

THE CAR OF DISTINCTION

*Speed with Safety*

A.C. Cars Limited introduce the ACE and ACECA, each car providing comfortable seating for two with reasonable luggage room. Both models have received the lavish praise of the Motoring Press for beauty of line and design in body styling, with quality apparent everywhere.

The chassis created immediate interest when first shown publicly, as this specification had not previously been available to the general public as a standard production car.

The ACE and ACECA have roadability in a big way. Here is the car you can trust. The pleasure of 4-wheel independent suspension must be tried to be fully appreciated. Bad going, Belgian Pavé, tramlines, nothing pulls this car off its set course.

Manufactured under specialist conditions, every car receives individual attention, the hand built product of craftsmen, fortunately unhurried by mass production conditions, all immediately apparent on viewing the finished article.

A.C. Cars have during the last 50 years provided the discerning motorist with cars of an exclusive nature, and these latest models are in keeping with the proud tradition and reputation which is most jealously guarded.

The factory is always open for inspection by appointment to prospective purchasers where our methods of production can be fully viewed. Thames Ditton can be reached within 45 minutes by road or rail from London.

## The ACE

A.C. CARS LIMITED are pleased to announce that with the co-operation of BRISTOL CARS LIMITED they are able to offer as an alternative optional extra the world famous BRISTOL 2-litre Engine complete with Gearbox.

The normal ACE is still fitted with the A.C. 2 litre Engine which produces exceptionally high power in the lower rev. range up to 4,500. The BRISTOL Sports Engine meets the requirements of the competitive motorist who desires more power with higher revolutions up to 5,750 which the BRISTOL gives.

The ACE is the only British production Sports Car to be powered with the BRISTOL Engine.

The well-known roadability of the ACE coupled with the considerable extra power makes the A.C. BRISTOL one of the fastest 2-litre Series Production Sports Cars.

See additional brochure for Bristol Engine and Gearbox Specifications.



OPEN MOTORING AT ITS BEST. — This is the car *The Motor* declared "the car of the year from the viewpoint of pleasure and safety in driving". Surely a tribute which must be earned in this most competitive modern sports market. Cruising speed anything up to 90 miles per hour. Maximum 100 miles per hour plus. The exciting performance and thrilling speed of this car must be experienced to be believed. Examine the specification of the engine and chassis which are simple, yet utterly efficient in design. The long rakish speedy lines of this car are well supported by the amazing performance, the chassis having been specially designed to meet the demands of present day sports motoring which calls for a car, fast and steady under all conditions.

The ACE has never been claimed to be a racing car, it has, however, proved itself in sports car events, hill climbs and rallies, in competition having covered the standing quarter mile in 16.27 seconds, and the standing kilo in 31.8 seconds.

The ACE continues the Company's sports car tradition in worthy succession to the pre-war types and the earlier vintage models of pleasant memories over a period of 50 years. Overriders, Fram Filter, and Glove Box door now standard equipment.

"THE FIRST LIGHT SIX — AND STILL THE FINEST"



The interior arrangement of the Aceca is exactly similar to that of the Ace, the instrument board, however, differs, as will be viewed in the accompanying illustration. The fascia board is again covered in the same leather as the interior trim. The glove box door and the panels on which the instruments are fitted are in Walnut. Interior leather is normally one colour, but a dual scheme is possible by special arrangement.

## *Interior Luxury*

Your comfort is our first consideration, and we provide ample accommodation for two with no obstructions, plenty of leg-room, no restrictions around the clutch, brake and accelerator pedals. Steering is instantly adjustable for length at will, and provision is made to raise or lower the rake. Snug fitting bucket type seats really hold you firm. Seat frames are made up in steel tube with aluminium panelling to provide support to the Dunlopillo filling, in turn covered by the leather trim, the latter being available in a wide choice of colours. Both seats are mounted on adjustable runners which give full fore and aft movement.

All the instruments are in full view mounted on an aluminium fascia board normally covered in the same leather as the seats and door interior. The centrally placed gear lever comes immediately to hand, and the quick release handbrake will be viewed between the seats.



## *The ACECA*



The requirements of the discerning motorist who requires closed bodywork is met by the Coupe, and we are proud that our Designers have created styling which has had immediate world-wide approval.

The composite steel tube and Ash body framing with aluminium panelling gives strength with lightness. Fibre glass provides near perfect insulation against heat and noise on the engine bulkhead, gearbox cowl and panelling behind the seats. Commodious luggage accommodation. Excellent all round visibility.

This car matches its efficient appearance with Ace type performance and road holding. Perfect manners. No vices. Effortless motoring. Your ideal.

Aceca specifications are as Ace, except rubber mounted differential. Overall length including bumpers 13' 4", less bumpers 12' 9 1/2", overall width 5' 1", overall height 4' 4". Weight 1,840 lbs. Standard equipment now includes: full bumpers, heater and demisters, Fram oil filter.

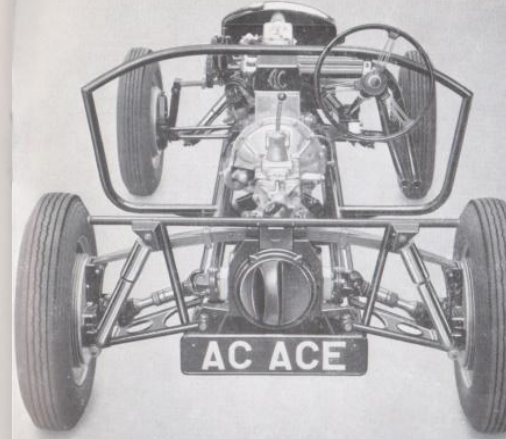


## Elegance

### ACE

The Designers have been successful in providing a roomy luggage locker without detracting in any way from the pleasant external appearance of the car, and although the spare wheel and the envelope containing sidescrims and hood cover must also be accommodated, room is still left to meet reasonable luggage requirements.

The petrol tank is situated immediately below the luggage locker, and a powerful electric pump is provided inside the compartment. Wire bound flexible plastic petrol tubing conveys the fuel to the carburettors. Plastic again enables a large rear view light to be incorporated in the hood or top and an unrestricted view is provided in any direction. Double dual rear lamps incorporate stop reflectors and flashing indicator lighting.



## Technical Excellence

Designed by enthusiasts for enthusiasts. Independent suspension on all four wheels by transverse leaf springs and wishbones. Hand-built to a tight specification. Correct weight distribution. Ideal sought and attained.

The chassis illustration will be of interest, as it clearly shows the layout of the rear axle. It should, however, be pointed out that this is not the normal angle of drive, when loaded the halfshafts are practically level.

Tubular construction of the chassis and body framing provides tremendous strength, from the robust 3" tubing of the main chassis frame to the 1 1/2" scuttle anti roll bar and the 3/4" body assembly tube, the whole welded to provide a simple yet robust structure.

The full flow exhaust manifolds will be observed, two branches of three pipes finally merge into two, proceeding through the silencer in dual form and continuing to atmosphere. The weight distribution is such that there is 18% more on the rear wheels than on the front. This is another feature which has assisted in providing the stability for which this Ace chassis is now well renowned. Centre lock wire wheels and Al-Fin brakedrums are included in the standard specification.

The Aceca specification from the chassis point of view differs only in the fact that the differential is rubber mounted.

### ACECA

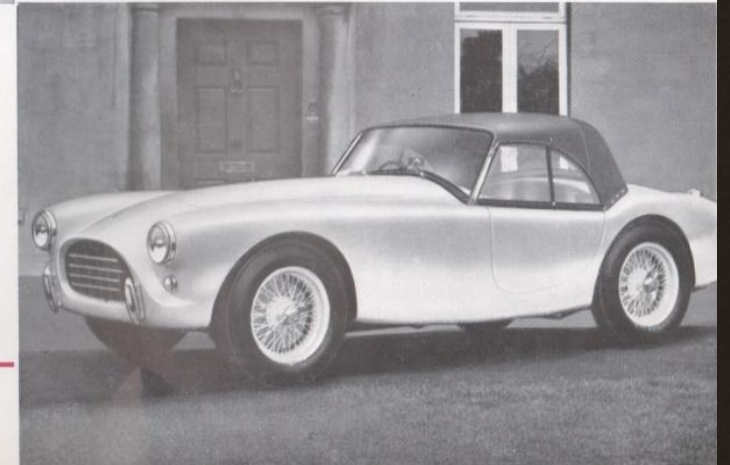
Accommodation available can be observed in this illustration, the spare wheel and tool locker being positioned below the platform in view. Accessibility to this compartment from the rear, or over the seats, is most useful, and the interior is finished with the same carpet as in the cockpit.

The rear view light or window is in perspex, and this effectively reduces weight, a point of which our Designers are quick to take advantage. Illustration shows the rear lamp treatment, also the positioning of the petrol filler.

Full tubular bumpers with overrides are now included as standard equipment.



The all weather equipment can be viewed in this illustration. Use is made of plastic hooding which has the advantages of remaining impervious to the sun, and is also easily cleaned, the whole being stretched over two steel detachable uprights. Rigid perspex sidescrims 3/16" thick provide their own support, and the rear portion swivels forward from a fulcrum in the centre middle corner. This produces an easy means of entry, and also allows simple and unobstructed hand signalling.



# The ACE Specification

**CHASSIS FRAME.** Lightweight construction with low centre gravity ensuring amazing road holding. Main frame constructed of 3" steel tubing.

**SPRINGS.** Transverse leaf springs with wish-bones provide independent suspension front and rear.

**SHOCK ABSORBERS.** Armstrong telescopic.

**ENGINE.** 16/90 h.p. 6-cylinder monobloc water-cooled with detachable head. Bore and stroke 65x100 mm., cubic capacity 1,991 cc. Overhead valves and camshaft driven by double-roller chain with patent spring tensioner. Cast iron cylinder liners, cooling water completely surrounds liners over entire working surface. Crankshaft carried on five bearings, pressure lubrication through adequate filters from gear pump submerged in sump. Sump capacity 1 1/2 gallons. Vibration damper and special rubber mounting gives freedom from vibration and maximum silence. Engine compression ratio—8:1. Develops 90 b.h.p. at 4,500 r.p.m.

**CARBURETTORS.** Three S.U. carburettors with special automatic easy starting devices.

**CLUTCH.** Borg and Beck single dry-plate, totally enclosed in fly-wheel, having exceptionally smooth action combined with positive drive under full load. The type of clutch used needs no attention whatever.

**COOLING.** Pump with thermostatic control.

**GEARBOX.** 4-speed central lever. Syncromesh on second, third and top gears.

	Top	3rd	2nd	1st	Reverse
Ratio's:	3.64:1	4.98:1	7.21:1	12.54:1	12.34:1

**PROPELLER SHAFT.** Hardy Spicer needle type. Balanced to ensure smooth running.

**REAR AXLE.** Hypoid spiral bevel gears. Hardy Spicer half-shafts transmit drive to road wheels.

**FRONT AXLE.** Transverse leaf and wishbones provide independent suspension.

**BRAKES.** Girling 1 1/2" hydraulic. Wellworthy Al-Fin drums.

**STEERING GEAR.** Self-centring, light and positive in action. Sprung wheel. Telescopic column.

**FINAL AXLE RATIO.** 3.64:1 Axle Ratio.

**ELECTRICAL SYSTEM.** Lucas light and starting system, automatic voltage control, double arm windscreen wiper. Foot dipper switch. Stop lights. Dual wind-tone horns. 12 volt. battery, capacity 60 amp./10 hrs., 69 amp./20 hrs. Illuminated instrument board. Flashing direction indicators.

**INSTRUMENTS.** 5" speedometer incorporating clock; 5" revolution counter, independent oil gauge, thermometer, petrol gauge and ammeter.

**PETROL SYSTEM.** Petrol supply S.U. pump from rear-mounted 13 gallon petrol tank. Special filter in main feed line. Gauge on dash.

**TYRES.** 16x5.50.

**WHEELS.** Dunlop wire wheels with centre lock.

**WHEEL TRACK.** 4' 2". **WHEEL BASE.** 7' 6".

**OVERALL LENGTH.** 12' 7 1/2".

**OVERALL WIDTH.** 4' 11 1/2".

**OVERALL HEIGHT.** Top of Hood 4' 1".  
Top of Scuttle 2' 11".

**DRY WEIGHT** approximately 1,685 lbs.

**BODY.** Panelled in aluminium on steel framing.

**TRIM.** Leather throughout on Dunlopillo.

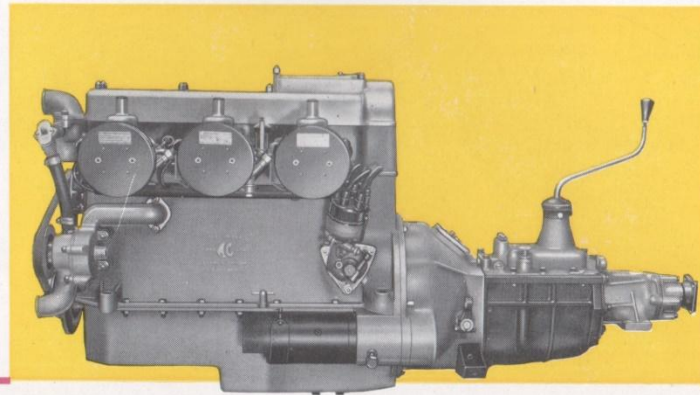
**COLOUR SCHEMES.** BODY: Black, Red, Maroon, Bright Blue, Green, Off-White, Cream. LEATHER: Black, Red, Maroon, Green, Beige, Grey/Blue, Grey. HOOD OR TOP AND TONNEAU: Black, Red, Beige, Grey. WHEELS: Silver, Cream, Red.

## STANDARD OPTIONAL

**EXTRAS.** Second ignition coil. Second petrol pump with duplicated fuel line from tank. Second spare wheel. Bumpers—Front and rear. Screen Wash. Heater. Demisters. Radio. Shield for petrol tank. Shield for battery. Aluminium Fuel Tank. Extra Fuel Tanks. Racing Screen. Racing Rad Cowl. Final axle ratios:

3.64-1    3.91-1    4.3-1

Over-drive available. Recommended with 3.91:1 Final Axle Ratio only. Oil Cooler A.C. or Bristol Engines. Oil Temperature Gauge. 15" Road Wheels. Disc Brakes on Front Wheels only.



Printed in England.  
E. H. WHEELER LTD., N.

**A. C. CARS LTD., THAMES DITTON, SURREY, ENGLAND**

Telegraphic Address: "Autocarrier, Thames Ditton"

Telephone: Emberbrook 5621