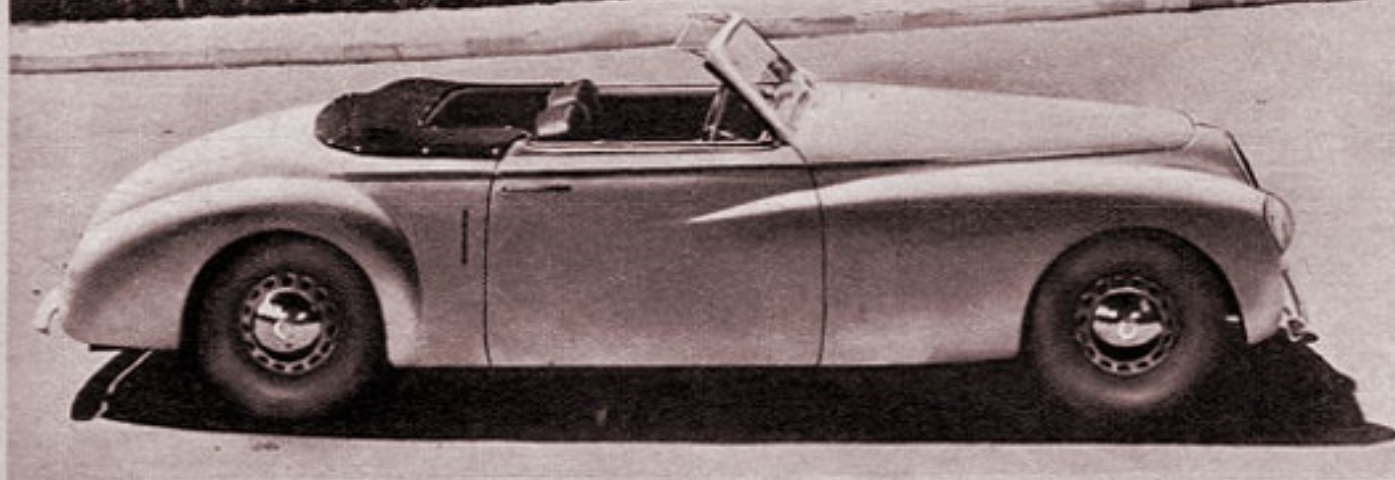


Anglo-Italian Accord



The lovely lines of the Farina-bodied Bristol are seen to advantage in this photograph of the car.

THE beautiful lines and excellent detail work of the bodies exhibited by the leading Italian coachbuilders at Geneva and Paris caused something of a sensation. Many will therefore be interested to learn that, as a result of an agreement recently signed by A. F. N., Ltd. with Carrozzeria Pinin Farina S.A. of Turin, a modified version of the 2-litre Bristol will in future be available with a Farina drophead coupé body.

At the Frazer Nash works at Isleworth the Bristol chassis is extended rearwards to carry a new 18-gallon fuel tank behind the rear axle. It will be remembered that on the standard chassis the 11-gallon fuel tank is mounted above the rear axle, where it would occupy valuable space in the luggage boot of the Farina body, hence the modification. The new tank resembles a saddle tank set on its side, the spare wheel fitting into the semi-circular arch thus formed. The chassis is also fitted with a substan-

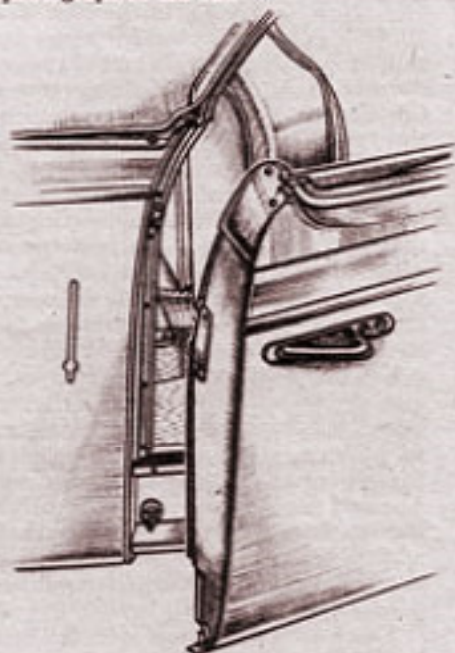
Modified Bristol with Pinin Farina Drop-head Body

tial scuttle built up of spot-welded pressed steel sections; various other detail modifications are also made before it is shipped to Italy.

An inspection of a completed car revealed a close attention to detail that was delightful. The bonnet catches, for instance, are operated by a substantial lever under the instrument panel on either side of the body. When the catches on one side of the bonnet are released those on the other side act as a hinge, whilst if both catches are released the bonnet may be lifted clear of the car. A little blue light in the instrument panel lights up as soon as any of the lights are switched on. Should any of them fail it goes out; thus the driver can tell at once if a side or tail light should misbehave. The car has an overall length of 15ft and is 5ft 5in wide and 4ft 8in high with the hood raised. The weight is 21½ cwt. Like so many other beautiful things this car will, alas, be available only for export.

Similarly a small red bulb glows so long as either of the direction indicators is in use. These may seem small points in themselves but they do illustrate the very practical approach of the designers, for in this type of body with all lights built-in none of them is directly visible from the driving seat.

Left: Particularly ingenious is the bonnet locking mechanism. In this illustration the right-hand locks have been released by the right-hand lever under the fascia and the bonnet top swung open on the left-hand locks, which then act as hinges. Right: Very business-like is the driving compartment, which has something of the fascination of an aircraft cockpit. It is also very comfortable.



Part of the weight of the wide doors is taken by a small metal peg. The handle is normally recessed and released by pressing a button.

