



BODA E-Newsletter

31st January 2021

Issue No 11

Contents in this edition

- *Welcome*
- *Chair's bits*
- *Membership Matters*
- *Click and Renew!*
- *What's in a scroll?*
- *Anti-Roll bar bushes*
- *Cars for Sale & Wanted*
- *Continuation of Bristol cars production?*
- *A new model Bristol 450*
- *Bristol Cars Ltd and Bristol Cars Services Ltd*
- *Happy Days*
- *Pegasus Classic Parts*
- *The next episode in my Bristol 400 rebuild*
- *January spares update*
- *Members write*
- *Popular Pegasus spares*
- *Newsletter Club Contacts*
- *And Finally*

Welcome

Welcome to the 31st January 2021 edition of our monthly newsletter.

This issue sees us working through Lockdown 3 with little to say about 2021 events other than we are hopeful for later in the year.

Richard Baines, the Editor of our printed magazine, BODAcious, asks that members send in articles for the next issues. In particular articles of enduring rather than news interest. Richard's details are on our 'Contacts' page.

News this issue is the launch of the overhauled technical and parts enquiry system. This automated system should allow us to build a database of FAQs and understand which parts are sought.

2020 saw the collapse of Bristol Cars. The story isn't over yet as various parties circle the IP and brand rights. We await firm news and in the meantime report on recent stories in The Autocar about restarting production of continuation cars. News has also been released to us concerning the launch of 'Bristol Atelier' which we mention.

Our Heritage Trust waits patiently to see if the factory archives might be available and in the meantime they are eating lots of chocolate.

News on spares and parts with other regular features completes this issue.

Our next email newsletter should be with you by 28th February.

Michael Barton and Andy Gibbs 31st January 2021



BODA E-Newsletter

31st January 2021

Issue No 11

Chair's bits

As we move into 2021, I am glad to report that BODA is reviewing its vision and creating a new statement of what we should be and do to recognise our 10 years as an Association. This was discussed at the latest committee meeting on 23 January. It is hoped this will be agreed at the next meeting so we can get out to members. This will then be the basis on which the committee will develop its workplan for the next 12 months.

The meeting reports showed that we continue to grow our membership, now over 330, and that our finances are in good health. Our ability to do some of the things we would wish, such as arrange events and get togethers, remain constrained but we continue to ensure we have plans in place which we can develop when things improve. Your input and articles to share your Bristol experiences, drives you have taken, modifications you have made or restorations undertaken are the lifeblood of BODacious and the Newsletter. If you have anything you feel might be of interest to other members drop the [Editors](#) an email.

There have been some significant changes at Pegasus with the appointment of 2 new Directors, Andy Gibbs and Paul Smith, to support Bill Lawson and other members of the technical group. Trevor Wilks has completed a great piece of work on the availability of screens and it is hoped that this work will help support our partner organisation in Australia to secure the supplies they need as well as you, our members. This work has shown a small number of gaps in availability which the team will review. The team will also be working to pull together a list of known suppliers of parts used in Bristols and will be considering other initiatives help members in keep their cars in first class condition following the closure of Bristol Cars Services.

I hope life will look a little closer to normal in the not too distant future but in the interim, keep safe

Mike Hallissey BODA Chair 24th January 2021



BODA E-Newsletter

31st January 2021

Issue No 11

Membership Matters

New Members

Existing members should feel free to get in touch to say 'hello' and offer advice to new members. That could be based on where the new member lives or which car(s) they have. Here is a list of members who've joined since the last E-Newsletter:

<u>Member Number</u>	<u>Given Name</u>	<u>Family Name</u>	<u>E-Mail Address</u>	<u>Phone Number</u>	<u>Location</u>	<u>Cars</u>
491	Jan-Willem	van der Krol	jwvanderkrol@yahoo.com	+31623510853	Netherlands	
492	Asher	Schlusselberg	aeschlus@gmail.com	+19155888813	USA	
493	Kendrick	Hartley	kendrickhartley@hotmail.com	07581177898	Staffordshire	
494	Richard	Richmond	richardrichmond@btinternet.com	07926574500	Warwickshire	

Jane Smith Membership Secretary 22nd January 2021



BODA E-Newsletter

31st January 2021

Issue No 11

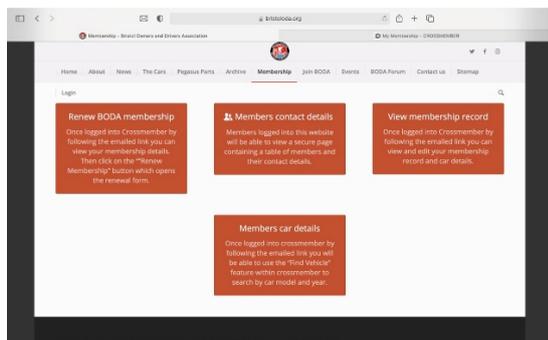
Click and Renew!

Renewing your BODA Membership in just a few easy clicks

Accessing your Membership Record

The date of your renewal will always be on the anniversary date of you first joining and you will receive an email to remind you when your particular renewal payment is due.

Visit www.bristoloda.org/members and click on the 'Renew BODA membership' box



Enter your email address in the box and click on 'Send Email'.



BODA E-Newsletter

31st January 2021

Issue No 11

Click and Renew! (cont.)

You will receive an email with a link to your membership record. Click on the link to take you to your membership details.

Select method of payment and follow the instructions always remembering to scroll down the page until you can tick in the 'Personal Information Consent' box.

Remember to press **SAVE**.



Click and Renew! (cont.)

Pay for Membership

Membership Type: FULL BOHT Membership Fee: £35.00

From date (D/M/Y): 01/07/2021 To date (D/M/Y): 30/06/2022

Why not pay your membership fees by Bacs Direct Debit? Would you like to know more about it? [Tell me more...](#)

If you choose FULL BOHT membership type, you will be donating £5 to the Bristol Owners Heritage Trust in addition to your membership fee to the Club.

If you wish to pay by Bank Transfer, please select 'Cheque' below and transfer your membership fee to: Payee: BODA Ltd - Bank: Co-op Bank Plc - Sort Code: 08-92-99 - Account: 65417094 International payments: IBAN: GB96 0892 9905 4170 94 BIC: CPBKGB22

Select your payment method by choosing one of these options:

Cheque Details

Payment Date: 17/01/2021

Consent to use your Personal Information

Please review the following statements and acknowledge your consent for the Club to use your personal information in the manner specified below.

What do we use your data for?
Who can see your information?
How long do we keep your data for?
Where can you find further details of our Privacy Policy?
How can you update your details in the future?

If you wish to terminate your consent with the Club, you can do so anytime by contacting the Club officials.

I consent to my personal information being given to BODA and used in accordance with normal Club business as described above. I also consent that my data including - name, telephone number, email address and membership number can be shared with other members of BODA for the personal use of said members only

Methods of payment

- **Direct Debit**
Set up a direct debit once through 'Go Cardless' and membership renewal is automatic every year. Simple and little cost to the club.
- **Pay by Paypal/Credit Card**
Click the Paypal/Card button.
Click the '**PERSONAL INFORMATION CONSENT**' box.
Press **SAVE**.
You will then be taken to Paypal to make a payment.
- **Bank Transfer –**
Make a note of the bank details.
Click the '**PERSONAL INFORMATION CONSENT**' box.
Press **SAVE**.



BODA E-Newsletter

31st January 2021

Issue No 11

Click and Renew! (cont.)

- **Cheque**
Click the 'PERSONAL INFORMATION CONSENT' box.
Press **SAVE**.
Contact me at memsec@bristoloda.org

I will send you address details of where to send your cheque.

And while you're here in your membership record please check that your details are correct and up to date. Particularly your address, phone number and email address along with car details if present.

If you have any queries or problems at any time during your renewal process, please contact me for help and support.

Jane Smith Membership Secretary 20th January 2021



What's in a scroll?

Stefan Cembrowicz reports that there is little news from the Heritage Trust. However he thinks members tastes might be excited before lent starts on Ash Wednesday, the 17th February, by the thought of chocolate. There was an almost lost tradition of naming your chocolates after your family and city. Terry's of York, Cadbury's of Bourneville and Fry's of Bristol come to mind.

Accordingly he wanted you to think about Guilberts of Bristol www.guilbertschocolate.co.uk and their latest product. Stefan says he is not on commission but frankly we don't believe him.





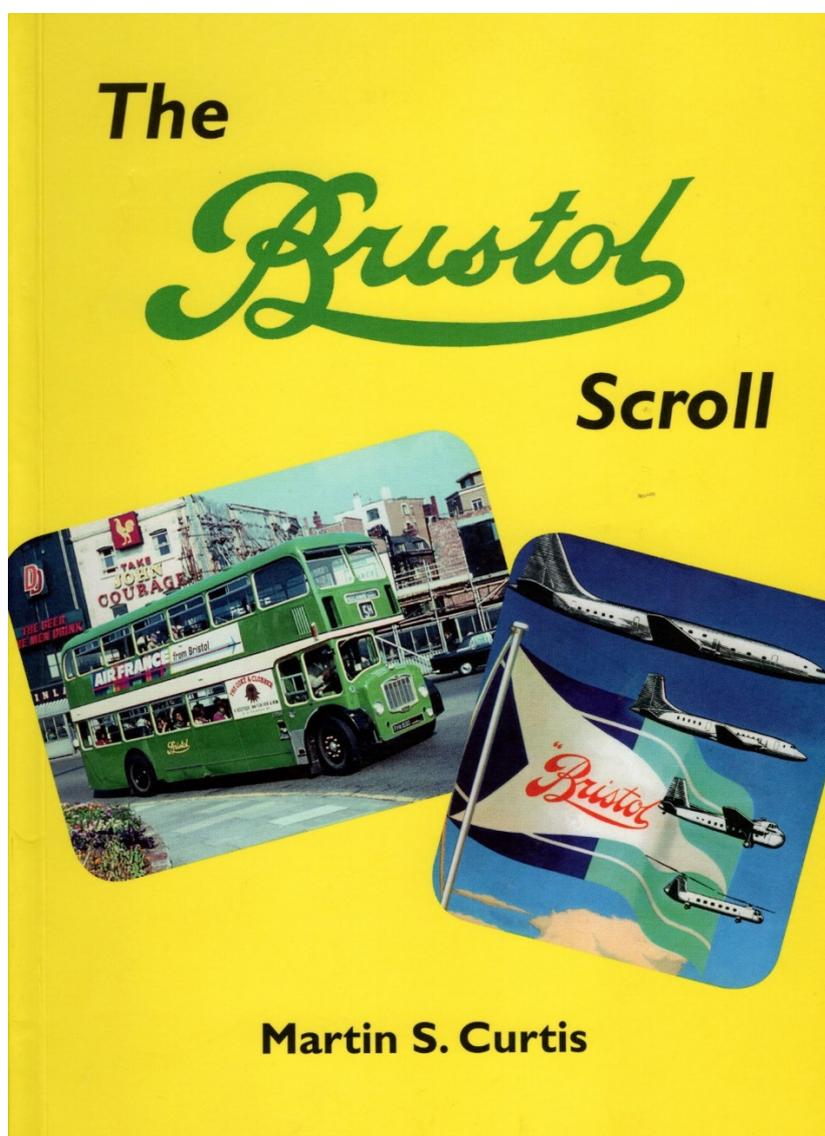
BODA E-Newsletter

31st January 2021

Issue No 11

What's in a scroll? (cont.)

The Bristol scroll of course was used from time to time on the products of our favourite car company. News elsewhere of brand names, trademarks and other intellectual properties made us remember this book which may not be well known to BODA members.



Published by Millstream Books in 2011

BODA Newsletter Editors 23rd January 2021



Anti-Roll bar bushes

Here is the information needed on the so-called Anti-roll bar Project.

- It is no longer a project per se since Pegasus now no longer need to organise manufacture and stock
- Both bush types are available for easy purchase online
- The eight identical bushes required for both ends of both drop links are available online from the Manufacturers:

Anti-Vibration Methods (Rubber) Co Ltd,
Unit 5, Woodcock Industrial Estate,
Warminster, BA12 9DX,
United Kingdom

Tel : +44 (0) 1985 219 032

Website for online store: <https://store.avmr.com>

The above company are better known as AVMR Ltd.

Part number CW932 priced at £1.43 each plus postage and VAT. These are a stock item. Note that these components are made on the original moulds from the original manufacturer Harrisflex. They are also used on Jaguar XK150s and Mark 8s and 9s for the same purpose.

- The two inner "D" shaped bushes are identical to those used on an MGF or MGTF for the same purpose and can be purchased online from the on-line store of Rimmer Brothers, the Triumph and BL parts people:

<http://www.rimmerbros.com>

Part number: RGX000920 (£8.11 + postage and VAT, or £5.50 for RGX000920P aftermarket option). Both are stock items.

Mike Brooks 2nd January 2021



BODA E-Newsletter

31st January 2021

Issue No 11

Cars for Sale & Wanted

If any member wishes to advertise their car for sale or if they want a car please let Michael Barton know. No charges but it would be the decent thing to make a suitable donation to the Heritage Trust or even sport the newsletter editors a drink if successful.

Bristol 409 for sale

Bristol 409 59,287 miles, extensive refurbishment, engine, transmission, electrical, interior, next would be brakes. For sale as a result of retirement/downsizing; Space needed. Price is US \$25,000 firm. The car is in Florida. Len Hopkinson. lpllen@mac.com

The listing above is from Toly Arutunoff.

Dealers Cars for Sale

Richard Hackett has kindly provided us with his latest stock list as below.



Richard can be contacted on 07867 782402, 01985 219551 or www.sljhackett.co.uk



BODA E-Newsletter

31st January 2021

Issue No 11



Early in the production of the Bristol 400, several chassis were sent to European Coachbuilders for their designs, and Carrozzeria Pinin Farina SA of Turin produced a prototype of a 2/4 seater convertible with disappearing hood. With minor modifications a small number of production cars were produced on Bristol 401 chassis, and this car is one of 7 known to have survived. £235,000



This Bristol 400 includes many interesting/practical modifications, which include modified combustion chambers to suit 100 series larger inlet valves, gas flowed inlet and exhaust ports, J type overdrive unit fitted, close ratio gearbox with fixed first gear from a Frazer Nash also the vehicle has had a disc brake conversion featuring 4 pot alloy calipers. £65,000



We have pleasure in offering this Bristol 411 Series 1 finished in Metallic Cherry Red along with Beige leather upholstery. Recently a considerable amount of work has been done to the car including an engine/gearbox restoration and considerable coachwork refurbishment.

£39,950



BODA E-Newsletter

31st January 2021

Issue No 11

SLJ HACKETT
HISTORIC THOROUGHbred CARS



The Bristol 407 was the first Bristol with a V8 engine and automatic gear box. This gave a significant boost to top speed and acceleration while keeping the well-received body of the previous 406 with beautifully upholstered leather interior. The automotive journalists were very impressed with this combination of virtues, and John Bolster, in Autosport dated January 1963 said "it would be difficult to find another car to equal, let alone surpass, the sheer perfection on this Bristol chassis. £49,500



Maintained by Bristol Cars Ltd throughout its life, regardless of expense at a cost to the first owner of £29,000. when purchased by the current owner a further £7,000 was spent to ensure the car was in first class condition

£49,500



BODA E-Newsletter

31st January 2021

Issue No 11



This 2005 Bristol Fighter is presented in beautiful silver-grey bodywork, accentuating the sleek lines and dramatic curves that to this day make this vehicle as eye catching as ever. This Fighter was a road test car, with the appropriate heading of "An athlete in a Saville Row suit". The mileage from new is 32,641. The Fighter was built with an aluminium/carbon fibre composite body on a steel chassis providing a strong and light base for an 8.0L Chrysler V10 engine producing 525 BHP. £185,000



The 411 Series 5 is the last of the 411 models, with all the upgrades that this very well-received car was fitted. This car has full service history dating back to October 2005, when it was sold by Bristol Cars Ltd in London. The most recent upgrade was to the brakes and a partial re-trim to the drivers and passengers seats in best quality leather.

£64,500



Recent comprehensive restoration covering the exterior and interior to a very high standard done between April 2019 and February 2020. Detailed list and costs can be provided. A summary covers brakes, suspension, petrol tank, electrics, sunroof, new windscreen, headlining, Wilton carpets, woodwork re-polished, seats rebuilt and re-leathered, new inertia reel seat belts, and quite a bit more. £64,500



BODA E-Newsletter

31st January 2021

Issue No 11



We have pleasure in offering this Bristol 410 finished in dark blue/grey with light grey leather upholstery and dark grey carpets. Modern seat belts have been fitted including lap belts for the rear seat occupants. This is a well maintained example that has had considerable use (with extensive written history by the current enthusiastic owner, who has owned it since July 2000).

£42,500



Continuation of Bristol cars production?

After describing the plans of Ian Warrener and Richard Hackett last month to complete the remaining Bristol Fighter chassis the last few weeks has then seen a flurry of news releases from BODA member Jason Wharton. He has announced plans for the production of a continuation series of cars based on the designs of the Fighter and 411. These developments were covered in a story written by Steve Cropley (a long-term Bristol cars enthusiast) which appeared in The Autocar on 13th January 2021. Here is the link which we believe brings members up to date with the news stories:

<https://www.autocar.co.uk/car-news/new-cars/bristol-cars-be-revived-shock-new-buccaneer-gt>

The same article also promises a new 4 seater GT based on a modern donor platform and to be called the Bristol Buccaneer.

Jason also wrote to us on 15th January 2021 with details of another prospective development and we reproduce extracts below. The full press release is on our website. Jason's companies and contact details are given at the end of the quotations. He tells us he would appreciate any feedback.

"BRISTOL MANUFACTURING LIMITED – ATELIER BRISTOL CARS SERVICE OFFERING

As part of our Business Plan to revive the Bristol marque, we intend in 2021 to launch a new service called Atelier Bristol Cars (ABC). The new department will include access to the brand's historical archives, a vehicle restoration workshop, vehicle certification, and the availability or rebuilding of numerous genuine spare parts for all historical Bristol models. Our mission is to be a reference point for all our customers, and to provide historical information, to preserve and restore vehicles, source original spare parts and certify authenticity of a car and its components.

Atelier Bristol Cars will emphasize the importance of preserving the broad heritage and unique knowledge of both the marque, and the cars. The platform and services which we will launch are listed below:

- **Archives Bristol Cars:** *an historical archive which includes the documentation of historical Bristol car models, technical schemes, body colors, leathers, images and several company publications.*



Continuation of Bristol cars production (cont.)

- **Restoration and Heritage Services:** a unique service that allows the owner to preserve, maintain and restore their vehicle to its original features using exclusively original spare parts and the unique techniques.
- **Certification and Certificate of Authenticity for Bristol classic cars:** this documentation will help protect the value of Bristol classic cars and provide the market with vehicle authentication.
- **Spare Parts:** a supply service of genuine spare parts for every model of Bristol classic cars, either coming from the former stocks, or produced by us with original and certified suppliers.

*The main activity offered by Atelier Bristol Cars will be the **Restoration and Preservation of Bristol Heritage Models, from 400 to Fighter.***

Mr Jason Wharton - Proprietor & Chief Executive - Bristol Manufacturing Limited (08164632), Bristol Fighter Limited (12449369), Bristol Buccaneer Limited (11986176) Bristol Electric Vehicles Limited (13021060) Registered Offices: 34 Albany Court, Epping, England, CM16 5ED

TEL: 07753 498881



Bristol Cars Ltd Design study for the 'Buccaneer'



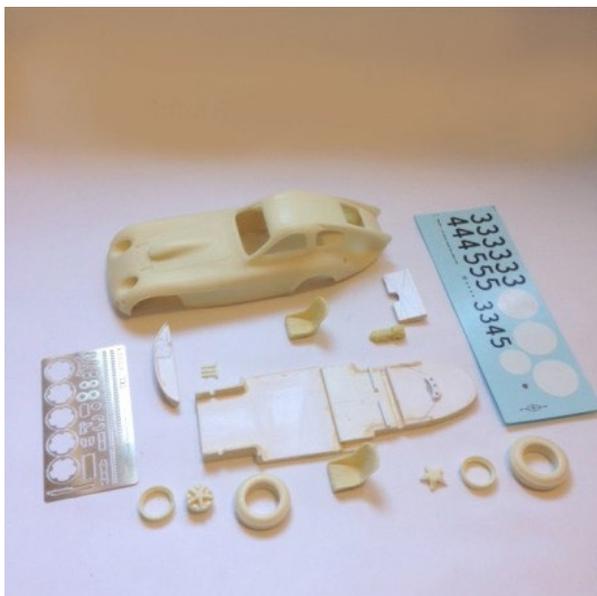
A new model of the Bristol 450

An artisan model making company based in Le Mans has introduced a 1/24th scale resin kit of the 1954 Le Mans Bristol 450. Here are the details:

http://www.profil24-models.com/model-kits-modeles-reduits/en/124-sport-19201969/333-124-bristol-450-le-mans-1954-n-333435-profil-24-models.html?search_query=bristol&results=1

My attention was drawn to this by the well known motoring artist Keith Woodcock who also has an interest in detailed model making. There are a number of people, including Profil24 themselves, who can offer assembly and customisation services.

Profil24's website explains that Alice & Jean-Philippe Boyer created Profil24 in 1999. They specialise in the creation of model cars & aircraft. They are located in Le Mans (France), near the 24 hours circuit. All models are created with extreme accuracy and care. Their savoir-faire and passion guarantee the quality, care and craftsmanship.



Michael Barton 24th January 2021



Bristol Cars Ltd and Bristol Cars Services Ltd

As readers will know we are trying to keep members up to date with developments. The liquidators agents, Messrs Wyles Hardy & Co, have explained to us that no sale of the archives or intellectual property has yet been concluded although discussions continue.

The Directors of Kamkorp Autokraft Ltd are defending an independent application to rescind their trademarks connected with Bristol Cars which is slowly making its way through the court system. Members will recall that Kamkorp Autokraft Ltd are the owners of the intellectual property associated with Bristol Cars.

Michael Barton 25th January 2020



Bristol Cars Ltd Full size mock-up of Bristol Buccaneer



BODA E-Newsletter

31st January 2021

Issue No 11

Happy Days

Norman Shirlaw sent in this snapshot from a Bristol Owners Club tour of Ireland in 2002.



Photo taken by Dave Dale

The three amigos are Nick Challacombe with his 407, Norman Shirlaw and Michael Buck all standing in front of Dave Dale's 403 as they cross the River Shannon by ferry. Michael was accompanying Nick as co-driver whilst Nick recuperated from serious health problems.

If I recall all our cars needed suspension rebuilds after the Irish roads had done their worst.

If any readers wish to share any other happy memories of the days when we could freely travel please send them in with suitable descriptions.

Michael Barton 24th January 2021



Pegasus Classic Parts

Following the retirement of several members of the Pegasus spares group, I have been asked to take on the role as spares co-ordinator.

Pegasus is the spares and technical resource for BODA, the aim is for Pegasus to be the supplier of last resort for Bristol car parts that for whatever reason are no longer available. Pegasus is supported by a number of members with experience of the running and restoration of our cars, they bring their experience and knowledge to bear on the behalf of members with technical advice and or parts information and supply.

Pegasus operates in a number of ways, we stock parts which we know are difficult to find or those which are unique to Bristol cars, this may be by establishing the original supplier and providing that information to members (as is the case with the anti-roll bar and link bushes for 2 litre cars). Or in the identification of components which were common to other makes such as the Horn Relay which was found to be common with Jaguar XK's and now freely available.

Major projects have been taken on in the recent past, one such project concerning the supply of screen glass for all models which has just been finalised. The completion of the project coincides with a major enquiry from our Australian members, together we require some 70 screens, this should give Pegasus the credibility to persuade a screen supplier to produce the single rear screen for which we have no supplier.

Trevor Wilks has done a great job pulling this project together, if you have not yet contacted Pegasus concerning the purchase of a new screen, now is the time as we are compiling a group order.

We will continue to tackle some of the more difficult issues which will inevitably crop up more often as the V8 cars age. The 10% ethanol in fuel issues will not go away. We continue to consider E10 proofing the fuel supply issues, fuel hose supplies have been identified and the various fittings commissioned, however, the virus is preventing progress at the moment.

A very senior member of the team is working through the suspension on his 411 this is a serious project and is a candidate for the manufacture of suspension bushes which are not available without specialist machining. This work is not to be taken lightly and comes with serious health and wealth warnings both in terms of difficulty and cost.



Pegasus Classic Parts (cont.)

The group is very keen to collate the information about spares availability for all models. The aim being to create a database which records the parts for each model and identifies part numbers, suppliers and alternative origin and part numbers.

Please see attached which is a sample of the work completed and recorded by Phil Herbert during the restoration of his 408, this not exhaustive but reflects the parts which Phil needed.

It is intended to develop this format for all models, the speed of development of this data base is dependent on the contributions of members to the knowledge base.

If you have parts supply information, we would be pleased if you would get in touch and add whatever information that you have.

We have added Paul Smith to our team as a V8 owner and driver, initially he will be involved with the database project and champion the interests of the later car owners.

And Finally

We have spoken to various suppliers concerning the supply of service packs for the servicing of our cars, moving cars around country to be serviced by specialist garages is a logistical problem, time consuming and not supportive of our local garages. It is clear that many of us have competent local garages who are capable of servicing our relatively conventional cars, the difficulty for these garages is the searching for parts, this time is expensive for and a barrier to good local service.

A relationship with a local mechanic is a great benefit to old car owners, particularly when a fault occurs which is beyond a mere mortal.

A plea for help, if any member is prepared to undertake a project, however large or small we would be delighted to hear from you, if you wish to help but don't have a project in mind, I am sure that we could find you something to work on.

Andy Gibbs 26th January 2021



Pegasus Classic Parts (cont.)

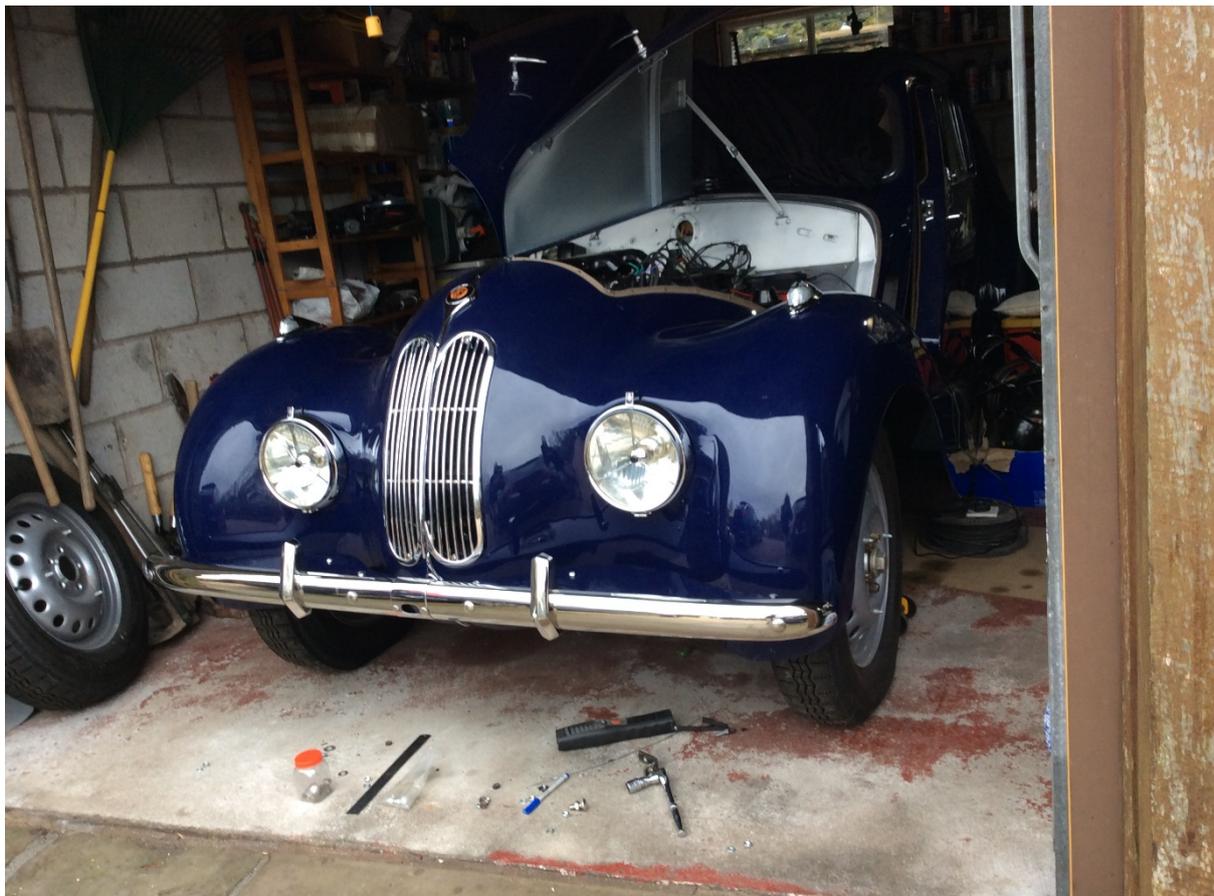
Bristol 408 Parts Equivalent listing extract

Bristol Part No	Jaguar Part No	Other Part No	Part description	Source
404-1-23049	N/A	SKF 30304J2/Q	Outer bearing -stub axle	Bearing King
N721009	N/A	SKF 32206J2/Q	Inner bearing -stub axle	Bearing King
907-1-23175	N/A	MFC TC 1.750 2.750 0.375 1	Hub seal	TOP Hinckley
407-1-23168	CAC9938X	N/A	Upper Ball Joint	David Manners - CAC9938
907-1-23170	10821	Dunlop VBO 5138/L	Brake pads(Dunlop calipers)	David Manners - 10821
?	8522	N/A	Handbrake pads (Dunlop)	David Manners - 8522
407-1-23134	C29979	N/A	Rebound stop	David Manners - C17172
?	148876J	N/A	Voltage stabiliser for minor gauges	David Manners - 148876J
907-1-63032	JLM9552	Lucas 35020	Flasher unit	David Manners - JLM9552
907-1-68004	C24158	Lucas 33209B	Ignition relay	David Manners - C24158
907-1-68010	C26651	Lucas 33232A (6RA)	Cooling Fan relay	David Manners - C26651
908-1-68014	C26651	Lucas 33250A	Heated Rear Window relay	David Manners - C26651
907-1-63063	C26651	Lucas 33188B	Horn relay	David Manners - C26651
?	N/A	Lucas DLB102	Igniton coil Lucas DLB102	Auto Electrical Supplies Ltd, Part No 060711
?	N/A	Lucas 060703	Ballast resistor 1.6 Ohms	Auto Electrical Supplies Ltd, Part No 060703
907-1-63023	N/A	Lucas 31788	Heater,Side/headlight switch OFF-ON-ON	Holden - Part No 31837
N/A	N/A	Lucas 153601	Chromed sleeve nut	
907-1-63067	N/A	Lucas 31800	Floor mounted Dip Switch	Holden - 31800 (BMC J4 Van)
907-1-63024	N/A	Lucas 31828A	Petrol Reserve,Rooflight,Fog lamp switch, OFF-ON	Holden - SPB200
908-1-68021	N/A	Lucas 54330378	Fan Hold Pull Switch OFF-ON	Holden - 020.316
908-2-68012		Lucas 34641A	Ignition switch	
907-1-24031		Lucas 38102	Stop Light switch (Hydraulic)	
908-2-63036		Lucas 36368A	Ammeter	
907-1-63094		Lucas 34389	Indicator switch	
910-1-68055		Lucas 35830	Courtesy light switch	
907-1-63066		Lucas 31847	Wiper switch	
910-1-68045		Lucas 35633	Hazard warning switch	Holden - 33888 Holden - 397511
907-1-25077	N/A	UNIPART No GUJ200	Steering UJ 408 409 (Upto 409 Vin7350)	MG Mecca- Exchange unit only



The next episode in my Bristol 400 rebuild

The last time I wrote about rebuilding my 400 I described the struggle I had to fit the wings and I wondered if they had ever been on this vehicle. Another lockdown has meant that I have had more time to spend sorting the car and to see things progress. I had decided that I needed to try to complete one area, so that I could see what a section of the finished car looked like. I thought that would also encourage me to complete the project whilst the depressing news of the Covid battle continued. I chose to finish the front third, including the engine bay.



The car, when I bought it, included the basic body shell, axles, 10 large cardboard boxes containing the remainder of the car (or so I thought!) and a Bristol parts book. The book has proved invaluable, as I could, for example, look up the front bumper assembly and see where which brackets went. Then a search through the boxes would often reveal the



The next episode in my Bristol 400 rebuild

relevant ironwork. However, even when the parts were located, they sometimes needed modification as hand-built cars have tailor made parts, particularly on the body. The front bumper brackets and ironwork were a case in point. Some parts were missing and even when I located replacements, the whole assembly needed altering to make it fit around those troublesome wings!

The joy of the rebuild is to look back and think, well, I altered that, so it now looks correct. One headlamp fit perfectly first time whilst the other needed the majority of the locating screws and adjustment screws re-drilling. The two bonnet halves were just as challenging. The offside half fitted the wing beautifully when closed, but the near side half was a battle from the start. I had to move it forward on the centre hinge and then attempt to shift it over to the side of the car by relocating the hinge itself. When that hurdle was finally overcome I fitted the bonnet tape. Unfortunately the bonnet tape showed in one area, so I am now in the process of fitting narrower tape in order to ensure that it cannot be seen. I do admire the bonnet though, which is well designed and beautifully constructed.

So, lockdown has its compensations. The first third of the car, including the engine bay, should be complete in the next month and I will be able to admire it and take from that the inspiration and encouragement to spur me on to complete the rest of the car ready for the summer and hopefully freedom from lockdown!

Paul White 27th January 2021



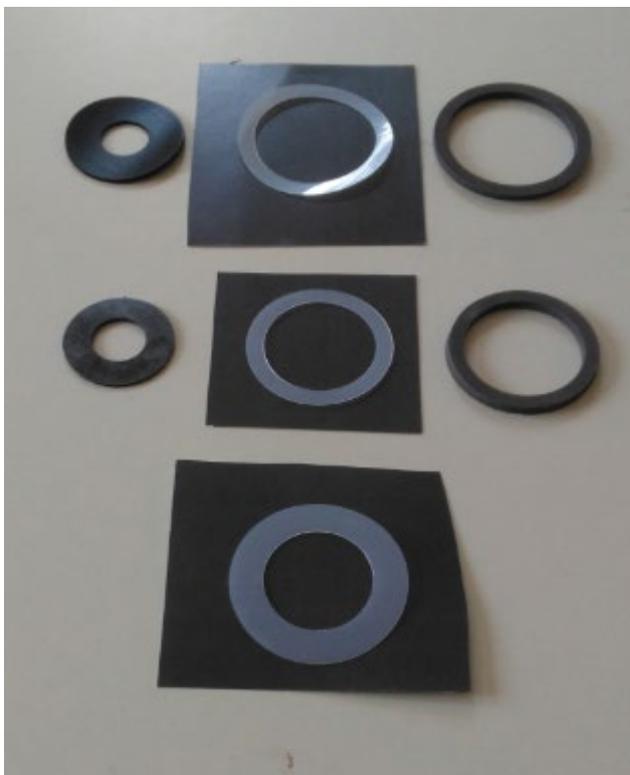
BODA E-Newsletter

31st January 2021

Issue No 11

January spares update

Pegasus has now stocks of some of the fiddly bit for the lights and hub caps for some 405, 406 and some later models.



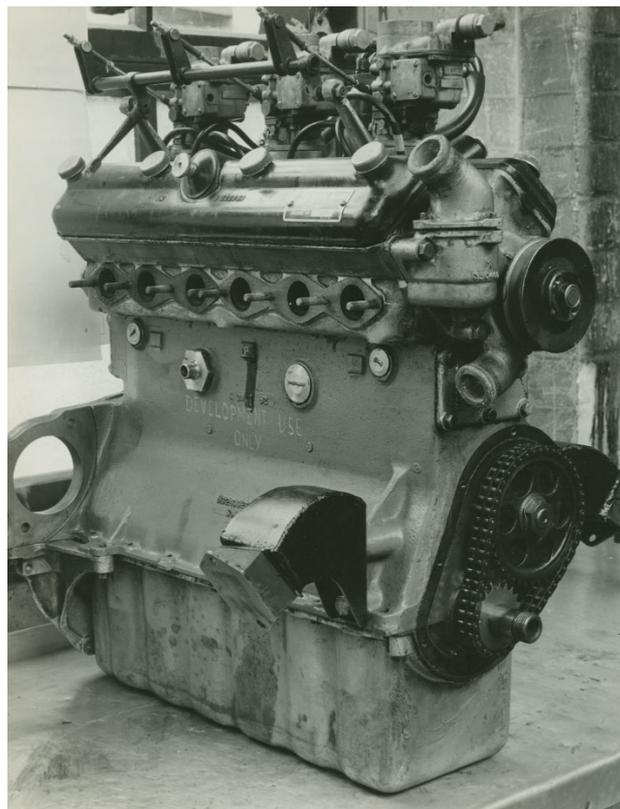
The upper set are for the Lucas L539 rear light stop and tail. The left hand ring fits between the car body and the light body. The centre set have the same function but for the smaller indicator light.

The single nylon ring at the bottom is the spacer between the hub cap and the Bristol badge.

Andy Gibbs 29th January 2021



Members write



Last month's issue mentioned fascinating article about the origins of the Bristol engine block. This is being held over pending finalisation and possible use in BODAcious . In the meantime one member wrote in to suggest an Opel connection to the block design. Whilst we don't rule this out (!) it wasn't the answer we were thinking of. Any other suggestions?



Popular Spare Parts Supplied by Pegasus

If you have been unable to source a hard to find part for your car and it is not listed here, please e mail us. If we cannot point you in the right direction, the part might just become our next part supply project.

The following parts are held in stock:

For 2 Litre Cars:

Carburettor gaskets

Carburettor insulation plates

Engine mounts

Head gaskets

Rocker cover gaskets

Rocker cover end seats (rubber)

Gearbox mounts for 400 to 403

Gearbox mounts 404 to 406

Engine torque rubbers

Exhaust manifold gaskets

Red or yellow hub cap or body badges

Suspension gaiter set

Steering column draught excluder to bulkhead

Steering Rack rubber bellows

Door button rubber seals 401/403

Ethanol proofing fuel pump and fuel hose kits



Popular Spare Parts Supplied by Pegasus (cont.)

For V8 Cars and Miscellaneous:

Rear axle rebound rubbers

Windscreen seals for 406 to 411

Door handles 404 to 411

Various rubber body and seals (please ask)

Rear quarterlight rubbers – most models

Cylinder head obstruction spanners for 2 and 2.2 litre cars

“C” spanners for 2 and 2.2 litre exhaust nuts

We can also advise on the sourcing of the following :

Alternators

Clutch cover & drive plate conversion for 2 and 2.2 litre cars

Lever arm damper reconditioning

Overdrives

Pistons, piston rings etc.

Starter motors

Tappet sets

Exhausts and mountings

Windscreens for most models.

For details of price, availability and orders please contact Bill Lawson who will be very pleased to help you.



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And finally

This is apparently one owner and low mileage. Which might you choose between this and reviving Bristol Cars?!



800 Mph+ Bloodhound LSR Project For Sale

New Investor Sought To Ensure Record Attempt Next Year



And finally (cont.)

The Bloodhound Land Speed Record project, today, announced that it is looking for a new owner to take the team through to setting a new World Land Speed Record in 2022.

In 2019, the Bloodhound team deployed out to South Africa to conduct high speed testing of the most advanced straight-line racing car in history. The car smashed the test programme target of 500 mph, hitting a peak speed of 628 mph (1011 km/h), validating the computer modelling used in designing the car and proving that Bloodhound has real record-breaking capability.

The team now needs to install the Nammo monopropellant rocket, giving the car a top speed of over 800 mph (1287 km/h). Once again, the car will then run on its specially prepared 12-mile (19.2 km) long dry lake bed race track at Hakskeen Pan, Northern Cape, South Africa.

Completing the rocket installation and taking the car to South Africa to exceed 800 mph will cost £8 million, based on the costs of the test programme to date. With a global following and a high level of media coverage, including the highly successful Channel 4 documentary *'Building the World's Fastest Car'* which aired late last year, the project's fundraising potential is significant as the record attempt gets closer. The project is expected to recoup increasingly large amounts through sponsorship and rights sales as the programme develops, making this a unique and exciting investment.

Bloodhound LSR's current owner and Chief Executive, Ian Warhurst, is now stepping back from leading the project and putting the vehicle up for sale. After buying the car at the end of 2018, Ian has more than achieved his original objectives of rescuing

Bloodhound from the scrap heap and ensuring the team deployed to South Africa in 2019 to complete the high speed test programme. However, the current economic climate brought on by the global pandemic has severely impacted the search for fundraising and the project timeline. As a result, Ian is inviting a new owner to take over Grafton LSR Ltd, the holding company which owns the Bloodhound LSR project. The new owner will inherit a proven high-speed car with a demonstrated potential for an 800+ mph world land speed record. Ian said: "It has been a privilege to lead this team of world-class engineers over the past two years. I was spellbound – along with a huge audience around the world – as we tested the car up to 600+ mph in South Africa." He



And finally (cont.)

continued: “When I committed to take the car high speed testing in 2019, I allocated enough funding to achieve this goal on the basis that alternative funding would then allow us to continue to the record attempts. Along with many other things, the global pandemic wrecked this opportunity in 2020 which has left the project unfunded and delayed by a further 12 months. At this stage, in absence of further, immediate, funding, the only options remaining are to close down the programme or put the project up for sale to allow me to pass on the baton and allow the team to continue the project. This gives someone with the right passion and available funding to effectively swoop in at the last minute and take the prize. I will, of course, be cheering from the side-lines when Bloodhound smashes through 800 mph.”

The project has inevitably been held back by the effects of the Covid-19 global pandemic. Work now needs to restart in the next few months to get ready for a 2022 record attempt. The alternative would be to put the car into long-term storage, with no certainty of being able to restart the project. As the prospect of a post-Covid world beckons, the Bloodhound team now needs to find a new owner to continue its ‘engineering adventure’.

Bloodhound driver Andy Green commented: “In my opinion, the Bloodhound team has built the best Land Speed Record Car ever. It made our 628 mph test run look easy! We’re now raring to get to 800 mph+, to showcase this technical marvel and to invite a global audience to join in an incredibly exciting adventure. After the horrible 2020 pandemic year we have all just experienced, the world needs a good news story, and Bloodhound is ready to deliver it”.