

S. H. ARNOLT, INC.
Distributors of



FINE IMPORTED MOTOR CARS

415 EAST ERIE STREET
 CHICAGO 11, ILLINOIS, U.S.A.

April 30, 1958

Mr. D. H. Holland
 Box 23
 Rocky Hill, N. J.

Dear Mr. Holland:

I wish to acknowledge receipt of your letter of April 18 in regard to the Arnolt-Bristol Bolide.

To my knowledge, the Arnolt-Bristol Bolide, which is in a production category in so far as SCCA are concerned, is one of the few cars which can be used for a dual purpose.

Regarding the statement that you have made "the prevalent rumor that these cars roll easily", I am very much surprised and amazed.

I have had considerable experience driving the Arnolt-Bristol and the only times that they have rolled, of which three have come to my attention, the fault was completely and strictly only with the driver. One of these being a bit of carelessness on my part when I was way ahead at one of the major races at Elkhart Lake in 1956 and I passed incorrectly with no necessity for doing the silly thing I did.

Another occasion, when my teammate Bob Goldich was killed, was one of a particular but reasonable basis of misjudgment on approaching a corner 20 mph faster than was common sense even in a race. The third occasion was in a hill climb when a chap unofficially was doing a mountain bit after he had been disqualified the day before due to inexperience.

I again repeat that I have many races under my belt with the Arnolt-Bristol and I know of others who have the same without any mishaps.

In my opinion, the Arnolt-Bristol will give you a thrilling ride and can be used for your daily work as well. If I can be of any help in making your selection, please let me know. Please reply to Warsaw, Indiana.

Sincerely yours,

S. H. Arnolt, President

SHA:bh

CAR INVOICE

From S. H. ARNOLD.

SOLD TO:
ADDRESS

DAN H. HOLLAND

DATE

6-11-58

SALESMAN:

MAKE	MODEL	NEW OR USED	SERIAL NO.	ENGINE NO.	KEY NO.
ARNOLD BRISTOL	BOLIDE ROADSTER	USED	404/X/3073	BS1/MK11/274	

PRICE OF CAR
FREIGHT AND HANDLING
OPTIONAL EQUIP. & ACCESS.

4250
100 -
4350 -

INSURANCE COVERAGE INCLUDES

- FIRE AND THEFT
 COLLISION — AMT. DEDUCT.
 PUBLIC LIABILITY — AMT.
 PROPERTY DAMAGE — AMT.

OPTIONAL EQUIPMENT AND ACCESSORIES

GROUP DESCRIPTION PRICE

SALES TAX
LICENSE AND TITLE
TOTAL CASH PRICE

4350 -

FINANCING
INSURANCE
TOTAL TIME PRICE

SETTLEMENT:

DEPOSIT
CASH ON DELIVERY

1500 -

USED CAR:

TYPE 1953
SER. NO. BN1L
ENG. NO. 140271

1950 -

PAYMENTS:

Commercial Insur.

900 -

TOTAL

4350 -

FORM # DSA-131
(FORMERLY # DSA-507)
THE REYNOLDS & REYNOLDS CO., CELINA, OHIO
LITHO IN U.S.A.

STOCK # 135
MAKE Arnolt-Bristol
LIC. # Red Rdstr
TAB # AR/BR/5875C
MOTOR # BS1/MK11/274
PRICE ~~1295.00~~
ACCESSORIES
CALIF.
0-5551

ALWAYS SHOW SERIAL, ENGINE AND KEY NUMBERS

July 11, 1958

Automobile Division
Bristol Aeroplane Company, Ltd.
Bristol, England

Gentlemen:

Recently I bought an Arnolt-Bristol Bolide and within the first few thousand miles of driving noticed that the front tire was wearing unevenly. The mechanic to whom I took the car found that the left wheel has one degree negative camber and the right wheel one and one-fourth positive camber. However, he found no description of means to adjust the camber in the Arnolt-Bristol workshop manual, nor was he able to devise a method of his own. Since it seems likely that you have had experience with this problem, I would appreciate very much any suggestions you may have for effecting the required adjustments.

Sincerely,

D. H. Holland

DHH:sr



Bristol Cars Ltd.

A Subsidiary of The Bristol Aeroplane Company Limited

FILTON HOUSE BRISTOL ENGLAND

YOUR REF. DHH:sr
OUR REF. CAR/ES/JB.

TELEPHONE FILTON 3831 EXT.
TELEGRAMS AVIATION BRISTOL
TELEX 44-311

21st July, 1958.

Mr. D.H. Holland,
Lockheed Aircraft Corporation,
Missile Systems Division,
Sunnyvale,
California.

Dear Sir,

We acknowledge receipt of your letter of the 11th July and note your comments regarding the front wheel camber on the Arnolt-Bristol car purchased recently by you.

The service on these cars is exclusively dealt with by Arnolts and we are sure that they will be able to assist you in this matter.

For your information however the wheel camber is not adjustable on any 'Bristol' model, being pre-set at the factory within its correct limits.

From the fact that you have a negative camber on one side and a nearly equal but excessive positive camber on the other side, we think it is quite possible that the front spring has become fractionally displaced sideways, which would give just the effect mentioned by you.

We have sent a copy of this letter to Mr. W. Inai, Arnolt Corporation, Warsaw, Indiana, so that they may be advised of the position in advance should you decide to contact them.

Yours faithfully,
BRISTOL CARS LIMITED

E. STOREY
Service Manager



August 29, 1958

Mr. Walter Inai
S. H. Arnolt, Inc.
Warsaw, Indiana

Dear Walt,

Enclosed find check for five dollars, which I owe you for a long distance phone call I made from the showroom office in Warsaw.

The car made the trip to California with no difficulty whatsoever, and for the most part I am highly pleased with it. I have had trouble with the plugs fouling, but think I have solved that now with a set of Lodge platinum electrode plugs (GL10P). I find that oil filter cartridges here cost me \$10.50, and would be interested in hearing your price. If it is appreciably lower, I will lay in a supply.

The only real problem I have, and it is a fairly serious one, is that the front wheel camber is off, and there appears to be no way to adjust it. The left wheel has one degree negative camber and the right wheel one and one-fourth degree positive camber. This is causing the front tires to wear quite unevenly, and also affects the steering. I have taken the car to the best front-end mechanic in these parts, and he found no way to adjust the camber given in the manual, and was unable to devise a way of his own. I wrote the Bristol people, and they say there is no adjustment. They did suggest that since one wheel had positive and the other negative camber, perhaps the spring had slipped sideways. However, the same mechanic checked this and found the spring centered to within a few thousandths of an inch. I forget the exact figure, but he seemed certain this was not the cause of the trouble. So you see, I am stuck with an apparently insoluble problem, and am sorely in need of your expert advice. I can only hope that you have met this problem before, and have solved it.

August 29, 1958 - continued

As nearly as I can tell from conversations with people familiar with AC-Bristols, the engine in this car is not the same as either the B or D types used in the Ace. One such person thinks it is the same as the D type, but without a balanced crankshaft. Since this car costs considerably less than an Ace, I am not too disappointed to find the engine may be somewhat inferior as it stands, but I would like to know precisely how it differs from the engine used in the AC.

I have not yet tried to race the car, partly because I simply haven't had the time, and partly because I do not think it would be wise with the front-end as it is. However, I still hope to give it a try if and when I get the front-end trouble fixed.

If you are still planning a trip to the Coast, I hope you will look me up. I work in the Palo Alto branch of Lockheed, and my phone is Extension 387. Home phone is DA 6-4926. If you write me here, be sure to put Department 53-21 in the address, or I may never see the letter. I shall hope to hear from you soon, particularly with regard to the camber problem.

Please give my regards to Mr. Arnolt.

Sincerely,

D. H. Holland

DHH:sr

Enclosure

REPLY LETTER

ARNOLT CORPORATION - Warsaw, Indiana

TO: D. H. HOLLAND LOCKHEED

DEPARTMENT AND LOCATION: AIRCRAFT CORPORATION

DATE: 9-12-58

FROM: WALTER INAI

DEPARTMENT AND LOCATION: MISSILE SYSTEMS DIVISION
SUNNYVALE, CALIFORNIA

SUBJECT: YOUR ARNOLT-BRISTOL

DEPARTMENT 53-21

MESSAGE

Dear Dan,

Thank you for your letter of the 29th. The check has been received and put thru the proper channel.

Regarding your oil Filter price \$10.50 at the West coast - this is due to the extra shipping charges, etc. - though our list price is lower, by the time you have it laid in (your home address) it will run fairly close. I suggest you contact Bill Rudd - World Leasing Enterprises - 7918 So. Chatfield Ave. Whittier, Calif. for future part orders. ~~That~~ This firm is carrying a comprehensive stock on Bristol engine parts, and their price is right. This suggestion is made so you may get quicker service, ^(SHORTER DISTANCE - LESS POSTAGE, ETC.) however do not hesitate to write us. We also give 24 hour service.

The front wheel camber problem ^{is an} extremely

ORIGINAL SENDER - DO NOT WRITE BELOW THIS LINE

REPLY

difficult one. The one advice we can give, and it's probably one your front end man also thought of, that is to remove the front Transvers Spring.

The Arnolt-Bristol Engine differs from the BC Bristol in the Crankshaft, Damper, Carburetor, Sump, - The BC Crank is counterbalanced, the Damper is larger and heavier, Carb has a pump, and the Sump is larger (9 qt capacity) Aside from the ^{rod &} rod bearing on the 1000 engine the moving part of the engine is ~~it~~ identical. The compression is higher on the Arnolt-Bristol.

SIGNED

DEPARTMENT AND LOCATION

DATE

Send In Parts 1 and 2 with Carbon Intact - Part 2 Will Be Returned With Reply

AC-16

Walt.



Arnolt Corporation

WARSAW, INDIANA, U. S. A.

March 31, 1959

Mr. Dan Holland
Lockheed Aircraft Corporation
Missile Systems Division - Dept. 53-21
Sunnyvale, California

Dear Dan:

We have your letter of March 18 and it was very nice to hear from you again. We trust you are enjoying yourself to the fullest with your Arnolt Bristol.

In regard to the remote control gear shift, the complete assembly is priced at \$119.99. The anti-sway bar is priced at \$75.46.

The accelerator pump that you wish to install on your carburetor is part number 52939/2 and is priced at \$7.65 each. We do not suggest you go ahead with this pump assembly mounting as the jets on this carburetor are set so that a pump is not necessary. By installing a pump, it will necessitate your changing the jetting and involve tests that we are not able to supply you. By this we mean the factory has not tested this engine on a dynamotor with this pump assembly and therefore have no correct jetting recommendation to give you.

May we hear from you again.

Very truly yours,

ARNOLT CORPORATION

Walter Inai

Walter Inai, Sales Manager
Automotive Division

WI:kg



OFFICE OF
 STATE BOARD OF EQUALIZATION
 STATE OF CALIFORNIA
 1020 N STREET
 SACRAMENTO

MAIL ADDRESS: P. O. Box 1799
 SACRAMENTO 8, CALIFORNIA

April 14, 1959

• Dan H. Holland
 786 Coleman Avenue
 Menlo Park, California

IN REPLY REFER TO:

B-420566
 4199
 Area: Arnolt Bristol 58
 Make: 404X3073
 Number:
 Date
 Tax Due: May 31, 1959
 cn

A review of the registration records shows you purchased the vehicle noted above outside this State and subsequently brought it into California. The California Revenue and Taxation Code provides that all tangible personal property purchased from a retailer outside this State for use here shall be subject to use tax. This tax is applicable regardless of the purchaser's place of residence or the fact that tax may have been paid where the purchase was made.

If you did not purchase the vehicle from a dealer or any other kind of retailer, or if you did not purchase it for use in this State, the transaction may be exempted from the tax. You should clearly explain in a letter: (a) the type of business conducted by the person from whom you purchased the vehicle, (b) your intended use at time of taking delivery, and (c) the date you decided to come to this State. Documentary evidence to establish these facts should accompany your letter. Evidence of this nature must be presented before a basis for exemption can be considered. Documents forwarded will be returned if requested.

Unless your use of the vehicle in this State can be shown to be exempt, the use tax applies to the full purchase price, including any trade-in allowance. A consumer use tax return is enclosed for your convenience. The rate of tax and the tax due date shown thereon should be carefully observed. Prompt payment of the tax will prevent penalty and interest charges from attaching.

Very truly yours,

Harry L. Say
 SALES TAX ADMINISTRATOR

Wm. B. Mitchell

Supervising Auditor



Arnolt Corporation

SOLE U. S. A.
DISTRIBUTOR OF
SOLEX CARBURETORS



WARSAW, INDIANA, U. S. A.

June 22, 1960

Mr. Dan Holland
26873 Moody Road
Los Altos, California

Dear Mr. Holland:

We are writing to you to advise you that we erred on your Invoice #SB14992. The over charge was on the fan belt and wiper blades.

We have corrected this and our accounting department has been notified. A refund will be forth coming to you for the amount of \$6.56.

We regreted to make this error and will assure you that it will not happen again.

Sincerely yours,

ARNOLT CORPORATION

Stan Arnolt, Jr.

Stan Arnolt, Jr.
Bristol Department *mjp*

SA/j



Arnolt Corporation

SOLE U. S. A.
DISTRIBUTOR OF
SOLEX CARBURETORS



WARSAW, INDIANA, U. S. A.

June 23, 1960

Mr. Dan Holland
26873 Moody Road
Los Altos, California

Dear Mr. Holland:

Since Walt has been on the road quite a bit, he asked me to answer your letter concerning different questions you had asked.

For competition options we have disc brakes available from stock. We also have the 4.22 rear end (Crown Wheel & Pinion) which is good for short course races at the approximate cost of \$115.00. The remote gear shift extension is available as an option from stock. Another optional equipment would be a counter balance crankshaft with viscous damper similar to the A. C. Bristol's.

The Anti-Sway bar will box the front of your car in on the corners. You are correct in your thinking that it restricts any lifting of the inside wheels on turns.

We can understand your anxiety on the oil temperature and pressure; however, we have raced at Sebring for 12 hours with the needle completely off the temperature peg. And our pressure dropped to 30 pounds at 3,000 R.P.M.'s, but it was after 12 more races that we finally changed one connecting rod insert.

We also installed an oil cooler as an experiment; however, after one race it was removed. We suggest that you do not use an oil cooler and the expense involved.

Sincerely yours,

ARNOLT CORPORATION

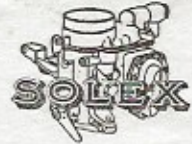
Stan Arnolt, Jr.
Bristol Department

SA/j



Arnolt Corporation

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SOLEX CARBURETORS



WARSAW, INDIANA, U. S. A.

August 29, 1960

Mr. Dan Holland
26873 Moody Road
Los Altos, California

Dear Mr. Holland:

Thank you for your letter order of August 16. We trust that you have now received the parts.

In regard to the little screw for the gear shift extension, please draw me a diagram so that I may have a better picture of your requirement.

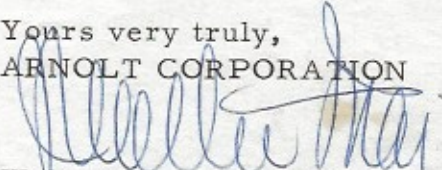
To clarify our position on optional equipment, may we state that all factory-recommended optional equipment does not change the status in the SCCA production class. The disc brakes come under this category and also the different rear axle ratio, anti-sway bar, remote control gear shift, counterbalance crankshaft, viscous damper, large oil pan, aluminum brake drums, knock-off wheels and hubs.

As for the higher compression piston, this puts us in the modified class. Our reason for not using this high compression piston is that our combustion chamber is shallower than that of the A. C. Bristol, and thereby creates a hazard at higher rpm of the valve hitting the top of the piston. Therefore, we would not use it or show it as optional equipment.

As for the cam shaft, it is the standard cam shaft and is the same one used on all the Bristol engines. There is no re-grinding or anything to do on them. As for the prices on the items that you requested, the road wheel is priced at \$35.26 list, and the air filter replacement element is \$4.72 list. The disc brake conversion kit is net to everyone at \$650. The high compression pistons are approximately \$17.80 list and includes rings, pins, and circlips. The limit slip differential is not available.

Dan, it has been a pleasure, and we look forward to servicing your requirements again.

Yours very truly,
ARNOLT CORPORATION


Walter Inai, Sales Manager
Automotive Division

WI/j



Arnolt Corporation

SOLE U. S. A.
DISTRIBUTOR OF
SOLEX CARBURETORS



WARSAW, INDIANA, U. S. A.

October 18, 1960

Mr. Dan Holland
18180 Marvin
Los Altos, California

Dear Mr. Holland:

I am sorry I missed you on that telephone call and also for the error made in the shipment of the pan gasket. I have sent under separate cover first class air mail the two left side gaskets. As for a billing on this, please forget about it as this is our error.

In reference to the thermo coupling which you assume is at fault on your oil temperature gauge, we do not have this available as a separate unit, though the trouble may be in the gauge itself. If this is the case, Nisonger Corporation of New Rochelle does carry exchange units on the gauges. We would suggest that you deal directly with them on this exchange program.

Good luck to you on this week end's races.

Yours very truly,

ARNOLT CORPORATION

Walter Inai mjp

Walter Inai, Sales Manager
Automotive Division

WI/j



Arnolt Corporation

SOLE U. S. A.
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SOLEX CARBURETORS



WARSAW, INDIANA, U. S. A.

February 22, 1961

Mr. Dan Holland
180 Marvin Avenue
Los Altos, California

Dear Dan:

I am sorry I was not in when you called; however, the information was passed on to us in reference to your shaving the head down .020. We would consider this to be strictly at your own risk, although we advise you that there is plenty of clearance between the piston head and valves with just .020 shaved off. For what reason do you wish to take this down aside from the fact that you want greater compression ratio? The standard ratio is 9/1.

The cam shaft should be in within two weeks, although all the other parts that you requested prices on are available directly from stock. We had a run on cam shafts, and we sold four of them in two weeks, and therefore, it caught us short. Could you advise me why you are requesting cam shafts.

We look forward to hearing from you.

Yours very truly,

ARNOLT CORPORATION

Walter Inai, Sales Manager
Automotive Division

WI/j

APRIL
1-9



INTERNATIONAL
AUTOMOBILE
SHOW
new york coliseum



Arnolt Corporation

SOLE U. S. A.
DISTRIBUTOR OF
SOLEX CARBURETORS



WARSAW, INDIANA, U. S. A.

February 28, 1961

Mr. Dan Holland
180 Marvin Avenue
Los Altos, California

Dear Dan:

I have just received your letter of February 19, 1961, and your parts order. We have passed the parts order for processing, and it should be on its way shortly. With the exception of the cam shaft we have everything else directly from our stock here in Warsaw.

The badly worn lobes on your cam shaft are possibly due to incorrect tappet adjustment where your tappet begins to bounce at high rpm or possibly your valve springs have weakened to the point where you need shims to keep the rocker arm in constant contact at higher rpm. We have yet to have a cam shaft failure in our racing program and therefore suggest that you keep close tab in this adjustment.

In reference to the .020 over milling off of the cylinder head, we have answered this in previous correspondence to you.

The ridiculous classification that they have given the A.C. and the Arnolt Bristols is going to make it rough for everyone, but we are looking forward to a good competition year again. As for Ralph, I believe it is his driving that enables him to finish where he does, although the car is prepared by us for which we take pride. You can get in touch with Ralph Durbin by addressing a letter to Automobile Imports, Inc., 21121 Grand River, Detroit, 19, Michigan. I am sure he would be very glad to hear from you.

ARNOLT CORPORATION

Dan Holland

-2-2

February 28, 1961

Personally, I would like to extend assistance on your financial position; however, this is governed through our Accounting Department in Chicago, and unless you open an account with them, we will have to ship C.O.D.; however, as in the past we will assist you again on your racing program with the discount of 20%. It was nice hearing from you, and I hope we have a chance to hear from you again advising us of your victories.

Very cordially yours,

ARNOLT CORPORATION

Walter Inai mjp

Walter Inai, Sales Manager
Automotive Division

WI/j

APRIL
1-9



INTERNATIONAL
AUTOMOBILE
new york coliseum SHOW

3251 Hanover St.

XXXXXXXXXX
Palo Alto

March 8, 1961

Mr. Walter Inai
Arnolt Corp.
Warsaw, Indiana

Dear Walt:

My only reason for considering milling the head is to increase the compression ratio, as you inferred. I erred in saying I was considering .020", the correct figure is .030". I calculate that this will raise the compression ratio to 9.5:1. My question was whether in your opinion this would actually improve the performance, and whether there were any disadvantages which might outweigh the advantages.

As for the camshaft, I have always set the valve clearances to a very snug .002", with the engine cold, before each race. Checking after the race seems to indicate that I don't lose much during a race weekend. I am now in the process of doing a careful job of shimming the valve springs, following more or less the recent article in Sports Cars Illustrated.

I can think of two possible explanations of your run on camshafts. I know of one A C Bristol in this area whose cam came out looking like mine, and I also located a used Frazer-Nash cam which was in about the same shape. This suggests to me that perhaps the quality control on the camshafts is not of the best, or we are all doing something wrong, or the camshaft is just the most delicate part of a very strong engine. The other possibility arises from the fact that camshaft data has recently been published in Sports Cars Illustrated and the SCCA regulations. The Arnolt-Bristol cam looks a little hotter than the A C Bristol, and I suspect some A C's may now be equipped with Arnolt-Bristol cams. Several people here have mentioned this as a possibility on their A C's. I would be interested in knowing if the camshafts actually are different, or if the figures are just based on different measurements.

Finally, I am wondering to what extent I can count on having a camshaft within a week. Sometimes shipments from England take a long time, and I wonder if there is any chance this one might be a month late. Since the only thing keeping me from getting reassembled is the camshaft, I am a little anxious. If you think there is a possibility of a long delay, I would appreciate anything you might do to speed things up, and would be willing to pay five or ten dollars for phone calls, air freight from England, or whatever seems to be called for.

Sincerely,

D. H. Holland

DHH:jg



Arnolt Corporation

SOLE U. S. A.
DISTRIBUTOR OF
SOLEX CARBURETORS



WARSAW, INDIANA, U. S. A.

March 17, 1961

Mr. D. H. Holland
3251 Hanover Street
Palo Alto, California

Dear Dan:

To confirm the telegram we sent to you on March 11, 1961, the camshaft arrived this morning, and we are shipping it out this morning to you. The delay on this by five days was due to customs clearance at Indianapolis, which we could not speed up.

The camshaft for the A.C. and the Arnolt Bristol are identical, and although there are certain tolerances allowed on the lobe in the manufacturing. The tolerance is so minute that we cannot claim that one cam is hotter than the other cam.

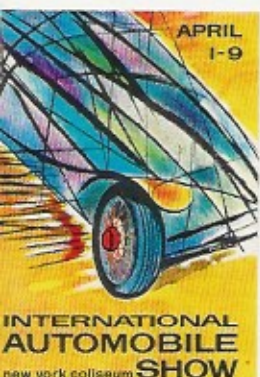
In your valve clearance, when the engine is cold prior to a race I notice that you state you use a snug .020 clearance; however, before our races we set this at 0 clearance--engine cold before the race. Perhaps this is the reason why you are getting a bouncing effect from the tappet on your cam and therefore creating pits.

On your consideration in milling the head we would like to state that quite a few years ago we tried this also but found that too many problems came up such as the piston hitting the valve, etc., that we discontinued this. You can raise your compression to 10/1 if you use the high dome piston that is available from stock, but you must shim these valve springs so that at no time you will have a valve float at high rpm causing the piston head to hit the valve head. As far as our race team goes, we stay strictly to standard in every department. With kindest personal regards, we are,

Cordially yours,

ARNOLT CORPORATION

Walter Inai, Sales Manager
Automotive Division



WI/j



Arnolt Corporation

SOLE U. S. A. AGENTS
FOR SOLEX CARBURETORS



WARSAW, INDIANA, U. S. A.

October 11, 1961

Mr. Dan Holland
180 Marvin Avenue
Los Altos, California

Dear Dan:

In answer to your recent letter regarding the crankshaft conversion to a counterbalanced crank, the necessary parts, not only the damper, but the damper holding pulley, new baffles, etc., plus some special bolts. As for the connecting rods, they are the same connecting rods; also, main bearings are the same. The damper is quite a bit larger than your standard damper, and the only reason we make a clearance on the cross member by taking a portion of it is so that we will not have any difficulty in changing the fan belt. There is enough clearance, however.

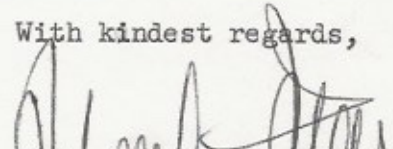
We have in all our races set the rear end of the car down lower primarily because our drivers feel that they have more stability and road holding qualities, and so we suggest you also do this.

Congratulations on your many race results, and we have had a very good season here also with a few firsts, a few seconds, a few thirds and 1 fourth. In every race that we did not take first, it was a Ace Bristol or a Daimler that beat us.

The parts are being shipped to you under separate cover, also including the left rear axle shaft and the oil seal. As for the latch assembly, we are taking one off of the cars that we have here and trust that it will be the required parts. The only part that we could not fill was your bolts that you were requesting to hold the catch for your trunk and hood. Perhaps you can improvise here.

Let us hear from you after Laguna Seca.

With kindest regards,


Walter Inai, Sales Manager
Automotive Division

ARNOLT CORPORATION

WI:np

TELEPHONES:
WORTHING 7773/4
STORES 9863

K. N. RUDD (ENGINEERS) LTD.

BANKERS
BARCLAYS BANK LTD.
CHARING CROSS
448 STRAND, W.C.2

MANAGING DIRECTOR:
KENNETH RUDD

ALL COMMUNICATIONS TO BE ADDRESSED TO:
41 HIGH STREET
WORTHING
SUSSEX, ENGLAND

YOUR REF.
OUR REF. KNR/CHH

SECRETARY:
J. P. SHAW, F.A.C.C.A., F.C.I.S.

REGISTERED OFFICES
542 GRAND BUILDINGS
TRAPALGAR SQUARE
LONDON, W.C.2

12th December, 1961.

D.H. Holland, Esq.,
180 Marvin Avenue,
Los Altos, California,
U.S.A.

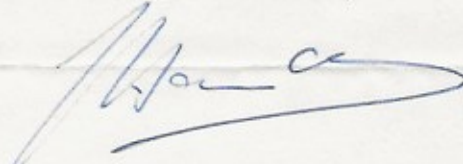
Dear Sir,

With reference to your enquiry regarding the tuning of Bristol engines we have enclosed with this reply our list of tuning equipment and hints on this matter.

We suggest you fit high compression pistons, air straightener with air correction jets as listed, and the special Le Mans exhaust system. We dispatch our equipment by carriage forward which enables you to pay for surface or airmail transport as desired on arrival.

Naturally we are not familiar with the fittings on the Arnolt, but some modifications may be necessary to enable the Ace silencing system to be fitted.

Yours faithfully,
for K. N. RUDD (ENGINEERS) LTD.,



K. N. Rudd
Managing Director



DISTRIBUTORS.

ASTON MARTIN • MG
PORSCHE • TRIUMPH
VOLVO • AUSTIN-HEALEY
ALFA ROMEO • ALVIS
RENAULT

BRISTOL TUNING

12/12/61

High compression pistons	£ 55.8
Air straightener with air correction jets	£ 42
Special Le Mans exhaust system	£ 73.5
Ace silencing system	£ 8.82

K. N. RUDD (ENGINEERS) LTD.
41 HIGH STREET
WORTHING
TEL. WORTHING 7773/4

BRISTOL CARS LTD.
FILTON, BRISTOL, ENGLAND

Our Ref.
CAR/SGB/EP

Bristol 693831
Ext. 84

21st December 1961.

L. E. McNutt Esq.
4114 Gilbert Street,
Oakland 11
California.
U.S.A.

Dear Sir:

Thank you for your letter of the 11th. inst. together with the £ 40.0.0. and the reply coupons. We confirm having received your acceptance of standard size 9.5. c/r Pistons.

Attached is a priced list of the spares as requested in your letter and also the replies to the enquiries.

We should like to make the following further comments.

The fitting of the Holset viscous damper to the N. 332580 Crankshaft, particularly for competition work, is not recommended and consequently we have not quoted for the viscous damper or the carrier. The Holset viscous damper is best used with the large spigot crankshaft as fitted to the AC/Bristol engine, and we would recommend that you continue to use the rubber bonded damper with a small front spigot crankshaft, such as N. 332580.

We normally supply lined brake shoes on an exchange basis, but we would be prepared to let you have a set of unlined brake shoes at 10/- nett each. Should you decide to have these shoes please advise if all the brake drums are 11 inch.

Regret that we cannot supply a Solex carburettor base only. We do not stock Solex detail spares.

Trusting that this fully answers your letter, but if not, please write to us again.

Yours faithfully,
BRISTOL CARS LIMITED

S. G. BURCHER
SPARES MANAGER.

Continuation.

L. M. McNutt Esq.,

The road wheels of the Arnolt-Bristol are the same as those fitted to the Bristol 401-403-404-405 Cars.

The differential as fitted to the AC/Bristol is now known to us. Please contact Messrs. AC Cars, Thames Ditton, Surrey, England.

The engine oil capacity using the N. 313140 Sump is 12 pints and this is the largest capacity sump we make. It does not require the air scoop which would not fit. If this sump is fitted to the BSl/Mk2 Engine some modifications would be necessary to the attachment bolts at the rear end. The existing gearbox bracket would become redundant and the breathing system would either have to be made similar to the AC/Bristol or the sump aperture, for this, blanked off.

Torsion bar adjusters can be fitted without difficulty in place of the existing fixed sockets. Price is £ 7.8.0. set (20.80)

We do not supply the AC/Bristol exhaust manifolds, only N.370010 and N. 370020.

Valve springs are not supplied in any 'matched' condition. We supply valve spring packing washers in varying thicknesses, and springs should be synchronised by the use of these washers.

The camshaft as fitted to the Arnolt-Bristol and AC/Bristol is N. 340590 and is the only competition or sports camshaft we produce.

BRISTOL CARS LTD.
FILTON BRISTOL ENGLAND

Our Ref. CAR/SGB/LMH

21st December, 1961.

L. E. McNutt Esq.,
4114, Gilbert Street,
Oakland 11,
California,
U.S.A.

Dear Sir,

With reference to your letter of the 11 inst. we are pleased to inform you that the spares you require have been despatched in Parcel No. CAR/35807 by Parcel Post.

Please find enclosed two copies of our Certified Invoice No. 38308, value £ 36.9.5d., in respect of this consignment.

In our other letter to you, posted today, we omitted to say that Main Bearing Caps are only supplied partially machined. They have to be fitted to the Cylinder Block and bored to match the bores already in the block. They cost approximately £ 1.0.0d each. 2.81

Yours faithfully,
BRISTOL CARS LIMITED,

S. G. BURCHER
Spares Manager.

ENC.

L. E. McNutt Esq.,Prices requested in letter 11.12.61

<u>Part No.</u>	<u>DESCRIPTION</u>	<u>Price each</u>		
		<u>l.</u>	<u>s.</u>	<u>d.</u>
N. 330770	Ball Bearing	14.	0	1.96
N. 313130	Main Bearing - Front - Std.	12.	11	1.80
N. 313940	Main Bearing - Centre - Std.	12.	11	"
N. 313930	Main Bearing - Rear - Std.	12.	11	"
N. 330490	Con Rod Bearing - Std.	9.	11	1.40
N. 340590	Camshaft	22.	0.	0 61.82
N. 342000	Chainwheel	8.	13.	10 22.40
N. 341560	Valve Spring - Outer	2.	9	.38
N. 341550	Valve Spring - Inner	2.	3	.32
N. 321381	Valve Guide - Std. o/d	10.	2	1.42
N. 322810	Cylinder Head Unit	72.	1.	3 202.50
N. 311440	Sump less baffles	7.	0.	3 19.70
N. 361430	Oil Pump Assy.	5.	13.	10 16.00
N. 360650	Insert - Vokes Oil Filter	1.	1.	11 3.10
404-1-30030	Half Shaft L.H. complete with Studs	12.	2.	7 34.10
404-1-30031	Half Shaft R.H. complete with Studs	12.	2.	7 34.10
404-X-23072	Front Transverse Spring	8.	2.	4 22.80
N. 421902	Top Pin	19.	10	2.80
N. 421931	Bottom Pin	16.	6	2.30
N. 312410	Camshaft Bearing - Front	10.	6	1.47
N. 311360	Camshaft Bearing - Mid-Front	10.	6	1.47
N. 311370	Camshaft Bearing - Mid-Rear	10.	6	1.47
N. 310680	Camshaft Bearing - Rear	19.	1	2.68
N. 311490	Mounting Bracket - Nearside	1.	3.	1 3.25
N. 311500	Mounting Bracket - Offside	1.	3.	1 3.25
N. 350590	Water Pump complete with Thermostat Less Fan	15.	15.	9 44.35
N. 374650	Carburettor - Solex	9.	12.	6 27.05
N. 373160	Fuel Pipe Assy.	1.	16.	4 5.10
N. 370010	Exhaust Manifold L.H.	2.	15.	0 7.73
N. 370020	Exhaust Manifold R.H.	2.	15.	0 7.73
404-X-29021	Exhaust Down Pipe - Front	1.	10.	9 4.30
404-X-29022	Exhaust Down Pipe - Rear	1.	10.	9 4.30
N. 510171	Exhaust Ring Nut	1.	0.	0 2.81
N. 510591	Socket - Exhaust Pipe		3.	4 .46
404-X-25011	Steering Wheel	5.	1.	10 14.30
-	Differential Unit with 3.7 to 1 ratio	85.	8.	10 240.07

INFORMATION:

We do not supply the main leaf only of the Arnolt-Bristol front transverse spring.

Continued.....

Memo from Ed . . .

TO:

DATE Jan. 19, 1962

D. H. Holland
180 Marvin Ave.
Los Altos, Calif.

We have an excellent grind for your A C Bristol called B65 HR. The best power range is 4000-6500 rpms.

The price to grind your cam is \$60 with 10-12 service after we receive the cam. For maximum revs, use a 20 to 25% stronger spring pressure.

Please refer to this letter.

ANDY ROUSEYROL
TECH. DEPT.



ED ISKENDERIAN RACING CAMS
607 NO. INGLEWOOD AVE.
INGLEWOOD 3, CALIF.

P. O. Box 4037

OREGON 8-7791



Bristol Cars Ltd.

FILTON
BRISTOL ENGLAND

YOUR REF
OUR REF CAR/SGE/EP

TELEPHONE BRISTOL 693831 EXT. 84
TELEGRAMS AVIATION BRISTOL
TELEX 44163

30th. January 1962.

L. E. McNutt Esq.,
4114 Gilbert Street.
Oakland 11.
California.
U.S.A.

Dear Mr. McNutt,

Thank you for your Sterling Draft and your letter of the 19th. inst. but at the risk of wasting some time it would be best to discuss the crankshaft that you have ordered.

Firstly, crankshaft N.332580 is the only suitable crankshaft that will directly interchange with the Arnolt-Bristol BS1 Mk2 Engine because of the connecting rods and connecting rod bearings. As this crankshaft has a small diameter front spigot for the damper carrier we do not now recommend that our heavy Holset damper should be fitted to it and consequently, we wrote to you in May 1960 to the effect that the revolutions should not exceed 5500 rpm using the rubber bonded damper. If this is exceeded it can result in timing chain failure.

At the same time we referred you to Mr. Walter Inai, Arnolt Corporation, Warsaw, Indiana, as they have had considerable experience in racing these up-graded Arnolt-Bristol BS1 Mk2 engines and they are in a better position to advise you than we are, as, no doubt they exceed 5500 rpm.

However, let us deal with the matter in two stages.

Assuming that you take the liability of fitting a Holset damper to crankshaft N.332580, then the parts you require are given on the attached sheets.

Continued.....

Managing Director: George White, Directors: I. A. D. Crook, F. S. Derham, A.C.W.A.



Continuation.

L.E. McNutt Esq.,
California.
U.S.A.

We fitted this ourselves to a number of touring engines, but we do not recommend it for competition work as the small front spigot may fracture.

The best and more reliable procedure, as you are purchasing a crankshaft in any case, is to fit the large front spigot crankshaft, as fitted to the AC/Bristol Type 100D and 100D2 engines, but this does mean further expenditure. We should feel much better about this and in the long run it would be to your advantage. Attached is a priced list of the parts required.

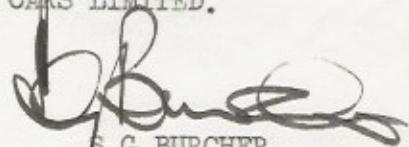
Also attached is a priced list of the other parts you have ordered and we should be very grateful if you would now let us know the actual parts you will be requiring. You now have a credit of £131. 10. 7d. and we should appreciate a further Sterling Draft for anything over this amount with an allowance of £12. 0. 0. for freight, packing and insurance per sea and overland route.

As the parts are too heavy in themselves for parcel post, we assume that you will accept all the parts in one consignment.

The price of the road wheel as fitted to the Arnolt-Bristol and the 'Bristol' Type 404 is £4. 11. 6d. and the part number is 404-1-20127.

Regarding the state and availability of 'Bristol' parts, we would say that we are maintaining full stocks and we intend to continue to do so as far as we can see ahead.

Yours faithfully,
BRISTOL CARS LIMITED.



B.G. BURCHER.
SPARES MANAGER.

encl.

11.24
1.57
1.08
13.09

29th. January 1962.

L. E. McNutt Esq.,
CALIFORNIA.
U.S.A.

Arnolt-Bristol BSl/Mk2/274 Engine.

Parts required if Holset damper is fitted to
Crankshaft N.332580.

<u>Part No.</u>	<u>Description</u>	<u>Qty. required.</u>	<u>£.</u>	<u>s.</u>	<u>d.</u>	<u>£.</u>	<u>s.</u>	<u>d.</u>
N.333470	Starter Dog	1				19	4	
N.333430	Securing Bolt - Engine Damper	2		3	10		7	8
N.333420	Securing Bolt - Engine Damper	6		3	10	1	3	0.
-	5/16 Plain Washer	2			-			-
N.333450	Locking Plate	1					7	0
N.333460	Engine Damper (Holset)					22	0	0.
N.333490	Damper Carrier					5	6	2.
N.333500	Oil Baffle						2	3.
N.332600	Key						1	5.
N.332620	Key						1	9.
Total:						£30.	8.	7

Parts required for Large front Spigot
Crankshaft and Holset Viscous Damper.

N.333520 ✓	Crankshaft (to take the place of N.332580)							
N.332330 ✓	Con Rod Bearing - Std. (To take the place of N.330490)	12						
N.333380 ✓	Crankshaft Thrust Plate	1				1	6	7.
N.333370 ✓	Drive Sprocket	1				3	11	2.
N.333400 ✓	Oil Baffle	1					2	3
N.333540 ✓	Damper Carrier	1				5	7	0.
N.333460 ✓	Engine Damper (Holset)	1				22	0	0.
N.333420 ✓	Securing Bolt - Engine Damper	6		3	10	1	3	0
N.333430 ✓	Securing Bolt - Engine Damper	2		3	10		7	8.
- ✓	5/16 Plain Washer	2						-
N.333450 ✓	Locking Plate	1					7	0.
N.333690 ✓	Starter Dog	1					19	4.
N.314440 ✓	Camshaft Drive Cover	1				4	3	0.
N.313910 ✓	Felt Washer	1						10
Total						£39.	7.	10.

29th. January 1962.

L. E. McNutt Esq.,
CALIFORNIA.
U.S.A.

Parts ordered in your letter 19.1.62.

<u>Part No.</u>	<u>Description</u>	<u>Qty. required.</u>	<u>£.</u>	<u>s.</u>	<u>d.</u>	<u>£.</u>	<u>s.</u>	<u>d.</u>
N. 332580	Crankshaft Unit					71.	10.	0
N. 330770 ✓	Ball Bearing						16.	3.
N. 330780 ✓	Circlip	2		1.	5.		2.	10.
N. 330490	Con Rod Bearing - Std.	(12)		9.	11.	5.	19.	0.
N. 332620 ✓	Key	2		1.	9.		3.	6
N. 330260	Starter Dog						7.	2.
N. 313130 ✓	Main Bearing - Front - Std.	2		12.	11.	1.	5.	10.
N. 313940	Main Bearing - Centre - Std.	4		12.	11.	2.	11.	8
N. 313930 ✓	Main Bearing - Rear - Std.	2		12.	11.	1.	5.	10.
N. 313590 ✓	Thrust Plate - Top - Std.	2		4.	5		8.	10.
N. 313600 ✓	Thrust Plate - Bottom - Std.	2		4.	5.		8.	10.
N. 311490 ✓	Mounting Bracket - Nearside					1.	3.	1.
N. 311500 ✓	Mounting Bracket - Offside					1.	3.	1.

Parts for larger sump and
sump breathing.

N. 313150 ✓	Sump complete with baffles					26.	15.	9.
N. 313650 ✓	Separator Box					2.	14.	9.
N. 313660 ✓	Retaining Nut						4.	5.
N. 313700 ✓	Joint Washer							3.
N. 313710 ✓	Hose - Extractor Pipe)						2.	0.
N. 313690 ✓	Hose (Drain from Separator Box)							9.
N. 313630 ✓	Drain Pipe Unit					1.	0.	0.
N. 313740 ✓	Clip complete						6.	3.
N. 313320 ✓	Sump Pipe Gasket							2.
N. 314280 ✓	Extractor Pipe					1.	1.	9.
N. 313280 ✓	Joint - Sump - Inlet Side						1.	9.
N. 313290 ✓	Joint - Sump - Exhaust Side						1.	9.
N. 310160 ✓	Joint - Sump - Front							9.
N. 312360 ✓	Joint - Sump - Rear							9.
N. 312640 ✓	Bolt - Sump	15				3.	3.	9.
WS. 105/10R ✓	Setscrew - Sump Front	2						
WB. 105/18R ✓	Bolt - Sump - Rear	2						
WB. 105/8R ✓	Bolt - Sump - Rear	1					1.	0.
WB. 105/10R ✓	Bolt - Sump - Rear	1						
N. 313720 ✓	Push Rod Cover Unit					3.	5.	0.

Continued.....

L.E. McNutt Esq.,
 CALIFORNIA.
U.S.A.

N. 322880 ✓	Gasket Cyl. Hd.			9.	4
N. 321330 ✓	Joint - Rocker Box - Exhaust			7.	2
N. 321970 ✓	Joint - Rocker Box - Inlet			7.	2
N. 421902 ✓	Top Pin ✓	2	19.10.	1.	19. 8.
N. 421931 ✓	Bottom Pin ✓	2	16. 6	1. 13.	0.
N. 340880 ✓	Inlet Valve ✓	6	16. 0.	4. 16.	0.
N. 340580 ✓	Chain			16.	9.
N. 350640 ✓	Fan Belt			9.	9.
N. 360690 ✓	Joint & Vokes Oil Filter			2.	4.
N. 360650 ✓	Insert - Vokes Oil Filter			1.	1. 11.
N. 722083 ✓	Alfin Type 11" Brake Drum (1 only)			7. 10.	0.

✓ 1 set Torsion Bar Adjusters: (comprising:)

N. 704126A	Anchor Bracket L.H.				
N. 704126B	Anchor Bracket R.H.				
N. 704127	Torque Arm	2			
N. 704128	Locknut	2			
N. 704129	Adjusting Screw	2		7. 8.	0.
N. 704130	Swivel Nut	2			
FB. 107/9D	Bolt	6			
FB. 107/5D	Bolt	2			
FN. 107/L	Nut	6			
-	7/16 Shakeproof Washer	8			

- ✓ 1 set of unlined Brake Shoes for
 11 inch dia. brakes
 6 Leading and 2 Trailing
 at 10/0 each.

Total. £ 159. 3. 10.

6 up valves

180 Marvin Avenue
Los Altos, California
January 31, 1962

Ed Iskenderian Racing Cams
607 N. Inglewood Avenue
Inglewood 3, California

Attn: Mr. Rouseyrol

Dear Sir:

With reference to your letter of January 19, replying to my inquiry concerning racing grinds for a Bristol camshaft, you left unanswered my question as to whether it would be possible to grind a cam with as much as .030" wear on the top of the lobes.

I note that you recommend the use of stiffer springs with this grind. Do you offer such springs for sale, and do you have push rods or cam followers available for Bristol engines? I have had some trouble with failure of the cam followers even with the stock grind, and hence wonder if stock cam followers can be safely used in conjunction with your grind.

To help me in my decision, I would appreciate your sending me specifications of valve timing and lift, as well as information as to effects on torque and power output, the latter preferably in the form of graphs of output versus rpm.

This camshaft is to be used in an Arnolt Bristol. Although this engine is virtually identical to the AC Bristol, there are some differences. In particular, the minimum clearance between intake valve and piston is .040" with a lift of .343". Do you think I will have trouble maintaining adequate clearance with your grind?

Sincerely,

D. H. Holland

180 Marvin Avenue
Los Altos, California, U. S. A.
31 January 1962

K. N. Rudd Engineers, Ltd.
41 High Street
Worthing
Sussex, England

Gentlemen:

This is in reply to your letter of 12 December, 1961, your reference KNR/CHH. I would like to place an order for one set of air straighteners and one Le Mans exhaust system, for a total of \$115.50.

If I understand correctly the term "carriage forward," I shall pay both for the equipment and postage upon arrival. I would prefer to have it sent by parcel post rather than airmail.

Examination of the stock AC Bristol exhaust system has convinced me that a somewhat sharper downward bend of the headers will be required to fit such a system to an Arnolt Bristol. Any suggestions you may have as to how best to accomplish this bend, or any warnings as to pitfalls in such a procedure will be appreciated. I presume that the best approach is simply to make the minimum bend with the maximum possible radius. It seems likely to me that this will not appreciably detune the system.

I would also appreciate answers to the following questions:

- 1) Do you offer for sale sets of matched and/or stiffer valve springs?
- 2) Do you have any recommendations as to carburetor emulsion tubes?
- 3) Do you offer camshafts ground to other than stock specifications, or have you had experience with other than stock grinds? In particular I am considering having my camshaft ground by Iskenderian but at the present am still undecided, and would be interested in having your opinion as to the advisability of this.

Please advise me as to the date of shipment of the air straighteners and exhaust system.

Sincerely,

D. H. Holland

TELEPHONES:
 WORTHING 7773/4
 STORES 9863

MANAGING DIRECTOR:
 KENNETH RUDD

SECRETARY:
 MISS M. A. GRIFFIN

REGISTERED OFFICES
 542 GRAND BUILDINGS
 TRAFALGAR SQUARE
 LONDON, W.C.2

K. N. RUDD (ENGINEERS) LTD.

ALL COMMUNICATIONS TO BE ADDRESSED TO:

41 HIGH STREET
 WORTHING
 SUSSEX, ENGLAND

BANKERS
 BARCLAYS BANK LTD
 CHARING CROSS
 448 STRAND, W.C.2

YOUR REF.

OUR REF. DPA/S.

D.H. Holland,
 180 Marvin Avenue,
 Los Altos,
 California,
 U.S.A.

8th February 1962.

Dear Sir,

We are in receipt of your letter of 13th January 1961 for which we thank-you.

We regret we are unable to despatch these parts per parcel post owing to the bulkiness of the exhaust system. We shall per B.O.A.C. air freight and you will have to pay the carriage charges only on receipt of same. Your bankers draft for \$115.50 must be received before despatch of these parts.

The answers to your further questions are as follows:-

- (1) Matched springs can be supplied at £3 (\$8.40) a set.
- (2) With Ruddspeed airstraighteners the emulsion tube should remain standard. Main jet should be 135 and Air correction jet 210.
- (3) We recommend that the camshaft should remain standard. A chain drive camshaft is available which might improve performance.

Trusting this information will assist you.

Yours faithfully,
 For K.N.Rudd (Engineers) Ltd.,



D.P. Ashton,
Stores Manager.

*From letter says
 135 & 210 w. standard
 air cleaners, or 140 & 220
 w. air straighteners.*



DISTRIBUTORS.

VOLVO • AUSTIN-HEALEY
 ALFA ROMEO • RENAULT
 PORSCHE • ASTON MARTIN

*also: "Standard carb. butterflies so as to
 eliminate the projections made by the
 fixing screws & file off edges of flap without
 disturbing air seal when flap is closed."*



Bristol Cars Ltd.

FILTON BRISTOL ENGLAND

YOUR REF.
OUR REF. CAR/SGB/LMH

TELEPHONE BRISTOL 693831 EXT.
TELEGRAMS AVIATION BRISTOL
TELEX 44163

12th February, 1962.

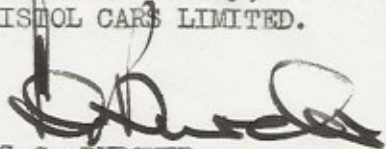
L.E. McNutt Esq.,
4114, Gilbert Street,
Oakland 11,
California,
U.S.A.

Dear Sir,

With reference to your letter of the 7th inst.
we are pleased to inform you that the spares you require
have been despatched in Parcel No. CAR/36269 by Parcel
Post.

Please find enclosed two copies of our Certified
Invoice No. 46306, value £21.13.8d., in respect of this
consignment.

Yours faithfully,
BRISTOL CARS LIMITED.


S.G. BURCHER.
Spares Manager.

Enc.



Managing Director : George White, Directors : T. A. D. Crook, F. S. Derham, A.C.W.A.



Bristol Cars Ltd.

FILTON
BRISTOL ENGLAND

YOUR REF.
OUR REF. CAR/SGB/EP

TELEPHONE BRISTOL 693831 EXT. 84
TELEGRAMS AVIATION BRISTOL
TELEX 44163

13th. February 1962.

L.E. McNutt Esq.,
4114, Gilbert Street,
Oakland 11,
California.
U.S.A.

Dear Mr. McNutt,

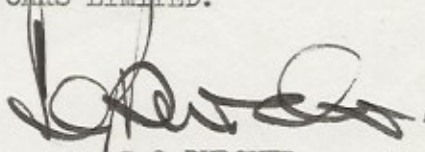
We certainly agree with you regarding the connecting rods for use with the large front spigot crankshaft and we would not wish you to go to the expense of a new set of rods if you are prepared to take the liability of altering your existing rods.

By removing the lip from one side you will apparently cut into the bearing location slot, but you will turn the bearings completely round and machine new slots on the other side of the rod and cap.

Enclosed is our drawing of the existing connecting rod N.332550 and its assembly N.332540, also drawings of the new offset rod N.333710 and its assembly N.333700 and we shall have to leave it to you to make your own decision.

Also enclosed is a sketch of the torsion bar adjusters which you may find helpful.

Yours faithfully,
BRISTOL CARS LIMITED.


S.G. BURCHER.
SPARES MANAGER.

ENCL.



Managing Director : George White. Directors : T. A. D. Crook, F. S. Derham, A.C.W.A.



Bristol Cars Ltd.

FILTON
BRISTOL ENGLAND

YOUR REF.
OUR REF. CAR/SGB/EP

TELEPHONE BRISTOL 693831 EXT. 84
TELEGRAMS AVIATION BRISTOL
TELEX 44163

16th. February 1962.

L. E. McNutt Esq.,
4114, Gilbert Street,
Oakland 11,
California.
U.S.A.

Dear Mr. McNutt,

As the complete consignment of parts for your engine has now been despatched, we trust that we have both covered all the items required. If any parts have been overlooked we can only hope that they are not of major importance.

As the rebuilt engine will practically be to 100D Standard except for Distributor and Carburettors, in particular, we should point out that the Arnolt/Bristol cylinder head is not polished in the ports and passages as is the AC/Bristol head. It is to advantage to carry this out.

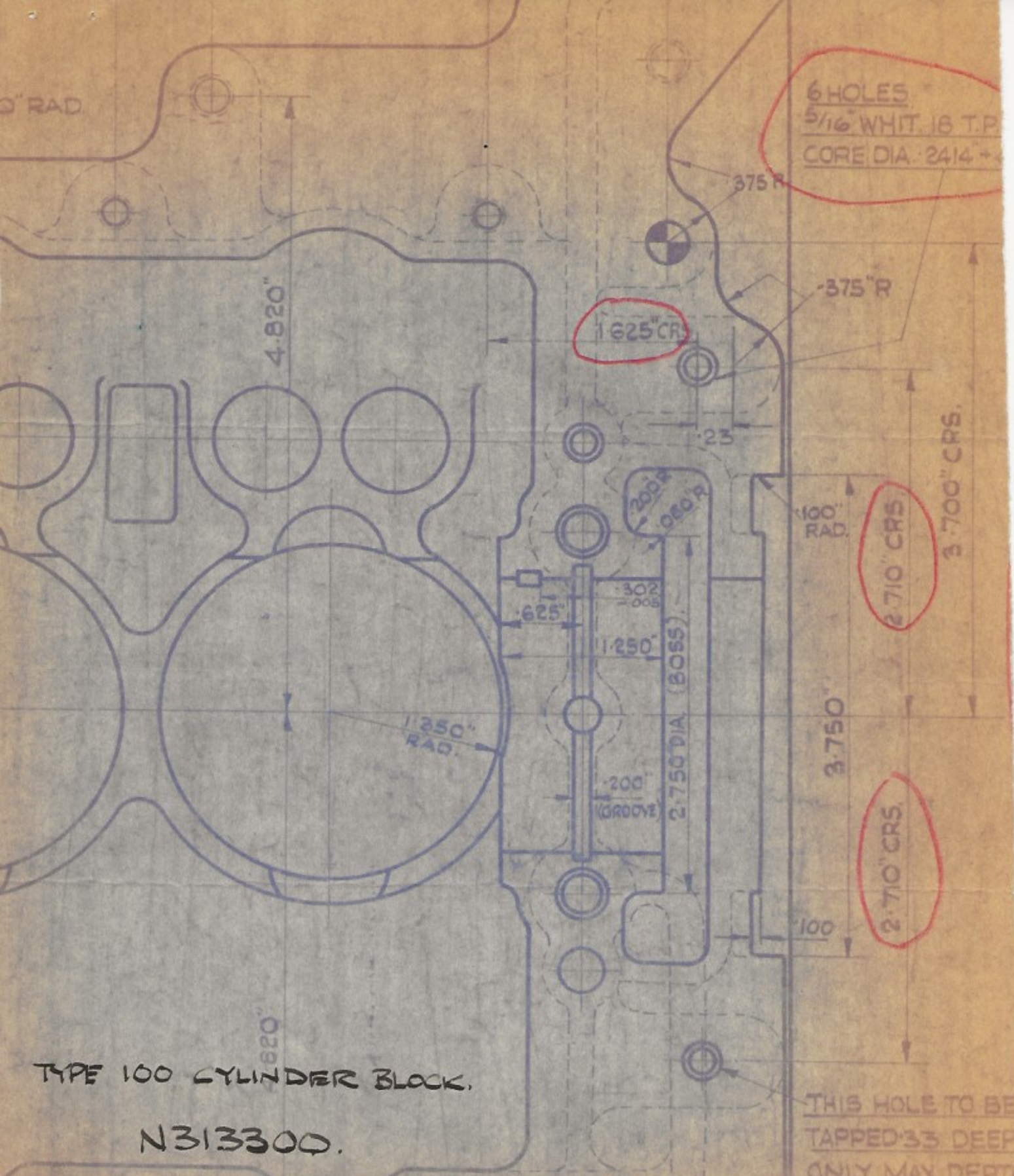
It will be necessary to plug the two rear holes in your cylinder block to attach the new sump, as mentioned in our letter of the 21st. December 1961, and we enclose sketches of the dimensions.

Yours faithfully,
BRISTOL CARS LIMITED.

S. G. BURCHER.
SPARES MANAGER.

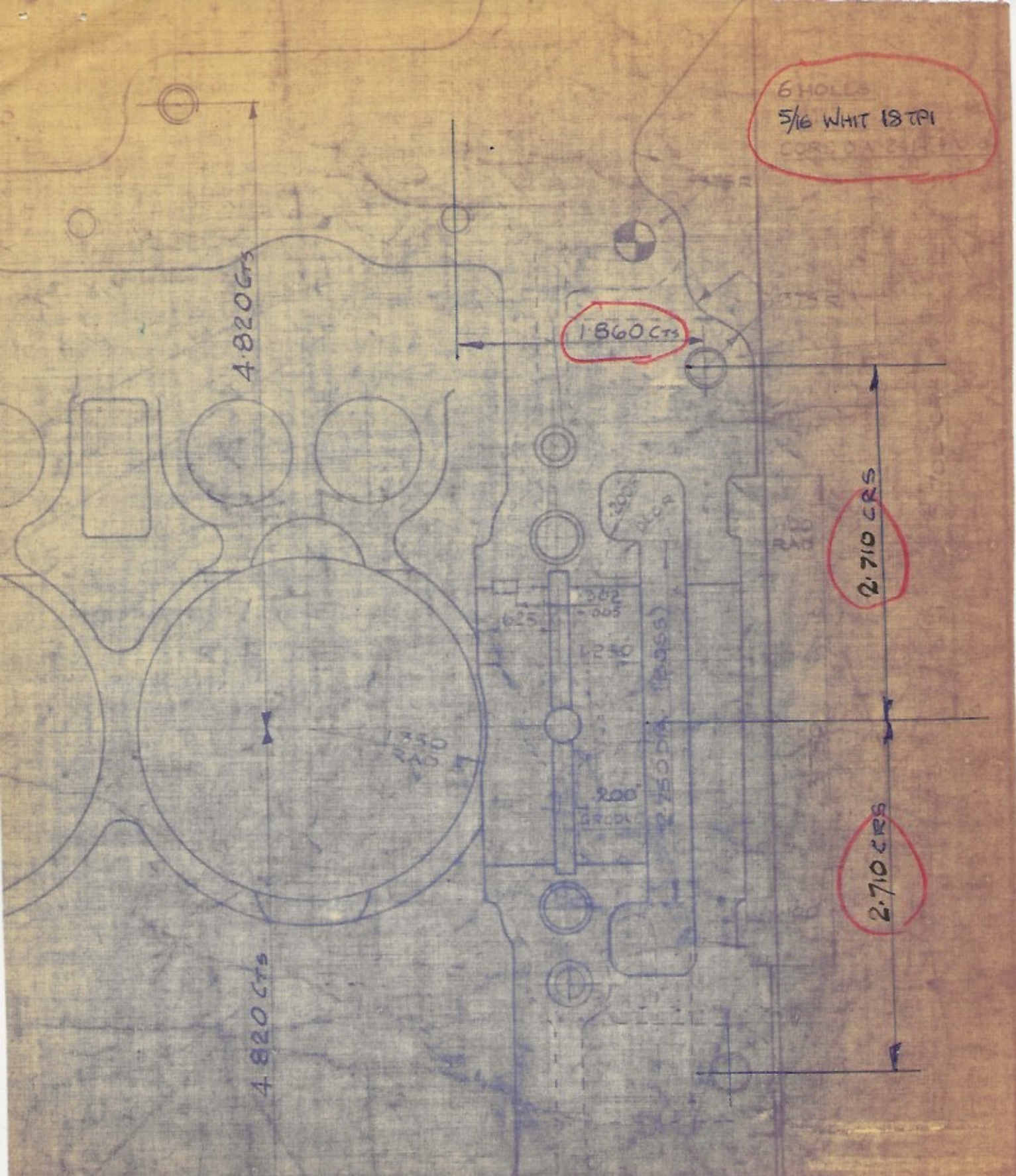


Managing Director: George White. Directors: T. A. D. Crook, F. S. Derham, A.C.W.A.



TYPE 100 CYLINDER BLOCK.
 N313300.

THIS HOLE TO BE
 TAPPED .33 DEEP
 ONLY MAX. DEPTH
 OF TAPPING DRILL
 .43"



N313380.
 EXISTING
 ARNOLT BSI MK2
 CYLINDER BLOCK.

Telegrams :- "Aviation, Filton"
Telephone :- Bristol 693931 E. 119

Our Ref :- TRANS/JCG

No. ~~18215~~
4311

*Holland Amer.
Lines*

BRISTOL CARS LIMITED
FILTON HOUSE, BRISTOL, ENGLAND

Consignee

O.O. No. 80035.

L.E. Mc.Nutt Esq.,
414 Gilbert Street,
Oakland 11,
California,
U.S.A.

SHIPPING NOTE

Dear Sirs,

We have to advise you that the packages detailed below have been despatched.

MARKS & NUMBERS

Case. BACAR/50454. GW: 1-1-27. NW: 0-1-7 Dim: 37" x 23½" x 10½"

Advice Note. GAR/36290.

Contents:- Motor Car Parts.

Date of Despatch from Works 16-2-62. Method of Despatch Goods Train.
Port of Shipment London Dock/Airline 1 Shed, Victoria.
Name of Ship S.S. Dinteldyk. Date of Closing for Cargo 23-2-62.
Foreign Port San Francisco Shipping Agent Royal Mail Lines.
Value for Customs (£185-8-0 G.I.F. Value:-Insure + 5 %)
Bill of Lading Senders.
Freight Charge _____
Remarks _____

4144 Gilbert Street,
Oakland 11,
California,
U.S.A.

SHIPPING NOTE

Dear Sirs,

We have to advise you that the packages detailed below have been despatched.

MARKS & NUMBERS

Case. BACAR/50454. GW: 1-1-27. NW: 0-1-7 Dim: 37" x 23 $\frac{1}{2}$ " x 10 $\frac{1}{2}$ "

Advice Note. CAR/36290.

Contents:- Motor Car Parts.

Date of Despatch from Works 16-2-62. Method of Despatch Goods Train.
Port of Shipment London Dock/Airline 1 Shed, Victoria.
Name of Ship s.s. Dinteldyk. Date of Closing for Cargo 23-2-62.
Foreign Port San Francisco Shipping Agent Royal Mail Lines.
Value for Customs (£185-8-0 C.I.F. Value:-Insure + 5 %)
Bill of Lading Senders.
Freight Charge _____
Remarks _____

Yours faithfully,
BRISTOL CARS LIMITED

H. Wood
Shipping Department

Date 21-2-62.

180 Marvin Avenue
Los Altos, Calif., U.S.A.
February 19, 1962

K. N. Rudd Engineers Ltd.
41 High Street
Worthing
Sussex, England

Gentlemen:

This is in reply to your letter of 8 February, your reference DPA/S. I am enclosing a bank draft for \$124 in payment for one Bristol Le Man exhaust system, one set of air straighteners, and one set of matched valve springs. I trust you will do your utmost to minimize the size of the package, since I fear the air freight charges may be astronomical.

I do not understand your comment that a chain drive camshaft is available which might improve performance. My engine already has a chain drive camshaft, as do all Bristol engines I have seen. Do you perhaps mean you offer a non-standard camshaft? If so I would be interested in having its specifications as to valve timing and lift, and its price.

From your failure to answer my questions regarding modification of the exhaust system to permit fitment to my Arnolt-Bristol, I presume you have no comment on the subject. Still I would like to reiterate the question, as phrased in my last letter, so I can be absolutely certain you have no suggestions or warnings to guide me in this procedure.

Sincerely,

D. H. Holland

DHH:jg



Arnolt Corporation

SOLE U. S. A. AGENTS
FOR SOLEX CARBURETORS



WARSAW, INDIANA, U. S. A.

February 26, 1962

Mr. Dan Holland
180 Marvin Avenue
Los Altos, California

Dear Dan:

We are enclosing here our latest revised price list on the Bristol engine; and in reviewing, you will find that it will be quite beneficial to you. All your purchases will be at the net price.

If you have not purchased a Viscus Damper yet, we have reduced the price down to \$91.90 or \$82.71 net to you.

With kindest regards,

ARNOLT CORPORATION

Walter Inai
Walter Inai, Sales Manager
Automotive Division

WI:np

Enclosure: (1)

FEB-10-62

DESCRIPTION		NEW LIST PRICE	DEALER NET PRICE
N. 313150	SUMP UNIT (A.C.) *75.40	103.25	92.95
N. 314340	CYL. BLOCK (ARNOLT-BRISTOL)	337.22	303.50
N. 314610	CYL. BLOCK. (A.C.)	338.31	304.50
N. 322810	CYL. HD UNIT (ARNOLT-BRISTOL) *202.50	277.76	249.98
N. 322910	CYL. HD UNIT (A.C.)	320.88	288.86
N. 332580	CRANKSHAFT (100C)	293.52	264.20
N. 333750	CRANKSHAFT *201 (ARNOLT-BRISTOL)	275.60	248.05
N. 333460	VISCUS DAMPER *61.80	91.90	82.71
N. 333570	CRANKSHAFT (100D.)	306.56	275.90
N. 340590	CAMSHAFT — *61.82	97.84	88.05
N. 440580	CLUTCH COVER ASS'Y (ARNOLT-BRISTOL)	53.45	48.10
N. 440940	CLUTCH COVER ASS'Y (A.C.)	80.15	72.15
ANTI-SWAY BAR ASS'Y *30.60		54.20	48.78
REMOTE CONTROL ASS'Y		94.90	85.41
CONVERSION ASS'Y AR-BR TO 100C INCLUDING - COUNTERBALANCED CRANK- DAMPER - CARRIER - STARTER DOG - BOLTS		465.20	418.65
100 TYPE SUMP - SP. BAFFLING ANTI-SURGE		156.80	141.10
DISC BRAKE CONVERSION		605.00	544.50

ROYAL MAIL LINES, LIMITED.

NORTH PACIFIC ROUTE.

52

OUTWARDS.

FOR USE AT UNITED KINGDOM PORTS.

ONE (1)- Packages.

SHIPPED in apparent good order and condition by
 "DINTELDYK"

BRISTOL CARS LTD.

on board the Ship

now lying in or off the port of **LONDON**
 conveyed and delivered to **L.E. MCNUTT**
SAN FRANCISCO

"belonging to or employed by ROYAL MAIL LINES, LIMITED (hereinafter called the Carriers)
 the Goods or packages of merchandise stated to be marked, numbered and described as below, to be
 or his or their assigns at

(hereinafter called the Port of Destination) under and subject to the conditions and exceptions herein expressed.

PARTICULARS FURNISHED BY SHIPPERS.

Declared Marks and Numbers.	PACKAGES.		Declared Contents.	Value.	Measurement.			Weight.				
	No.	Declared Description.			Feet.	Inches.	Tons.	cwt.	qrs.	lbs.		
L.E. MCNUTT ESQ, 4114, GILBERT STREET, OAKLAND 11, CALIFORNIA BACAR/50454 SAN FRANCISCO	1	CASE	MOTOR CAR PARTS		5	8			1.	1.	27.	(167 LBS).

or BACAR
50454

Dated in LONDON

28TH day of FEBRUARY 1962.

For the Master and Owners.

each of this tenor and date, one of which Bills being accomplished, the others to stand void.

In Witness whereof the Master or Agents of the said Ship and its connections have affirmed to

TWO (2)-

Bills of Lading.

M. Stewart

[Signature]

Assigned to Mr C. Rankin & accept delivery

J. E. McArthur Esq.

ORIGINAL

Assigned to Dan Holland to accept delivery

Customs Form 7501
TREASURY DEPARTMENT
8.27, 8.51, 10.31, 10.91, C.R.
July 1960

CONSUMPTION ENTRY
BUREAU OF CUSTOMS

COLLECTOR'S COPY
ACCOUNTING COPY
STATISTICAL COPY

This Space For Census Use Only		This Space For Customs Use Only	
BLOCK AND FILE NO.	M.O.T.	ENTRY NO. AND DATE	
	MANIFEST NO.	46437 '62 APR 12 '62	
FOREIGN PORT OF LADING	U.S. PORT OF UNLADING	Dist. and Port Code	Port of Entry Name
		28 09	SAN FRANCISCO
Importer of Record (Name and Address)		Term Bond No.	
TED L. RAUSCH, WORLD TRADE CENTER, SAN FRANCISCO, CALIF.		1107	
For Account of (Name and Address)		CUSTOMS CASHIER	
L.E.MC NUTT, 4114 GILBERT ST., OAKLAND 11, CALIF.		SAN FRANCISCO	

Importing Vessel (Name) or Carrier	B/L or AWB No.	Port of Lading	I.T. No. and Date
DINTELDYK	52	LONDON	
Country of Exportation	Date of Exportation	Type and Date of Invoice	I.T. From (Port)
UNITED KINGDOM	2/28/62	COMM INV 2/15/62	
U.S. Port of Unlading	Date of Importation	Location of Goods—G.O. No.	I.T. Carrier (Delivering)
SAN FRANCISCO	4/7/62	PIER 45	

MARKS & NUMBERS OF PACKAGES COUNTRY OF ORIGIN OF MERCHANDISE (1)	DESCRIPTION OF MERCHANDISE IN TERMS OF U.S.I.D. ANNO., NUMBER AND KIND OF PACKAGES (2)		ENTERED VALUE IN U.S. DOLLARS (3)	U.S.I.D. ANNO. REPORTING NO. (4)	TARIFF OR I.R.C. RATE (5)	DUTY AND I.R. TAX (6)	
	GROSS WEIGHT IN POUNDS (2a)	NET QUANTITY IN U.S. I.D. ANNO. UNITS (2b)				Dollars	Cents
ADDRESSED ACAR/50454 SAN FRANCISCO	1 CS. CONTAINING: AUTO PARTS, OTHER 166#		502	0369.5000	10 1/2%	52	71
	METAL BALL BEARINGS 1#	1 LB	2	0321.4000	3.46/LB 15%	-	03
	INV. VALUE \$ 185.8.0 LESS NDC 6.2.6. N.E.V. \$ 179.5.6		504			53	04
	2.809133 - \$903.59						
C/O UNITED KINGDOM	TOTAL: 1 CS.	168#					

MISSING DOCUMENTS	THIS SPACE FOR CUSTOMS USE ONLY
Spec. Cash. Inv.	
I declare that I am the <input checked="" type="checkbox"/> nominal consignee and that the actual owner for customs purposes is as shown above, or <input type="checkbox"/> consignee or agent of the consignee.	I also include in my declaration all the statements in the declaration on the back of this entry.
I further declare that the merchandise <input checked="" type="checkbox"/> was or <input type="checkbox"/> was not obtained in pursuance of a purchase or agreement to purchase.	
DATE: 4/10/62	<input type="checkbox"/> Principal.
(Signature)	<input type="checkbox"/> Member of the firm.
(Address)	<input type="checkbox"/> of the corporation.
WORLD TRADE CENTER, SAN FRANCISCO, CAL.	<input checked="" type="checkbox"/> Authorized agent

TELEPHONES:
WORTHING 7773/4
STORES 9863

ROWLANDS ROAD GARAGE
WORTHING 7979

DIRECTORS:
K. N. RUDD (MANAGING)
J. HAMBLETT

SECRETARY:
MISS M. A. GRIFFIN

K. N. RUDD (ENGINEERS) LTD.

Automobile Distributors

ALL COMMUNICATIONS TO BE ADDRESSED TO:

41 HIGH STREET
WORTHING
SUSSEX, ENGLAND

BANKERS
BARCLAYS BANK LTD
CHARING CROSS
44B STRAND, W.C.2

REGISTERED OFFICES
542 GRAND BUILDINGS
TRAFALGAR SQUARE
LONDON, W.C.2

YOUR REF.

OUR REF. DPA/SKD

2nd March, 1962.

D.H. Holland, Esq.,
180 Marvin Avenue,
Los Altos,
California,
U.S.A.

INVOICE

Invoice No. 563.

2.3.62.

To supplying:-

1 Le Mans exhaust system.	£ 73.50
1 set air straighteners.	42.00
1 set valve springs.	8.40

£123.90

CERTIFIED INVOICE

W5481/8



DISTRIBUTORS

ALFA ROMEO • VOLVO
ASTON MARTIN • PORSCHE
AUSTIN-HEALEY • RENAULT

TERMS OF PAYMENT

Settlement is due on receipt of advice that the car is ready for delivery (Rendition of Invoice normally coincides with this advice).
Customers are respectfully advised that Cheques tendered in Payment must be in the Company's possession at least FIVE clear working days before delivery of Car is taken.
Any objection to, or complaint regarding the charges in this Invoice must be made within SEVEN DAYS of the date hereon, otherwise it cannot be entertained.

E.&O.E.

K.N. Rudd (Engineers) Ltd.,
41 High Street,
WORTHING,
Sussex,
England.

Our ref: DPA/SKD

2nd March, 1962.

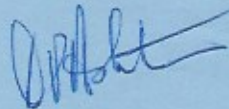
D.H. Holland, Esq.,
180 Marvin Avenue,
Los Altos,
California,
U.S.A.

Dear Sir,

We thank you for your letter and bank draft for \$124.
The goods have been despatched per B.O.A.C. and should be with
you shortly.

We apologise for any mis-understanding regarding the
camshaft. We cannot offer any camshafts other than standard.
With regard to the Arnolt-Bristol, we are not familiar with
the layout of this vehicle and therefore regret we cannot
help you further.

Yours faithfully,
for K.N. Rudd (Engineers) Ltd.



D.P. Ashton.
Stores Manager.

K.N. Rudd (Engineers) Ltd.,
41 High Street,
Worthing,
Sussex,
England.

Our ref: DPA/SKD

5th March, 1962.

D.H. Holland, Esq.,
180 Marvin Avenue,
Los Altos,
California,
U.S.A.

Coak
~~Coak~~
Qantas

Dear Sir,

Further to our letter of the 2nd March, 1962, we regret to inform you that due to a strike at London Airport your package has been returned to us and we are unable to despatch at present.

Please understand, however, that it will be despatched to you at our earliest opportunity.

Yours faithfully,
for K.N. Rudd (Engineers) Ltd.

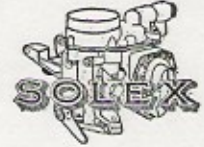


D.P. Ashton.
Stores Manager.



Arnolt Corporation

SOLE U. S. A. AGENTS
FOR SOLEX CARBURETORS



WARSAW, INDIANA, U. S. A.

March 7, 1962

Dictated February 28, 1962

Mr. Dan Holland
180 Marvin Avenue
Los Altos, California

Dear Dan:

Your parts order is appreciated here, and is on its way already. This letter is to answer some of the questions on page 2 of your letter.

The springs you want for the distributor centrifugal advance mechanism will have to be obtained out there through one of the Lucas distributors, as this part is not available to us. As for the acorn nuts, they will be forwarded to you under separate cover as soon as ours come in from Bristol Cars. We are having them air mail these.

The floor mats are not available, and I suggest you get a hard rubber mat and cut it to shape. Regarding the Rudd modification, I have been advised that this option will not be going in this year pending any last-minute changes; I was unsuccessful in the promotion of these options.

Thank you for taking care of some of the A.C. Bristol owners out there, especially Larry Mitchler, and ask him if he would write us directly, we would fill his orders. As for the set of twelve (12) rod bearings, we sent it to you, and I hope you will see that he gets it. We will allow him the same trade discount we are allowing you.

With kindest regards,

ARNOLT CORPORATION


Walter H. H., Sales Manager
Automotive Division

WI:np

16 March 1962
180 Marvin Avenue
Los Altos, Calif., U.S.A.

K. N. Rudd Engineers, Ltd.
41 High Street
Worthing
Sussex
England

Gentlemen:

With regard to your letter of 5 March 1962, ref. DPA/SKD, I would appreciate further information as to the cause and probable extent of the delay in shipment of my order.

The San Francisco office of BOAC seems to be unaware of a strike at the London airport, and claims that their planes are arriving as scheduled.

Sincerely,

D. H. Holland

DHH:jg



Arnolt Corporation

SOLE U. S. A. AGENTS
FOR SOLEX CARBURETORS



WARSAW, INDIANA, U. S. A.

June 4, 1962

Mr. Dan Holland
180 Marvin Avenue
Los Altos, California

Dear Dan:

The parts order for your Solex is being shipped to you under separate cover via Air per your request.

Regarding the throttle body that is somewhat smaller in the choke tube, may I request you send it right back to us for our examination. In the meantime, with this same Solex order we are sending you another throttle body and trust it will be the same as the one now on the car.

Glad to see that you were able to pick up quite a few of the A.C. Bristol parts, but I suggest on your 10 to 1 pistons you exercise extreme care since our combustion chamber in the head is a little shallower than on the A.C. and, therefore, you may have some problems in bent valves when your piston comes too close to it at high RPM. Another method to overcome this is to put the shims under the valve springs so that the valves will not float at high RPM.

It is very feasible to have 115 brake horsepower with the new units - if fact, you may have as much as 118 to 120 at the rear wheels. We get somewhere around 118 and 119 brake horsepower at the rear wheels on our cars.

Yours very truly,

ARNOLT CORPORATION

Walter Inari, Sales Manager
Automotive Division

WI:np



H O O S I E R I N T E R N A T I O N A L M O T O R S

W A R S A W , I N D I A N A · 2 3 0 7 E A S T C E N T E R S T R E E T · A M 7 - 8 1 3 1

Mr. Dan Holland,
180 Marvin Ave,
Los Altos, Calif.

Dear Mr. Holland:

Enclosed herewith is the Lock Washer you asked Walt to send to you. We are not invoicing you for this as the charge is only .10¢.

Walt asked me to give you the following information on the rear torsion bar-- to lower it, go down 1 spline only. 2 splines will be in excess. Certain chassis parts will touch the body with 2 splines down.

Yours very truly,

Helen Kring
Helen Kring.

S. H. ARNOLT INC.

DISTRIBUTORS OF FINE IMPORTED MOTOR CARS

July 6, 1962

Mr. Dan Holland
180 Marvin Avenue
Los Altos, California

Dear Mr. Holland:

Thank you for your letter of June 22 and check for \$8.04 for parts you were shipped. I am sorry that we are unable to accommodate your request for open account billing, however, our present handling has not been set up along those lines.

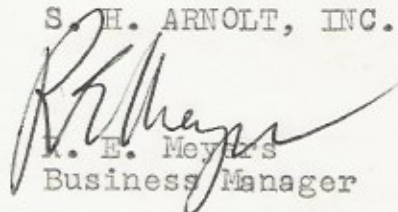
We do not have the facilities for maintaining open accounts and would appreciate your forwarding a check with your orders as you have done in the past, or request a COD shipment.

Should the situation change in the near future I will keep your request on file and contact you with the possibility of opening a charge account with us.

Thank you again for your interest, and I hope that we can continue to be of service to you.

Very truly yours,

S. H. ARNOLT, INC.



R. E. Meyers
Business Manager

REM:ELW

January 14, 1963
180 Marvin Ave.
Los Altos, California, U.S.A.

S. G. Burcher
Bristol Cars Ltd.
Filton
Bristol, England

Dear Mr. Burcher:

In the near future I plan to plan with you an order for parts for my Arnolt-Bristol race car. Before doing so, I shall need to know the price of the parts listed below. To avoid confusion, perhaps I should say that I have converted my engine essentially to 100D specifications, so the rod bearings I use are not stock for the Arnolt-Bristol.

I might add here that the parts for the 100D conversion were ordered for me from you about a year ago by L. E. McNutt of Oakland, California. The conversion was completely successful, due in no small measure to your very helpful cooperation and meticulous attention to detail. The blueprints you sent were most helpful in modifying the Arnolt-Bristol ^xrods to fit the large spigot counterbalanced crankshaft, and fitting the large sump to the block. *connecting* Not a single part other than those you sent was required for the entire conversion. As for results - whereas I had grown accustomed to running 20 psi oil pressure and changing center main bearings after every race with the Arnolt-Bristol crankshaft, last year I ran the whole season on the same bearings, the oil pressure never dropped below 50, and I'm not sure I need bearings even now. In summary, it is indeed a pleasure to thank you for your efforts on my behalf.

To return to the business at hand, the parts whose price I would like to learn are the following:

N313130	front main bearing - std.
N313940	center main bearing - std.
N313930	rear main bearing - std.
N332330	- 6pn. rod bearing - std.
N341710	tappet body
N360650	oil filter insert
N350640	fan belt
404-1-23036	steering arm
N421471	swivel pin

N440450	clutch driven plate
N490031	crown wheel mounting (complete)
N490361	ball bearing
N721009	roller bearing
N721014	distance washer
N501501	rear wheel bearing
405-1-30062	rear wheel oil seal
--	engine tab kit
--	engine gasket kit

The serial numbers of my car are: engine - BSI MkII 274 and chassis - 404X3073. It is my understanding that you offer polished and magnafluxed steering arms. Since two of these have broken for me, one of them resulting in a ride I shall not soon forget, I would prefer the polished arms if they are available.

With reference to the crown wheel mounting, it is not clear to me what the notation "complete" signifies. If this does not include the bevel gears and shaft, I should like to know their price as well; if it does, I should like to know the prices of the mounting and gears separately.

Finally, it would be most helpful if you could tell me the various types of shipping available, and the approximate time required for each.

Sincerely,

D. H. Holland



Bristol Cars Ltd.

FILTON
BRISTOL ENGLAND

YOUR REF.
OUR REF.

CAR/SGB/EP

TELEPHONE BRISTOL 693831 EXT. 84
TELEGRAMS AVIATION BRISTOL
TELEX 44163

22nd. January 1963.

D.H.Holland Esq.,
180 Marvin Ave.
Los Altos,
California.
U.S.A.

Dear Sir,

Thank you for your letter of the 14th. inst. and we attach a priced list of the spares as requested.

We do not, and it has never been our practice, to supply polished and magnafluxed steering arms. It is a part that does not normally give trouble and if you have had experience of two of them failing, it would be advisable to check the whole range of the steering to see if there is any misalignment or drag that would tend to bend the steering arm. You do not say if they were two on the same side or a right and left hand failure.

The crown wheel mounting can be supplied as a detail part with all the gears supplied separately, but as the thrust washers for this assembly are of selective thickness we prefer to supply a fully assembled crown wheel mounting.

We would suggest that all the parts are sent to you per Parcel Post and there is a possibility that it may mean two parcels. The cost of postage and packing would be approximately 35/- and the Post Office Book states 7-12 days delivery time. This a general statement and as you are on the West Coast it would perhaps be advisable to add a further 7 days.

Yours faithfully,
BRISTOL CARS LIMITED.

S.G. BURCHER.
Spares Manager.

Managing Director : George White, Directors : I. A. D. Crook, F. S. Derham, A.C.W.A.



Bristol Cars Ltd.

January 1963.

D.H.Holland Esq.,
Los Altos.
California.
U.S.A.

FILTON
BRISTOL ENGLAND

Part No.	Description.		Price each.		
			£.	s.	d.
N.313130	Main Bearing - Front - Std. (2)	362	12.	11.	
N.313940	Main Bearing - Centre - Std. (4)	724	12.	11.	
N.313930	Main Bearing - Rear - Std. (2)	362	12.	11.	
N.332330	Con Rod Bearing - Std. (12)	1660	9.	11.	
N.341710	Tappet (12)	1660	9.	11.	
N.360650	Insert - Vokes Oil Filter (1)	83.07	1.	1.	11.
N.350640	Fan Belt (1)		9.	9.	
404-1-23036	Steering Arm R.H. (1)		1.	9.	3.
N.421471	Swivel Pin R.H. c/w Bushes (1)		3.	14.	3.
N.440910	Clutch Driven Plate (1)		3.	18.	10.
405-1-30079	Crown Wheel Mounting assembled with Bevel Gears. (1)		21.	11.	6.
N.490361	Taper Roller Bearing (2)		2.	10.	7
N.721009	Taper Roller Bearing (1)		1.	18.	3.
N.721014	Distance Washer (11 Selective Thickness) (1)	80.52	3.	7.	
N.501501	Ball Bearing - Rear Hub (2)	14.02	1.	8.	9.
405-1-30062	Oil Seal - Rear Hub (2)	10.62	4.	5.	
TAB.5.	Set of Tabwashers (1)	80.96	6.	1.	set.
ENG.5/AC	Engine set of Gaskets (1)	15	1.	15.	9.set.
N49007	Crown wheel mounting	822.54	8.	1.	

The crown wheel mounting can be supplied as a detail part with all the gears supplied separately, but as the thrust washers for this assembly are of selective thickness we prefer to supply a fully assembled crown wheel mounting.

We would suggest that all the parts are sent to you per Parcel Post and there is a possibility that it may mean two parcels. The cost of postage and packing would be approximately 35/- and the Post Office Book states 7-12 days delivery time. This a general statement and as you are on the West Coast it would perhaps be advisable to add a further 7 days.

Yours faithfully
BRISTOL CARS LIMITED

S.G. BURCHER

S.G. BURCHER
Spares Manager.

Managing Director: George White, Directors: T. A. D. Crook, F. J. Dennis, A.C.N.S.



February 4, 1963
180 Marvin Avenue
Los Altos, California, U.S.A.

S. G. Burcher
Bristol Cars Ltd.
Filton
Bristol, England

Dear Mr. Burcher:

Enclosed find bank draft in the amount of \$ 21 in payment for the following parts and their shipment by parcel post to the above address

N490031	Crown Wheel Mounting	1
N721014-1	Distance Washer (.200")	1
N721014-6	" " (.210")	1
N721014-11	" " (.220")	1
N341710	Tappet Body	12
N501501	Ball Bearing - Rear Hub	1
405-1-30062	Oil Seal - Rear Hub	1
TAB. 5	Set of Tabwashers	1
ENG. 5/AC	Engine Set of Gaskets	1

I am ordering the crown wheel mounting as a separate part, since my bevel gears are in good condition and should be reusable. I hope the draft will cover these parts and their handling, with a pound or so to spare which can be applied to future orders.

With reference to the comments in your recent letter about steering arms, the two I have broken have been on opposite sides of the car. I also discovered a crack in a third one by magnafixing. Both breaks and the crack were in the same location, namely, on the inside of the sharp bend between the two straight sections. Another Arnolt-Bristol driver told me that he had also had trouble with steering arms. I do not remember how many he said he had broken, but I am sure it was at least one.

Sincerely,

D. H. Holland



Bristol Cars Ltd.

FILTON
BRISTOL ENGLAND

YOUR REF.
OUR REF. FSD/LMH

TELEPHONE BRISTOL 693831 EXT.
TELEGRAMS AVIATION BRISTOL
TELEX 44163

12th February, 1963.

D.H. Holland Esq.,
180, Marvin Avenue,
Los Altos,
California,
U.S.A.

Dear Sir,

With reference to your letter of the 4th February, we are pleased to inform you that the spares you require have been despatched in Parcel No. CAR/40806 per Parcel Post.

Please find enclosed two copies of our Certified Invoice No. 46301, value £21. 0. Od., in respect of this consignment.

Yours faithfully,
BRISTOL CARS LIMITED.

F.S. DERHAM.
Secretary.

Enc.



Managing Director : George White, Directors : T. A. D. Crook, F. S. Derham, A.C.W.A.

July 6, 1963
180 Marvin Avenue
Los Altos, California, USA

Bristol Cars Ltd.
Filton
Bristol, England

Dear Sirs:

Enclosed find bank draft in the amount of twenty-three dollars.
Please send to me, at the above address, the following parts
for my Arnolt-Bristol:

Rear axle bearing housing, R. H.	N501411
Steering arm, R. H.	404-1-23036
Steering arm, L. H.	404-1-23035
Oil filter insert	H360650

I would appreciate your sending these parts by parcel post
at your earliest convenience. Should the draft prove
insufficient to cover the cost of parts and handling, please
omit the oil filter insert.

Sincerely,

D. H. Holland