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BRISTOL CARS IS BACK: THE FIGHTER RETURNS TO COMPLETE AN UNFINISHED STORY

- *Bristol Cars confirms its return by revisiting one of the most important and unfinished chapters in its history: the Fighter*
- *A newly completed Bristol Fighter, built on an original, unused chassis, will make its public debut at Salon Privé at Blenheim Palace (2-6 September)*
- *The gull-winged Fighter is a two-seat supercar powered by an 8.0-litre V10 producing a standard 525 bhp or optional 600 bhp, with a top speed of up to 210 mph*
- *Four further Fighters will be completed using original unused chassis, drawings and parts, giving collectors a rare opportunity to acquire a piece of Bristol's modern history*
- *Paul King, owner of Bristol Cars, is leading the revival of the brand*
- *Richard Hackett, right-hand man to former Bristol boss Tony Crook during the original Fighter era, returns as Chairman, reconnecting the marque with its heritage as it begins to forge a new path*
- *Manufacturing to take place in the UK with a prestigious partner*
- *Unveiling took place this morning at Salon Privé and Bristol Cars will be present throughout the event (2-6 September) as the marque celebrates its 80th anniversary including a stand-alone Bristol Cars class*
- *Website now live: bristol-cars.co.uk*

Oxfordshire, 2 September 2026 –

Bristol Cars, one of Britain's most exclusive and enigmatic automotive marques, has returned to the spotlight, marking the beginning of a new era in the company's history. Its revival begins not with a blank sheet, but by completing one of the most significant unfinished stories in the marque's past: the Bristol Fighter.

Rare, unconventional and unmistakably Bristol, the immaculately preserved and meticulously completed Salon Privé show car has been brought back to life under the direction of Bristol Cars owner and Director Paul King, using an original chassis and drawings. The first manifestation of Bristol Cars' journey takes a look to the past, to complete the final Bristol Fighter programme. The first new-era Fighter was shown in a bold black over tan configuration, while four chassis remain and are waiting in the wings to be built by owners in their desired specification.



Originally conceived in the early 2000s, the Fighter was Bristol's final production model before manufacturing ceased in 2011. An uncompromising two-seat supercar, its aerodynamic bodywork houses an 8.0-litre V10 producing a blistering standard 525 bhp or uprated 600 bhp, with a claimed top speed of up to 210 mph. Long, low and defined by dramatic gull-wing doors, its design was shaped as much by Bristol's aviation roots as by its performance ambitions, with every element engineered with obsessive attention to detail and for purpose rather than show.

The newly completed Fighter is the ultimate expression of Bristol's approach to performance: a hand-built British supercar that defied convention while remaining true to the marque's character. It combines supercar performance with the refinement, individuality and long-distance capability of a grand tourer, resulting in a car that is as distinctive in concept as it is in execution.

Confirming these last five Fighter chassis and build slots exist, with one already completed, represents more than the revival of an individual model. It completes a programme left unfinished when manufacturing ended, reconnects Bristol Cars with a tangible part of its history and establishes the first chapter in the marque's return.

The four remaining Fighters will be offered for purchase in the coming months, each artisan-built around an original, unused chassis. Unmistakably English and true to Bristol's tradition of luxury, individuality and exclusivity, they will rank among the rarest modern British performance cars available. Pricing will be available on application. They can be configured in either right- or left-hand drive and exported to major markets, including the USA, where their eligibility under the Show or Display exemption reflects their rarity, collectability and historical significance.

The project is being undertaken in partnership with a leading British manufacturing partner to bring Bristol Cars the engineering, craftsmanship and low-volume manufacturing expertise required to complete these vehicles to a high standard.

Bristol's previous manufacturing came to an end in 2011, when the company first entered administration. Kamkorp Autokraft Ltd acquired the entire intellectual property and goodwill in 2011 and subsequently licensed it to Bristol Cars. The firm unveiled the Bristol Bullet in 2016, although the project did not progress to series production. Kamkorp Autokraft Ltd carried on until 2022, and it is against this backdrop that the marque's return begins: not by overlooking the gaps in its history, but by returning to an authentic and unfinished chapter and completing what was left behind. Bringing these Fighters to completion reconnects the marque with its past, providing a natural bridge between what Bristol was and what it intends to become.



Joining Paul King for the next chapter of Bristol's story is Richard Hackett, who returns to Bristol Cars as Chairman. Hackett has a long-standing connection with the marque, having served as a close adviser and trusted associate to former Bristol boss Tony Crook during the era in which the Fighter was originally conceived and built. Widely regarded as a leading authority on the company's history, cars and loyal customer base, his return provides a direct link between Bristol's past and its future.

The year 2026 marks the 80th anniversary of Bristol's first car. Founded in 1945 as a spin-off from the Bristol Aeroplane Company, Bristol completed the Bristol 400 in 1946. From the outset, the company followed its own path, drawing on its aviation heritage to create cars that combined advanced engineering with British luxury, performance and individuality. Over the decades, Bristol became known for producing highly desirable cars in small numbers.

That story was celebrated at Blenheim Palace, UK today, where the newly completed Fighter was unveiled at Salon Privé. The occasion formed part of a wider celebration of the marque, with a stand-alone Bristol Cars class in the Salon Privé Concours bringing together cars from across its history during its 80th-anniversary year.

Paul King, Director of Bristol Cars, said: "Bringing Bristol Cars back is about far more than reviving a name; it is about bringing back the spirit of a marque that has always stood apart. Bristol has a remarkable story, from its roots in aviation and engineering to the extraordinary and exclusive cars it crafted. We want to honour that heritage while giving Bristol a future that is every bit as distinctive. To bring Bristol back to making cars in Britain, and with Richard Hackett returning to the company, we have brought together an exceptional combination of heritage, knowledge, engineering and craftsmanship. This is the beginning of Bristol's return, and there is much more to come."

Richard Hackett, Chairman of Bristol Cars, said: "Bristol has always been about doing things differently. It was never a mass-market manufacturer. It built exceptional cars in small numbers for people who appreciated their individuality, engineering and character. To return as Chairman, particularly in Bristol's 80th anniversary year, is a tremendous privilege. This is an opportunity to respect everything that made Bristol special while giving the marque a future."

The relaunch of Bristol Cars is about much more than bringing a name back to the automotive world. Completing the Fighter programme is the first step in Bristol's



return, not the full extent of it. With prestigious British manufacturing expertise and Richard Hackett's stewardship now in place, the foundations are being laid for the marque's future ambitions: a vision built on the same individuality, engineering integrity and craftsmanship that have always defined the company.

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NOTES TO EDITORS:

About Bristol Cars

Bristol Cars was founded in 1945 as a spin-off from the Bristol Aeroplane Company and completed its first car, the Bristol 400, in 1946. The marque became known for combining aviation-inspired engineering with British luxury, performance and individuality, producing distinctive cars and its own highly regarded engines in small numbers. Its engineering credentials were proven in competition by the Bristol 450, which secured a remarkable first, second and third in the two-litre class at the 24 Hours of Le Mans in both 1954 and 1955.

www.bristol-cars.co.uk

About the Bristol Fighter

Originally conceived in the early 2000s, the two-seat Bristol Fighter is renowned as a pinnacle of aero-inspired engineering. In its next chapter, the Bristol Fighter can be specified with an 8.0-litre V10 producing a standard 525 bhp or optional 600 bhp and has a claimed top speed of 210 mph. Its aerodynamic bodywork and gull-wing doors reflect Bristol's aviation heritage and unconventional approach to performance-car design. Production ceased in 2011 and it's known that there are as few as 15 Fighters around the world today – many reside in long term stewardship and collections.

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