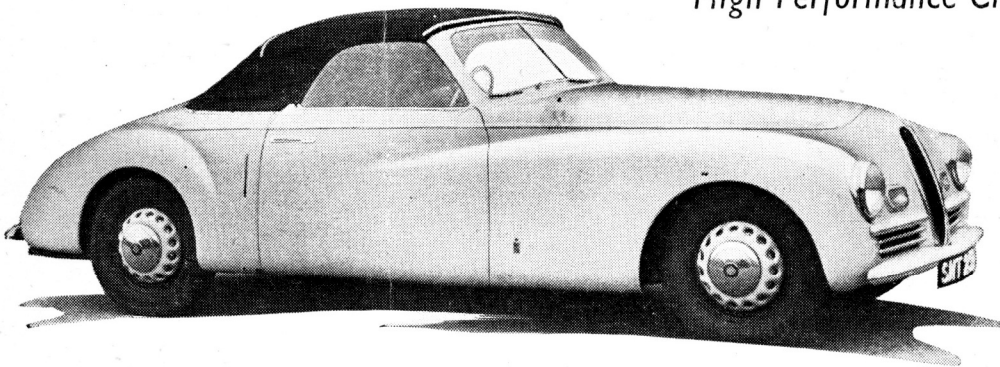


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The Pinin Farina Bodied Bristol

*Continental Cabriolet Coachwork on One of Britain's
High Performance Chassis*



SMOOTH—The coachwork is built out to the full width of the mudguards and the hood, when furled, folds completely out of sight. The way in which the Bristol front motif has been retained is interesting.

IN days overshadowed by the disagreements of Eastern and Western statesmen, it is refreshing indeed to contemplate a fine product of international co-operation. All honour, then, to A.F.N., Ltd., for evolving a car which does indeed contrive to offer the best of all worlds.

The recipe is above criticism. Take one high performance chassis, produced by a British aero engine factory with unsurpassed reputation for workmanship and frankly inspired by one of the most successful examples of Teutonic ingenuity, and fit a body built by that Italian coachbuilder who is generally accepted as to-day's leading automobile stylist. The result, the 2-litre Bristol with Pinin Farina cabriolet body, is a truly fine car, though like so many good things it bears the label "for export only."

The Bristol chassis will already be well known to the majority of our readers. Its driving force is a six-cylinder power unit, the inclined over-

head valves operated by push-rods from a single camshaft and a trio of down-draught carburettors giving uniquely direct breathing. The highest standards of comfort and stability are assured by the design of the lightweight chassis, sprung independently at the front and with torsion bars for rear suspension.

Little modification is needed to adapt the Bristol chassis to continental coachwork. Essentially, it is a question of providing a suitably low and wide scuttle structure and of revising the positions of petrol tank and spare wheel at the rear of the car.

The cabriolet body is built out to the full width of the mudguards, and has a hood which folds completely out of sight yet is of smooth contour when erected. The neat frontal treatment retains Bristol characteristics without being rigidly tied to the standard form,



showing signs of American influence but without any trace of crudity or garishness. The interior is well furnished in modern style, and there is ample luggage accommodation in a tail locker. Typical of the ingenious detail work is the mounting of the rear bumper on hinges, so that it may be lowered to give access to the horizontally stowed spare wheel.