

The World's Most Distinguished Sports Car



the 2-Litre ARNOLT-BRISTOL

American ingenuity envisioned this dashing sports car; British engineering skill and Italian artistry helped to bring it into being. The result is a personal car with race-car speed and agility that exceeds in performance and elegance the demands of the most discriminating.

the COMPETITION MODEL

In the leading American sports car races at 1934, the Arnolt-Bristol Competition Model 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 Arnolt-Bristol. The winning car was driven by Mr. S. H. Arnolt. The Arnolt-Bristol also demonstrated its superiority at Chanute Field races in Illinois, at the Lockbourne races in Columbus, Ohio, and at the Offutt races in Omaha, Nebraska.



the DELUXE MODEL

The Deluxe Model Arnolt-Bristol with its low radiator, inset headlamps, sloping hood and gracefully streamlined fenders is the most distinctive, the most modern and beautiful sports car on the road. It is also the most luxurious. Deep cushioned bucket-type seats and comfortable arm rests afford perfect body support on fast, sharp turns. Seats, arm rests and interior richly upholstered in the finest crushed grain leather in harmonizing colors. See and drive the Arnolt-Bristol and you will understand why connoisseurs of fine motor cars declare it "the world's most distinguished sports car."



The reason for its superior racing performance is the Arnolt-Bristol Competition Model is an extremely high power-to-weight ratio 11 horsepower to less than 14.7 pounds of weight.

the **ARNOLT-BRISTOL** 2-litre Sports Car sets a new standard for high power-to-weight ratio for production sports cars

BASIC SPECIFICATIONS

BASIC FEATURES: Advanced engineering principles give the Arnolt-Bristol the highest power-to-weight ratio of any sports car in the production two-litre class. 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. Arnolt-Bristol is the result of close collaboration on the part of the Bristol Aeroplane Company, England; the Italian body designers Bertone and Mr. S. H. Arnolt of Warsaw, Indiana, who envisioned this ingenious motor car and developed it for American motorists of discriminating taste. It is available in three models—a Roadster for competitive driving—a Deluxe Convertible and a Coupe. The latter two models combine sports car agility and speed with family car luxury and comfort.

DIMENSIONS: Wheelbase 8 ft. 6.25 in. (2,545 mm). Track, front 4 ft. 3.56 in. (1,337 mm), rear 4 ft. 4 in. (1,321 mm). Overall height, for Roadster, 5 ft. 9"; Convertible and Coupe 4 ft. 7 1/2 in. Overall length, for Roadster, 22 ft. 15 in. Convertible and Coupe 14 ft. 7 1/2 in. Overall width, for Roadster, Convertible and Coupe 5 ft. 9 in.

CONSTRUCTION: Body has reinforcing structure in light steel profiles, welded to the chassis. Doors custom-fitted to panel, mounted in rubber for light, noise-free, draftless fit. Low, sloping hinged hood locks from inside. Oval grille of distinctive continental design. Curved grillework mechanically fitted into highly polished alloy mountings. Special nitro-cellulose type ICI metallic finish. Wide choice of colors. Wheels finished in aluminum enamel. Weight—under 2,000 lb.

INTERIOR DETAILS: Seats "anatomic" bucket pattern design, with foam rubber cushions adjustable for individual preference. Genuine Connolly leather upholstery in Convertible and Coupe—synthetic leather in Roadster. Arm rests. Genuined rubber mat on floor of Roadster, deep-piled leatherette carpeting in Convertible and Coupe. 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 controlled switch, starter button, mixture control, throttle control, and panel lighting switch in wheelcap. Main instruments are grouped directly in front of driver, and suitably cowlid to eliminate reflection.

ACCESSORIES FOR ROADSTER: Available as extra—front and rear bumpers, light waterproof top, metal frame folding flat into a body recess with detachable side curtains, curved safety glass windshield with metal frame and electric windshield wipers. Car fitted for wipers to be installed as well as a switch for the operation.

ENGINE: 2-3000 (1871 cc., at 130-22 mm. 16.1 cc cylinder in line overhead valve engine. Bore 66 mm (2.598 in.), Stroke 96 mm (3.779 in.). R.A.C. rating 112 H.P. Compression ratio 9.8 to 1 develops 130 H.P. at 5,000 R.P.M., max. torque 138 lb. ft. at 3,500 R.P.M. Max. revolvable revs. 5,500. Fuel consumption at 60 mph 24 miles per gallon. High oct quality pressure ion cylinder flash fitted with high nickel content alloy steel dry liners. Aluminum alloy cylinder head fitted with overhead equally spaced aluminum alloy steel inserts for valve seats, and bronze inserts for sparking plug bases. Overhead valve push rod, inlet valves of monometal chrome nickel steel alloy, exhaust valves from austenitic chrome steel. Polished hemispherical combustion chambers. High efficiency camshaft

actuated by four large precision-laminated bearings, and driven by duplex chain, operating on short center, giving long life and freedom from noise and adjustment. 10 mm vertical spark plugs, leads and plug tops threaded to eliminate dampness, and fitted with suppressors. Pressed forged aluminum alloy pistons with cross compression and zinc oil control ring. Special forged steel connecting rods with splash fins to protect piston pins. Four main bearings crankshaft, fully nitro-cellulose hardened, statically and dynamically balanced, bearings being of the steel shell, lead indium shell type. Water cooling by fan, and positive pump circulation thermostatically controlled. High pressure lubrication via full flow of oil, which has renewable element. Pump capacity 3.4 gals. including oil lines. Rubber cushion mountings virtually eliminate vibrations in chassis.

FUEL SYSTEM: Three multiple-jet downward spray carburetors. Type 32 B.L. with air cleaners and silencers. Engine-driven fuel pump. Fuel filters. Tank capacity 19 1/2 gallons. Fuel warning light on dashboard, indicating fuel reserve.

ELECTRICAL EQUIPMENT: Lucas 13-volt, positive earth, special system with constant voltage control, and fully ventilated large capacity dynamo 31 amp. battery in engine bay. Lucas sealed-beam headlamps. Side and stop tail lamps have double filament for "flasher" type indicator. Illuminated rear number plate. Rheostat-controlled instrument lighting. Back up lights. Twin "Holliston" blended horns. Fuel operated dimmer switch. "Flashes" direction indicators governed by time switch. Twin blade windshield wiper.

CHASSIS: Welded steel frame throughout with extra rigid and large box section 5 1/2 in. deep, reinforced by three large members. Integral rear floor construction. Frame strengthened 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 shock absorbers. Rear suspension by torsion arms and special triangulated stabilizing bar/sets at top of rear axle handle. Lubrication direct from the rear axle. Hydraulic double-acting shock absorber.

BRAKES: Lockheed Hydraulic on all four wheels with two leading shoes of special type. 11 in. dia. drum brakes. Hand brake operates on rear wheels by cables and rods; centrally located between seats.

STEERING: Direct-acting rack and pinion 17 in. diameter three spoke adjustable steering wheel.

TIRES & WHEELS: Michelin 5.50 x 16 in. tires. Ejector easy-to-clean disc type, ventilated wheels, virtually self-aligning 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 roller bearings for main and lay shafts. Helical cut gears, hardened and ground. All free running gears on bevel roller bearings. Centrally located gear lever for fast easy shifting. Gear ratios 1st, 2nd, 3rd, 4th. Reverse. Auto Brake specially selected for best performance under all conditions. Top 3,911, limit 4,013, second 2,111, 1st 1,111, reverse 1,171. 5th gear ratios also available.

DIFFERENTIAL: Power transmitted by precision oil-lubricating gearbox extension. Shaft fully balanced pressure shaft has needle roller gyro-stabilized tapered joints. Semi-floating type rear axle with equal level crown wheel and pinion specially matched to eliminate noise. 2 star differential. Axle shafts machined all over with specially ground and stress.

Specifications subject to change without notice.

DISTRIBUTED THROUGHOUT THE WESTERN HEMISPHERE BY—

SEE IT NOW AT
DETROIT: 15201 Woodward
NEW YORK CITY: 303 Park Avenue
OYSTER BAY, Long Island, N. Y.
—Buy 201 Book at South Street
LOS ANGELES: 4910 W. Pine Blvd.

S. H. ARNOLT, INC.

Wholesale and Service: 415 East Erie Street
Retail: 153 East Ohio Street
CHICAGO 11, ILLINOIS



Telephone: Michigan 2-5436