filters. Tank capacity 18½ gallons. Fuel warning light on dashboard, indicating fuel reserve.

ELECTRICAL EQUIPMENT: Lucas 12-volt, positive earth, special system with constant voltage control, and fully ventilated large capacity dynamo. 51 amp. battery 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. Twin "Mellatone" blended horns. Foot operated dimmer switch. "Flasher" direction indicators governed by time switch. Twin blade windshield wiper.

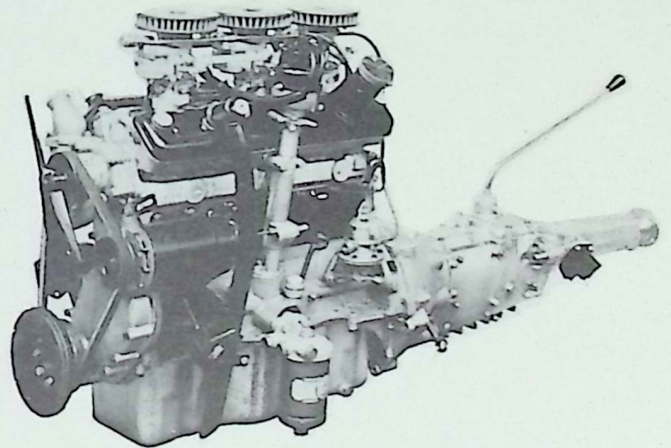
CHASSIS: Welded steel frame throughout with extra rigid and large box section ½ in. deep, reinforced by three cross members. Integral rear floor construction. Frame soundproofed and finished with anti-rust compound. Independent front wheel suspension employing wishbone arms and a transverse multi-leaf spring. "One shot" chassis lubrication operated by foot pedal. Hydraulic double-acting telescoping shock absorbers. Rear suspension by torsion arms and special triangulated stabilizing bracket at top of rear axle banjo. Lubrication direct from the rear axle. Hydraulic double-acting telescoping shock absorbers.

BRAKES: Lockheed hydraulic on all four wheels. 11 in. & 12 in. diameter aluminum cast iron brake drums. Hand brake operates on rear wheels by cables and rods; centrally located between seats.

TIRES AND WHEELS: Michelin 5.50 x 16 in. tires. Light alloy knock-off hub or easy-to-clean disc type, ventilated wheels statically and dynamically balanced. Spare wheel in trunk.

TRANSMISSION: Clutch—single dry plate 8 in. diameter Gearbox: four speeds and reverse; synchromesh 2nd, 3rd, 4th. Rigid gear box casing with large centre bearing for main and lay shafts. Helical cut gears, hardened and ground. All free running gears on needle roller bearings. Centrally located gear lever for fast easy shifting. Gear ratios (overall, using 3.9:1 Rear Axle Ratio) specially selected for best performance under all conditions. Top 3.9:1, third 5.04:1, second 7.12:1, first 11.4:1, reverse 11.27:1. Other ratios also available.

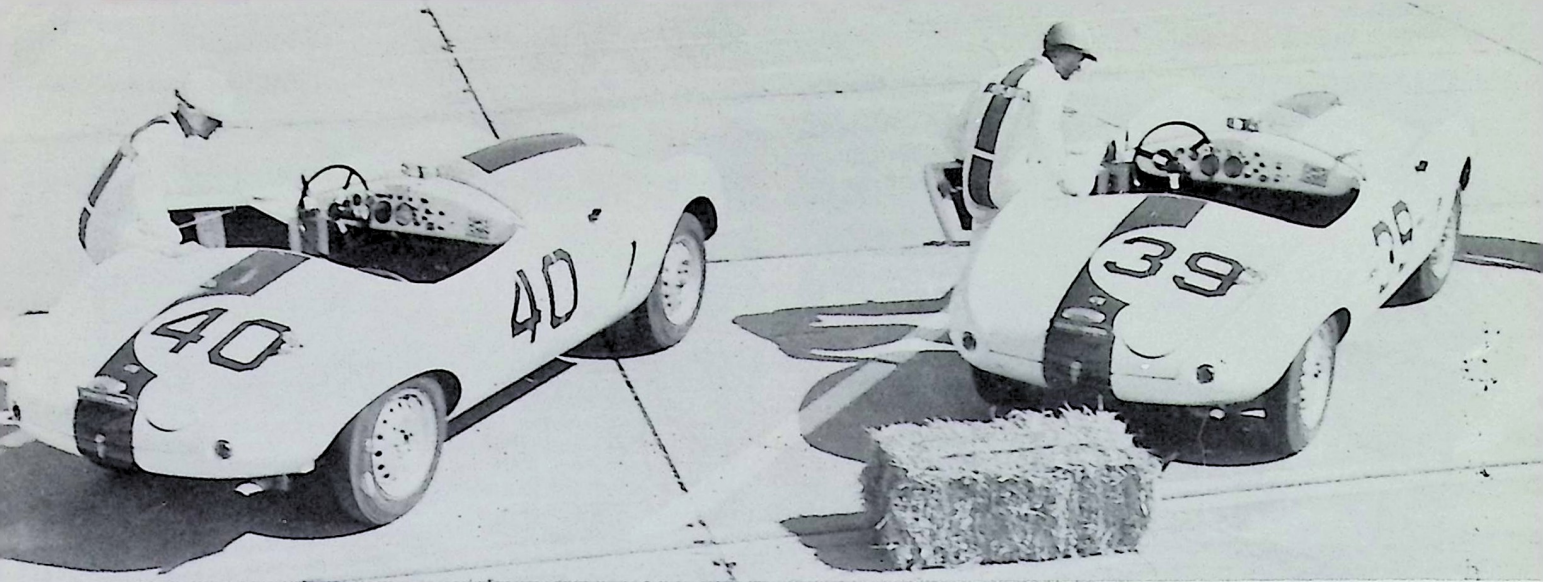
DIFFERENTIAL: Power transmitted by enclosed, self-lubricating gear-box extension. Short fully balanced propeller shaft has needle roller grease-filled universal joints. Semi-floating banjo type rear axle with spiral bevel crown wheel and pinion specially matched to eliminate noise. 2 star differential. Axle shafts machined all over with specially ground seal areas.




S. H. Arnolt, Inc.

2130 North Lincoln Avenue, Chicago 14, Illinois

LAkeview 5-6060



the

Arnolt Bristol
Bolide

From the very beginning the Arnolt-Bristol distinguished itself with an enviable record of victories. At Watkins Glen, New York, in the 2-litre class, the first and second places were captured by the Arnolt-Bristols. The winning car was driven by Mr. S. H. Arnolt. The Arnolt-Bristol has also demonstrated its superiority at Chanute, Lockbourne and Offutt. More recently other noteworthy races at Elkhart Lake, Waterford, Corpus Christi and El Paso, added considerable lustre to its previous achievements. The 1960 Sebring International Twelve Hour Endurance Race was especially significant for the Arnolt-Bristol team was the only team to finish the gruelling test in the grand touring class. The order of finish was 1st, 3rd, and 6th in class.

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