

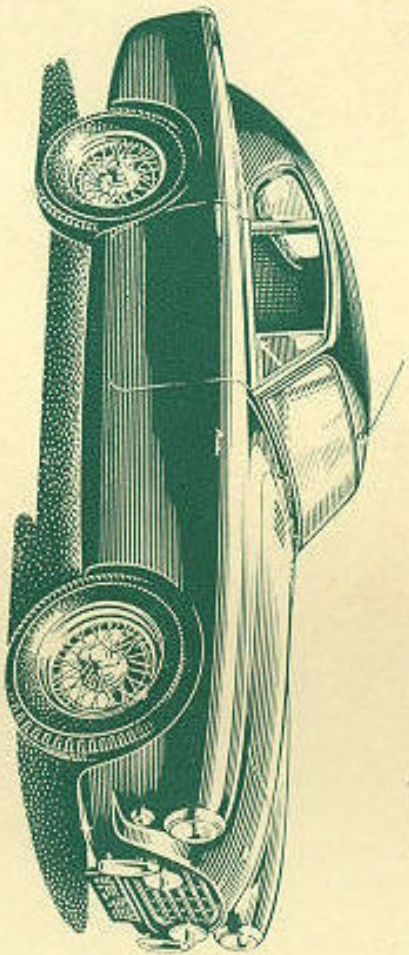
A.C. "ACE BRISTOL" 2-Seater Sports

A.C. Cars Limited in co-operation with the Bristol Cars Limited offer the well-known 6-cylinder Bristol Engine, complete with Gearbox as an optional extra both in the Ace and Aceca Chassis

A.C. CARS LTD
THAMES DITTON

SURREY
ENGLAND

A.C. "ACECA BRISTOL" 2-Seater Coupé



CHASSIS SPECIFICATION as ACECA A.C. Engine except for fitting of Bristol B type engine and gearbox. Engine developing 105 b.h.p. at 4,750 revs. with revolution limit 5,000. Final Axle Ratio 3.64:1 providing gear ratios as follows: Top 3.64, 3rd 4.69, 2nd 6.64, 1st 10.63. Reverse 10.52. 1st Gear Free Wheel.

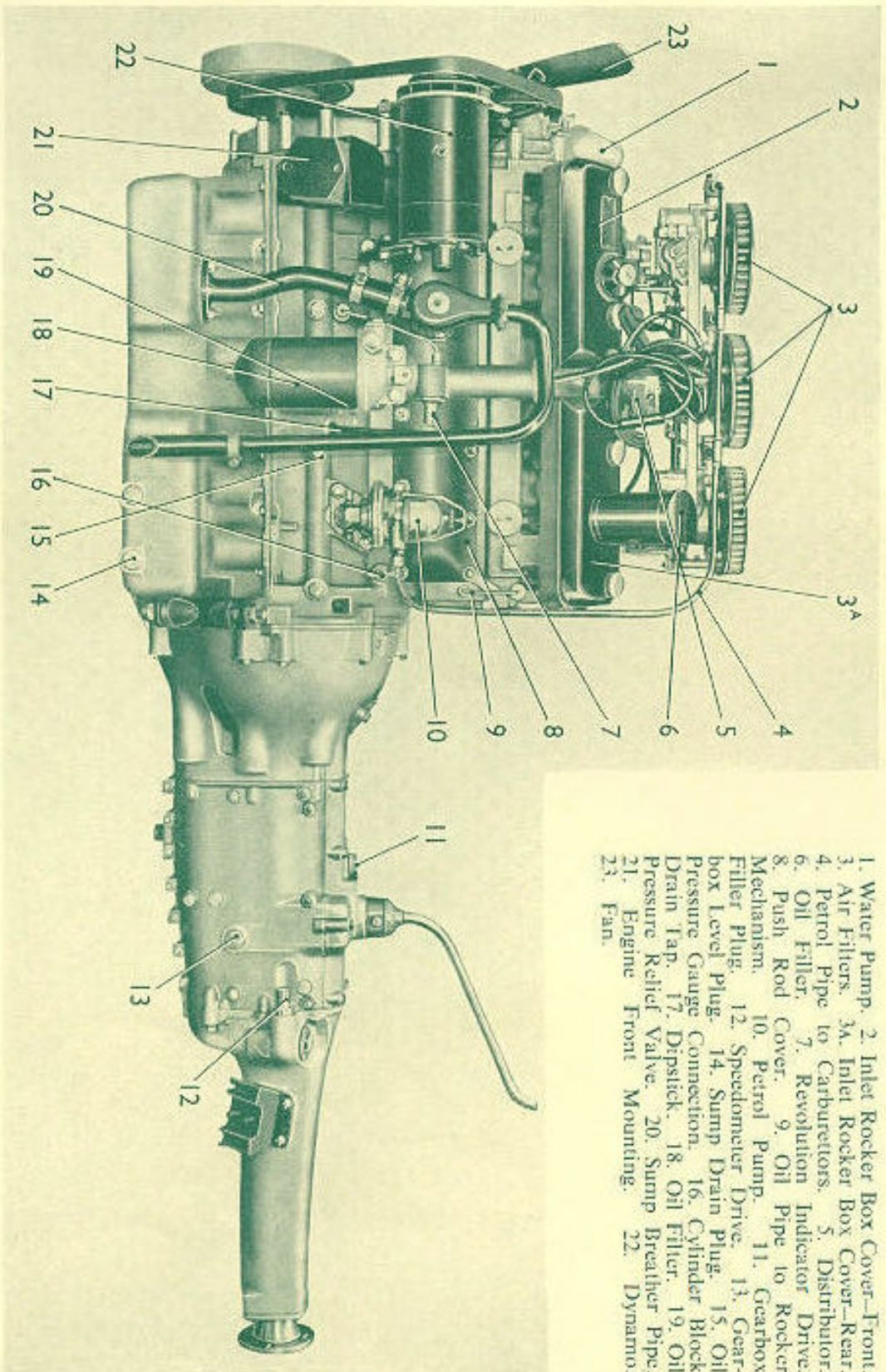
This B type engine provides power in the lower revolution ranges and meets the requirements of the owner who prefers more flexibility and is satisfied with speeds up to 106 m.p.h. coupled with high cruising speeds. Overdrive gear is also available with this engine, the final axle ratio in this car being reduced to 3.91:1 to give 3.2:1 in Overdrive gear.

Overdrive gear is not recommended with the D type engine, which is also available in the Aceca by special request. Final Axle Ratios as Ace.

A.C. CARS LTD.

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1. Water Pump. 2. Inlet Rocker Box Cover—Front.
 3. Air Filters. 3A. Inlet Rocker Box Cover—Rear.
 4. Petrol Pipe to Carburetors. 5. Distributor.
 6. Oil Filler. 7. Revolution Indicator Drive.
 8. Push Rod Cover. 9. Oil Pipe to Rocker Mechanism. 10. Petrol Pump. 11. Gearbox Filler Plug. 12. Speedometer Drive. 13. Gearbox Level Plug. 14. Sump Drain Plug. 15. Oil Pressure Gauge Connection. 16. Cylinder Block Drain Tap. 17. Dipstick. 18. Oil Filler. 19. Oil Pressure Relief Valve. 20. Sump Breather Pipe. 21. Engine Front Mounting. 22. Dynamo. 23. Fan.

THE BRISTOL 100D ENGINE (nearside)

A.C. "ACE BRISTOL" 2-Seater Sports

SPECIFICATION

CHASSIS. As ACE A.C. Engine except filament of Bristol Engine and Gearbox.

ENGINE. Bristol D Type 2-litre 6-cylinder in line. Overhead valves inclined 80°. Bore 66 mm./96 mm. R.A.C. Rating 16.2 H.P. Compression ratio 8.5:1 developing over 120 b.h.p. at 5,750 r.p.m., max. torque 122 lbs./ft. at 4,500 r.p.m. Max. permissible revs. 6,000. High quality chrome iron cylinder block fitted with nickel alloy steel dry liners. Aluminium cylinder head fitted with austenitic alloy steel inserts for valve seats, and bronze inserts for sparking plug bosses. Valves high quality chrome steel. Polished hemispherical combustion chambers. High efficiency camshaft carried by four large pressure-lubricated bearings, driven by duplex chain. 10 mm. Vertical sparking plugs, fully shrouded against dampness and suppressed. Aluminium alloy pistons, three compression one oil control ring. Forged steel connecting rods. Four main bearing crankshaft, nitride hardened, statically and dynamically balanced, bearings thin wall, lead bronze indium plated. Water cooling by positive pump, circulation thermostatically controlled. Oil sump high pressure via full flow oil cleaner, renewable element. Engine unit fully rubber mounted. Pistons available giving 9.5 compression ratio as an optional extra.

FUEL SYSTEM. Three multiple-jet downdraught Solex carburetors, type 32.PB.16 complete with air cleaners. Engine-driven A.C. fuel pump incorporating filter.

CLUTCH. Borg & Beck. Single dry plate.

GEARBOX. Four forward speeds and reverse. Central control. Ratios: Top 3.91, 3rd 5.05, 2nd 7.3, 1st 11.42. Reverse 11.30. Synchronesh 2nd, 3rd and top.

The following performance figures were obtained by Mr. John Bolster and reported in *Autosport*:

Maximum speed 115.4 m.p.h. Speeds in gears:

3rd 91 m.p.h.,
2nd 65 m.p.h.,
1st 40 m.p.h.

Standing quarter mile, 16 secs. Acceleration:

0-30 m.p.h. 2.8 secs.,
0-50 m.p.h. 5.4 secs.,
0-60 m.p.h. 7.4 secs.,
0-80 m.p.h. 14.6 secs.,
0-100 m.p.h. 27 secs.

The 0-100 figure has since been improved to 24 seconds, and these figures were all taken with the hood and screens erected.

Compression ratios can be increased with 9-1 or 9-1 compression pistons as an optional extra.