



BODA E-Newsletter

30th April 2021

Issue No 14

Contents in this edition

- *Welcome*
- *Chair's bits*
- *Membership matters*
- *411 Restoration*
- *Four Post Lift*
- *403 Restoration*
- *Cruise Control*
- *FBVRC*
- *Spares update*
- *Enliven your home*
- *Newsletter/club contacts*

Welcome

Welcome to the 30th of April 2021 edition of our monthly newsletter.

As you can see in the contents the restrictions imposed on us all has given rise to a huge amount of work being done on members cars, I hope you all enjoy the stories and admire the dedication!

The weather and restrictions all seem to be getting better so I am sure that we will all be out in our cars as soon as possible.

We have in this issue a lot of legislation as the bureaucracy seems to keep going whatever is going on In the world.

We also have the realisation of most men's dream and an update on a 403 and a 411 restoration

Please feel free to send in any articles

Our next newsletter should be with you on 31st May 2021

Andy Gibbs and Paul Smith 30th April 2021



BODA E-Newsletter

30th April 2021

Issue No 14

Chair's bits

It is great to write this piece with the knowledge that we have half the population vaccinated so the prospect of meeting friends and sharing all things Bristol looms. As you will see, the editorial team has changed this month and I am grateful to Paul Smith for taking on part of the role. In the last edition we shared the Mission Statement for the Association which seems to have met with approval as I have had no concerns communicated. To align the Association with this, we are developing a code of conduct which we hope will be included in next month's edition.

Please do remember we need your help in providing content for both our publications. Other members want to hear about the joys and trials of Bristol ownership. What you have learned in sorting a problem could be a revelation to others and that great driving route could be a joy for others. If you are uncertain about things, drop one of the editors a note and they will guide you on producing something.

As spring has arrived and summer is only round the corner, I hope you all have plans to make the most of the opportunities. In the meantime, keep safe.

Mike Hallissey BODA Chair 30th April 2021



BODA E-Newsletter

30th April 2021

Issue No 14

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 have 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>
502	Thomas	Wilig	willig@wtnet.de	+491729943399	Germany	
503	Brian	Clark	bcc99@mail.com	07786111403	Stoke-on-Trent	404
505	Tony	Byford	tony@tonybyford.com	07500860031	Chiseldon	
505	Vivian	Thomas	Vivtom12@gmail.com	07377145628	Clevedon	
506	Lothar	Friedrich	friedrichlothar@gmail.com	+491717333653	Germany	403
507	Paul	Cooke	paulbdcooke@gmail.com	+61411746897	Australia	400

Jane Smith Membership Secretary 30th April 2021



Bristol 411 Renovations & Revelations!

Hello BODA members,

Well, well, what a journey we are on! I wrote of “Our Bristol Story” in the December edition e-news, as we were all very excited to be getting the renovation of our Bristol underway. Since that time, we have had Brexit, Biblical continental storms and a 3rd round of lockdown, this time extended longer than any previous lockdown, and all of these factors have combined to create some interesting delays, revelations and ups and downs of our renovation story. Oh, and in the middle of all this, as well as trying to hold job a job in the mist of workplace pandemic pandemonium, I also seem to have got a bit ambitious with other ideas (did I mention my love of tinkering with mechanical projects?): I’m lucky enough to have two very keen children who love their horse riding, and wanting to compete at bigger events further afield.





Bristol 411 Renovations & Revelations! (cont.)



The old Volvo and “IFor Williams” was no longer cutting the mustard, so in the depths of winter I spotted a bargain Horse lorry, only 19 years old, and very tidy, but it did need some work to get it up to speed. We also share a day boat with my wife’s family and her sisters, for those lovely summers on the waters around Anglesey; we’ve had 15 years with the boat and I’ve kept it going with my limited mechanic know how, the odd fuel pump or starter motor replacement and self-servicing along the way. But after so long, even we recognised the loud and worrying knocking noises from the UJ drive shaft could be ignored no longer and a major overhaul was needed before we could risk another boating trip.



Bristol 411 Renovations & Revelations! (cont.)

So, in all, 3 fairly major vehicle projects going on, none of which you'd call absolutely necessary, but it has been widely recognised that the pandemic has brought an opportunity for people to get the projects done they've been meaning to for years and never got round to – or so I keep telling my long-suffering wife!

Anyway, to the Bristol.

The car arrived in the workshop in December; Andy Lee is an absolutely amazing car restoration mechanic and showed us some examples of 1930's Bentleys & Rolls Royces, a Jensen Interceptor, a 1980's XR4x4, a 1965 Gordon Keeble, and many more I couldn't even recall. In all honesty all looked probably better than when they were first made, making for a truly impressive garage. Andy did admit though to not having worked on a Bristol before and so we quickly decided that the most fun and cost-effective way forward would be that I would do lots of the research and sourcing of the parts specific to a Bristol, so to allow Andy the time on the car.

Tyres were the first obvious step, some of them looking really rather past their best. We looked at Avons, Blockleys, but Michelin XVS were the tyres to go for I was told and so off we went to search. Readily available in the UK at over £300 a corner, I was excited to find a full set of 5 new tyres advertised on eBay for almost half that price. The seller was in Spain and nondescript, but it had a money back guarantee, so I went for it. The seller turned out to be the main Michelin dealership in Barcelona, but that confidence didn't get the tyres out of Spain, as Storm Bella ripped through Spanish towns causing 3 weeks of transport chaos over Christmas, which then rolled over into Brexit, and as we now know, that too caused endless customs delays. Ah well – we didn't need the tyres for months anyway.

Michelin tried to ship again in mid-January, this time the tyres made it as far as Birmingham, only to fall at the hurdle in UK customs, sit in a holding pattern for 5 weeks before being sent back to Spain with a flea in their ear for not having my email address written on them (new rules, you see). At the time of writing, the tyres have been back in Spain now for 4 weeks but sadly not yet back with Michelin as now the Spanish Customs are interested in holding them, seemingly not knowing quite what to do next. Oh Brexit!!! A synonym for an expletive I'm sure for anyone who actually relies on European imports. Ah well – still don't need the tyres yet!



BODA E-Newsletter

30th April 2021

Issue No 14

On a more positive note, we have overcome the short time working forced on us by lockdown and its limitations, and we have made good progress on the car with what we can:

Our rust issues, initially appeared to be fairly minor, did in fact lead to a bit more than we thought. But the car had spent a lifetime in a garage, and we should be grateful it wasn't worse. A hole at the leading edge of the n/s rear wheel arch was seen, but the holes where the seatbelt anchors were fitted were not! Similarly, the wing bay floors and the "Top hat" strengthening bar rust was clear to see, but the base of the A pillars was a hidden rust area, and we weren't quite prepared for the amount of re-build work in that area.



Joining BODA has been without doubt the single most useful act in the story so far. I greatly enjoy my time with our Bristol and imagine the fun we will one day have; but the expert knowledge I do not have. BODA has introduced me to quite literally the definitive experts on Bristol car engineering and restorations. I have made full use of the Pegasus Parts facility and always received a prompt and valuable responses to my query.



Bristol 411 Renovations & Revelations! (cont.)

We hadn't set out to replace much Chrome, but quickly realised the hub caps were past saving. BODA helped me to A.M. Classical and to my surprise, these very caps are UK manufactured and readily available!

The bumpers: initially we thought the front was fine, but we would send the rear off for re-chroming. 4 months after sending it off, the Chroming house sadly confirmed the corrosion was beyond help, and so we are now in WhatsApp contact with a Vietnamese company, who will receive our old rusting pair and re-create in Stainless steel, gotta love 21st Century globalisation! And because we are helping them with the early 411 patterns, we get a discount, even better. Again, another contact provided by BODA, and one we hope will successfully lead to the affordable availability of bumpers for early 411's for other restorations.

Springs and Dampers all-round, again courtesy of UK based companies recommended by BODA,

Local Cheshire craftsmen for new (Wilton) carpet, and a specialist restoration of the leather interior rather than a complete re-trim.

Re-spraying: This has been a decision we have mulled over for a long time. Our original brief was to get the car mechanically 1st class and safe so that we could enjoy it. But as we went along, we felt more and more that the paintwork, although fine from a distance and far from a garish 70's colour, the silver had a touch of class, but up close, it was in a poor state and had come away from the metal along all of the window rubbers. So we went for it. Full strip and re-spray. Gulp.

I wanted to know what colour silver my car was, so picked up the phone to the legend Bristol salesman that is Richard Hackett. He'd come to see the car 8 years ago and remembered the car first time round. To my surprise, and what I've come to learn is that he didn't really worry what the precise colour tone was, and the advice was that I should go for what makes me (us) happy; advice that I have since heard several times from our expert friends at the BODA.

REVELATION! What Richard was able to help me with though was what car I actually had: I had publicly written in December about our 411 Series 2, but when I mentioned our Chassis number to Mr Hackett, there was a pause... then it came ... "That can't be a series 2, its too old, the number is too early"! Oh, the wisdom!



Bristol 411 Renovations & Revelations! (cont.)

A couple of little tricks to prove his knowledge confirmed it – “Does the Smiths speedometer have an inner circle of km/h?.... No?... Definitely a 1 series then”!

I spent a long time re-searching exhausts – it looks now as though the original Series 1 had twin pipes, but quad pipes were an optional extra, and so taking the rule of “do what makes you happy”, we have plumbed for a lovely set of Quad pipes from JP Exhausts, in Macclesfield; again a BODA recommendation, but I was re-assured when I later saw them advertising in Classic Car Magazine.

We felt the seatbelts really ought to be a bit safer, and I was amazed to be directed (BODA again!) to SBS seatbelts in North London, who have been retro-fitting seatbelts to classic cars ever since the seatbelt law was originally introduced in the 60’s. They already knew everything that was needed for a Bristol conversion, and were very helpful in providing Andy with everything he needed.

Without doubt there are some items that we just would not have found had it not been for BODA. The main rubbers on the front and rear windscreens; apparently now out of stock almost everywhere, but I was helped with a last remaining set from a custom order; they had been tried on a 603 somewhere in Norway but returned. The 603’s loss was our gain, the seals are a perfect match, and we look forward to water-tight journeys one day.





Bristol 411 Renovations & Revelations! (cont.)

I must also mention a new company, Classic Bristol Car Parts Ltd, opened for business in Spring 21, and risen from the ashes of the Parts department at the original Bristol Cars Ltd. Hats off the guys behind making this happen. For me, there is a particular rubber seal for the quarter window that is simply specific to 411 and not found anywhere else. I could almost smell the years of Filton storage when I opened the package, but sure enough the seal was a perfect fit and still in new condition save for a small spiders' nest in the fold of the seal, but who's worrying when parts are this rare. Thank you again.

I have greatly enjoyed signing up to and being part of the worldwide Bristol Community forum "BristolCars.info". This has been a great source of past renovation stories, peer feedback, and just a good read of what to and what not to do; some of the stories on there of people's past renovations are truly amazing. Amazing also to read of the strong Bristol community in Australia.





Bristol 411 Renovations & Revelations! (cont.)

We are currently toying with the decision between Grey or Black Wilton Carpet. The car is bright silver with black leather interior. The original carpet was black over the transmission, but the footwells are now grey, and we don't know if that is original or not, we suspect not. There are two schools of thought, black to keep it matching, but could be a little overbearing with too much black; or go grey for the contrast. Answers on a postcard please if you have a strong opinion.

As the heavy metal work draws to a close and the paint shop labour starts to strip the old silver from the car body, our attention starts to turn to the engine. Only 52K miles on the clock and we draw the line at a full engine bay restoration at this time, but we do have classic Chrysler V8 starting issues. So the carburettor and fuel pump plus associated other bits and pieces will no doubt be our next focus.

Tomorrow I will be travelling early down to see the Bristol; we need to get the old bumpers boxed up and shipped to Vietnam, but that's an easy Friday when I think back a month; I remember driving north an hour to go a HGV scrapyards for a DAF45 replacement fuel tank (not walked round a scrap yard for years!), stopped off at another scrapyards (yes, 2 in one day) to pick up 3 10' lengths of 2.75" angle iron and strap it to the roof bars (oops – did I not mention a small trailer renovation I am personally doing??); drive down to the Bristol to deliver the latest shipment parts I'd collected; onto the Lorry mechanic where a new fuel tank, windscreen, and overnight diesel heater is going in, before I headed an hour home to prep the little trailer for new welded steel & floor going in, Phew!

That's my Lockdown 2021 so far. Now where's my Z3 project....??

Richard Mulcaster 30th April 2021



Four Post Lift

A short piece from well-known long time BOC and BODA member Mike Wilcox, Mike has two well used Bristol's a 405 and a 401 both of which are maintained to a high standard. As part of a house extension and major work Mike has created space for a new garage and has equipped it with a four-post lift, this he hopes will allow him to service the cars without having to scabble about on the garage floor. Over to Mike.



Pictured above is the Bonar 3600kg 4 post lift supplied by "Strongman" Tools (The additional options chosen are visible above and include lightweight ramps, 2 ton lifting beam, Mobility kit and drip trays).



Four Post Lift (cont.)

When I purchased my first house, I had a Bristol 406 and no garage so I managed to purchase a second hand concrete sectional type and dug a 6ft deep inspection pit, polythene lined with concrete base and brick sides. This was quite useful until the winter came when it filled with 12inch of water. (What a useless amount of time and effort!).

Ever since I have always wanted a proper 4 post lift so 46 years later I finally bought one.

WHY Now.

Well at the age of 72 I am now getting too decrepit to continue to crawl underneath old cars to repair and service them so this lift should make everything a whole lot quicker and easier.





Four Post Lift (cont.)

Garage.

Obviously you need a garage with a fairly high roof so given planning constraints and not wishing to annoy neighbours too much I chose a Warwick Buildings Timber Building nominally 12ft wide and 20ft long which is plenty wide enough for a 405 with doors wide open. The roof apex is across the garage and is pitched at 25 degrees and has no roof trusses just timber joists across, giving an internal height of 9ft 6in at the eaves and an internal height of 12ft 5in at the apex.

Because most cars are low at the front and rear this roof orientation works well and I can lift the 405 to the max lock position 63 inch clear and still park the 401 (60 inch high) underneath as shown below.

Clearly the higher the roof the better because you do not need to be so careful when raising the car. (I have not yet tried the Derby Bentley which is about 5ft 6 in high and also has a high front and back but is a little shorter than a Bristol)

Practical Points.

Mobility kit. Given the limited garage height I wanted to have the flexibility to re-position the lift either sideways or fore and aft in order to maximise the lift capability. The mobility kit is just 4 large castors in frames which you attach and lower the lift onto which then raises the posts. (it can be fixed and bolted down if required)

Run on Ramps These are quite robust and generously stiffened with integrally welded gusset plates . I went for Aluminium which is heavy enough. (Standard is steel)

Jacking Beam. This is 2-ton capacity and is essential for any serious maintenance. It is hydraulic and very robust with extendable sides and mechanical lock positions for safety.

Drip Trays. A set is 3 off which is enough and as most Bristol's drip oil it keeps it off the floor etc.

Lift Operation. This is via a large single acting hydraulic cylinder connected to the four posts by steel cables and a pulley system all hidden beneath the frames. A 2.2 kw single phase motor drives the hydraulic pump to raise, and lowering is by gravity with adjustment for speed. (Lift has mechanical safety locks)

Manufacturer. China of course but it does seem to be quite robust and well finished (Strongman Tools sell a lot to car storage company's)



Four Post Lift (cont.)

Costs.

Lift The Standard lift is approx. £2000 but by the time I had included all the extras as well as Delivery and Installation it was just over £4000. (installation was more straight forward than I expected so you could save a lot by DIY and there are instructions)

Garage The basic Garage was £4700 but I chose a better-quality roof material, thicker cladding and side door window etc and it came to £6400

Ps. As you will appreciate after 46 years I was justifiably desperate for a four post lift but unfortunately for me my partner was even more desperate for a house extension and larger kitchen! This resulted in me spending the last year as assistant builder, plumber, labourer and decorator which explains why there are 2 Bristol's still awaiting servicing!

Mike Wilcox 21st April



403 Restoration Mike Brooks

NXT 655 403-1402 PART 2 – MORE FABRICATION, WELDING AND SO ON.

In Part 1, the sills were welded in on to the four newly rebuilt outriggers. I neglected to say that in checking for corrosion, I had started at the back of the car, working forwards. In getting this far, I had had to cut out the corroded “A” and “B” post bottoms.



Figure A Driver's side "B" post

These are complex curves, and of course repair panels are not available. So, using “cardboard engineering” techniques, there was nothing for it but to make my own. I have to say, this job is something I never want to repeat. Two out of the four I have had to do twice – if they’re not exactly the right shape, the door gap will be wrong, as the aluminium bodywork is clinched around the edge of the post-bottom. Also, the correct shape will ensure that the front wing rear edge (“A” post) or the rear wheel arch (“B” post) will line up with the door once the aluminium is reinstated. While I was doing all this, I was already looking further forward. More horrors – in addition to the four main chassis outriggers, there are two more smaller ones which support the scuttle.



403 Restoration Mike Brooks (cont.)

On each side, under the front wing, is a large aluminium panel that is rivetted to one of these smaller outriggers. On both sides, where the aluminium was rivetted, both metals had corroded badly. On the passenger side, I ended up making a completely new aluminium panel. On the driver's side, the corrosion was more limited, and I was able to repair the panel with a patch. On both sides, the outriggers were fabricated from scratch and welded in. The aluminium panels form the front face of the scuttle, and are where the front of the two heater matrices accept the under-wing inlet air ducts. So, the new and repaired panels had to be completed accurately to ensure a good fit for the air ducts. Both heater matrix boxes had to be scrapped, and new ones made. There had clearly been water getting in via the heater inlet ducts and the aluminium corrosion was severe.



Figure B Underwing repaired panel and heater box



403 Restoration Mike Brooks (cont.)

In between other jobs, it was clear that all the paint and filler need to be removed from the bodywork. There were several places where a thick layer of paint and filler had parted company with the aluminium. What I had not bargained for was the more than 40mm of filler on the passenger side front wing. An accident in the distant past had pushed in not only the wing, but the scuttle box underneath. This explained why the passenger side floor (the part behind the footwell sidewall where the heater outlet is located) was bent on its outside edge. Clearly, I was going to have to cut the wing away in order to repair the scuttle box. Up until now, all my work on aluminium panels had been internal, and riveting was the way to go. However, for external bodywork I reckoned that welding would be needed. Everything I read suggested that my MIG welder was not going to be able to cope with 16- or 18-gauge aluminium. As I asked around about aluminium welding, a couple of my acquaintances claimed to be able to do it using oxy-acetylene. So, I drove out to the local garage that rents out my Hobbyweld MIG gas bottle and got myself kitted out for gas welding.

Cutting a long story short, neither of my colleagues were able to weld new aluminium to existing (using test pieces of course). I have since discovered that the aluminium in the early Bristols is actually Duralumin, which has around 3-4% copper in it. This will likely make for quite a difference in melting point between old and new, and might explain why all our attempts at welding ended up as a pool of liquid! At this point I decided to investigate modern structural adhesives. I ended up being recommended Pliogrip 5761B by a local man who uses it mainly for repairing and fitting things like plastic or carbon fibre front valances on modern cars. It is a twin pack epoxy adhesive that is only mixed as it comes out of a side-by-side nozzle of what otherwise looks like a conventional cartridge. This has the advantage of long-term storage between uses, as it only goes off when mixed. Although most often used these days on plastic, it is good for most materials, including metals.



403 Restoration Mike Brooks (cont.)

My technique for aluminium repair panels is:

1. Cardboard engineer the repair panel, leaving it over-size by about 40 – 50mm along the joining edge.
2. Offer the repair panel up to its place on the bodywork. Use a panel working hammer and dolly to form any curves and to get the correct shape. Heating with a gas torch often helps, particularly with complex curves.
3. Clamp up the repair. If this is not possible, I find Cleco temporary fasteners very useful (PHOTO).
4. Run a thin cutting disc on a 4 ½" angle grinder through both layers along the join, making sure there is at least 20mm of new metal being cut off. This scrap piece will be utilised as a backing strip to reinforce the joint. This technique ensures that the joint is gap-free.
5. Apply Pliogrip adhesive to the backing strip; glue and clamp it in place symmetrically behind the joint. For large repairs I use the Cleco holes (these are the correct size, but need countersinking) and blind rivet the joint with countersunk-head rivets. This keeps the joint well clamped while the adhesive sets. On large repairs, I recommend leaving this first joint to set before trying to attach the repair panel.
6. Offer the repair panel up. As I said in 5. above, the potential joint should be gap free. However, on a major repair like a front wing, the complex curve may require a little fettling, and now is the chance before finalising the joint.
7. Apply adhesive, glue and clamp the repair panel, again using rivets if necessary.
8. Leave the joint to set properly. Pliogrip takes at least 24 hours to set, and this will be temperature dependent. During the winter, I have sometimes needed to leave it 48 hours. It is important not to try any panel beating too early.



403 Restoration Mike Brooks (cont.)



Figure C Passenger side wing cut away to show repaired scuttle box the backing strip has been glued in ready for the wing to be fitted. Some of the under-bonnet tubing had corroded and has had to be repaired with new.

I have been asked why I don't just joggle to provide an overlap. This works fine on straight joints. However, most of the repairs I have needed to do have been far from straight! Purists will no doubt wince at the use of rivets for exterior bodywork repairs. What I am finding is that the adhesive joint is so strong when set, that I can grind the rivets right down if they end up proud of the countersink hole. A thin skim of filler is all that is needed to finish the joint. If the back of the repair is likely to get wet road dirt (under wing for instance) then I finish off underneath with a flexible seam sealant. What I like about the adhesive I have chosen is that it remains workable for an hour or so. I have tried others that go off so quickly that I have no time to "take my time".



403 Restoration Mike Brooks (cont.)



Figure D Wing pinned on with Clecos to check fit before gluing

I'm now pushing to finish the bodywork so that I can move on to other things. I am planning soon to fit the new wiring loom and some seat belt anchor points. I hope to report in due course!

Mike Brooks 14th April 2021



Cruise control for V8s

During the Cumbrian trip Paul Smith suggested investigating a cruise control system that would suit V8 Bristols. In the event technology had moved on and the old contacts had all gone cold, retired etc. In due course it was found that Conrad Anderson, a firm of retro-fit engineers in Birmingham, supply and fit a mechanical system made by HGM Automotive Electronics (<https://manuals.hgmelectronics.com/>).

The model applicable to the majority of our cars is the GC55 Mechanical cruise control unit, see Conrad Anderson's homepage. Some schematics are available at [85-5975d34e1dc273.99420582_gc55-installation-manual.pdf \(proteam.ee\)](https://manuals.hgmelectronics.com/85-5975d34e1dc273.99420582_gc55-installation-manual.pdf)

Speed control is maintained by a magnetic sensor taking its feed from the speedo cable. As an alternative, magnets can be added to the prop shaft.

The original Bristol Speedhold stalk can be made to control engagement, speed up and speed down, but having only 2 positions (forward and back) it cannot also disengage. This is via the brake pedal only; so for safety the writer fitted a kill switch using the redundant clutch wire (purple/violet) which works by completing a circuit to earth.

As suggested in an earlier article, the results are surprisingly good, and all the more satisfying if it is possible to use the vestigial Speedhold stalk. However, the subject 411 S4 uses a Holley Sniper fuel injection system, so there is no guarantee that a carb model would work as well.

Basic costs are currently quoted to be:

GC55 Mechanical cruise control unit - £750

Installation - £400

Speed pulse generator (SPG)- £85 (if there is one available for the vehicle, in the subject 411's case a Chrysler 518 gearbox)

Magnets kit- £21

Extra installation for speed pulse search/SPG/magnet installation – up to £180 (depends on time taken)

Total - £1221 - £1415 inc VAT



BODA E-Newsletter

30th April 2021

Issue No 14

Cruise control for V8s (cont.)

Contact is Nathan Onions

Conrad Anderson Ltd.

57 Sladefield Road

Ward End

Birmingham

B8 3PF

United Kingdom.

Telephone: +44 (0)121 247 0619

Facsimile: +44 (0)871 314 0569

E-mail Us: info@conrad-anderson.co.uk

Bridgwater Electronics in Somerset also fit the system.

Michael Parr 31st April 2021



FBHVC update April 2021

At last the world of motoring is on the move again and there is much to report.

Before moving to FBHVC matters, there is alarming news not reported by the increasingly woke FBHVC (children's' charities and so forth) that the government is considering imposing a partial driving ban on 70+ year-olds with "medical conditions". Those selected by their GPs and DVLA will be limited to daytime and local area driving.

It was with this in mind no doubt that 3-year renewal of driving licences at 70 was made compulsory, giving the DVLA total control over whether older drivers would be allowed to drive or not. Meritorious no doubt but this a most sinister development from which there may be no escape. GP with a grudge? DVLA clerk having a bad day?

The announcement on 2 April was accompanied by DVLA medical spin in the form of the following, authored by Dr Nick Jenkins, DVLA's Senior Doctor):

"Many common medical conditions can affect your ability to drive and could put you and other road users at risk. Around 49 million people hold a GB driving licence with around 757,000 drivers telling us about their medical condition last year. But how do medical professionals know which conditions will affect our driving?"

To help clinicians assess their patients' fitness to drive, we provide an 'Assessing fitness to drive: guide for medical professionals (AFTD)' and update it every 6 months.

My role and AFTD

I joined DVLA in March 2015, bringing around 38 years' experience – first as a doctor, then a surgeon, and finally as an A&E consultant. This background has been essential in this job, reminding me that there's an individual behind each case.

I work with DVLA management colleagues as well as being the professional lead for DVLA doctors and act as the conduit between DVLA doctors and the General Medical Council (GMC).

Part of my role is to lead on updating AFTD.

AFTD helps clinicians decide if a patient's ability to drive might be impaired by a medical condition, treatment, or even certain medications. They use AFTD to advise their patients if



FBHVC update April 2021 (cont.)

they need to tell DVLA about their medical condition and if they can meet the medical standard to drive.

It also helps clinicians provide advice on driving while DVLA makes medical enquiries about the patient.

Medical Panels

Twice a year, we host Secretary of State medical panel meetings about each type of condition that could affect driving and these panels corresponds with a chapter in AFTD.

The medical panel comprises of independent nationally and internationally renowned medical experts in each field: me as Senior Doctor (or my deputy), staff from our medical areas, and lay members who offer the perspective of those using our services. We talk about any changes in medicine related to the topic, any issues that have arisen in that field, and any complex medical cases.

Last year this worked slightly differently. When the coronavirus pandemic resulted in the first lockdown in 2020, we immediately turned our focus on contingency planning for the autumn round of panels and how we would host them through conferencing software.

The autumn panels played out seamlessly and we've had some great feedback from those involved. It's really given us opportunities to work smarter.

After the panel meetings

Once we've agreed what changes need to be made we make arrangements to update AFTD. Some updates are more complex than others, so we work closely with the relevant medical charities to make sure the changes cover everything needed.

The guidance is updated and published on GOV.UK. As soon as the guidance goes live, we tell DVLA colleagues, the GMC and our email subscribers. We'll also have updated the corresponding medical pages within Check if a health condition affects your driving (an A-Z guide of medical conditions).



FBHVC update April 2021 (cont.)

By law you must tell DVLA about a medical condition that affects your driving. The A-Z guide helps you meet your legal responsibility, as it tells you which conditions you need to tell us about (and the ones you do not).

What happens after you've told us about your medical condition.

We may need to make further investigations, get reports from your consultant, or contact your doctor. This can sometimes take a bit of time, especially if doctors are busy, but while your application is with us you may still be able to drive under Section 88 of The Road Traffic Act. You should speak with your doctor about the Section 88 criteria and decide whether you should drive while you are waiting for a licence to be issued.

Most people who report a medical condition, which can be done online, get to keep their driving licence. We may issue a short-term licence (1 to 5 years) if you've got a medical condition considered to be progressive.

This is because we'll need to assess the ongoing stability of the condition or consider the risk of recurrence of an episode being below a certain threshold. Examples of this kind of condition are dementia, epilepsy, and diabetes.

If you're a driver and have had, or currently suffer from, a medical condition or disability that affects your driving, you must tell DVLA.

If you're a medical professional you can keep up to date with any future changes to the guidance, including changes to medical standards, signing up for our email alert service. Simply go to the option named 'DVLA Stakeholders' and select 'Medical Professionals'."

Fuel

FBHVC clarifies the introduction of E10 petrol for historic vehicle owners

Published: 26/02/2021

After an extensive consultation process, the Department for Transport has announced that they will legislate to introduce E10 petrol as the standard 95-octane petrol grade by 1 September 2021.



FBHVC update April 2021 (cont.)

They will also require the higher-octane 97+ 'Super' grades to remain E5 to provide protection for owners of older vehicles. This product will be designated as the 'Protection' grade.

The introduction of the 95-octane E10 grade and the maintenance of the Super E5 protection grade will be reviewed by the Government after 5 years to ensure they remain appropriate to the needs of the market. In relation to the E5 protection grade, such a review will examine market developments over the period. HM Government have sought to reassure FBHVC members and historic vehicle owners that, without a suitable alternative becoming available, it is highly likely the Super E5 protection grade would continue to be available.

Filling stations that stock 2 grades of petrol and supply at least one million litres of fuel in total each year, will need to ensure one product is the Super E5 protection grade. While not all filling stations meet these criteria, almost all towns across the UK will have a filling station that supplies the 'Super' grade and currently one major retailer, a national supermarket group, has committed to offer the product. The main exception to this is in certain parts of the Highlands, north and west coast of Scotland, which will be covered by an exemption process and allowed to continue to market the 95-octane E5 grade.

The Federation therefore recommends that all vehicles produced before 2000 and some vehicles from the early 2000s that are considered non-compatible with E10 - should use the Super E5 Protection grade where the Ethanol content is limited to a maximum of 5%. To check compatibility of vehicles produced since 2000, we recommend using the new online E10 compatibility checker: <https://www.gov.uk/check-vehicle-e10-petrol>

It should be noted that some Super E5 Protection grade products do not contain Ethanol as the E5 designation is for fuels containing up to 5% Ethanol. Product availability varies by manufacturer and geographical location and enthusiasts should check the situation in their location.

All very interesting but more information about the relevant chemistry and how E10 might affect old engines, pumps, carburettors and hoses would have been welcome. FBHVC surely have someone who can summarise the position.



FBHVC update April 2021 (cont.)

Michael Worthington-Williams MBE

Michael Worthington-Williams MBE 1938 – 2021, well-known motoring journalist, has died. An obituary is provided on the FBHVC website.

DVLA

The following is an FBHVC diplomatic piece designed to reassure DVLA (that went – or wanted to go – on strike in early April) that their efforts are appreciated.

FBHVC urges patience as work continues with DVLA to resolve historic vehicle owners' concerns.

The Federation of British Historic Vehicle Clubs is sympathetic to the enormous challenges that the Driver & Vehicle Licensing Agency faces during the on-going pandemic. DVLA continue to receive tens of thousands of items of mail each week and the Federation believes that for a high percentage of drivers and vehicle operators, the agency performs a viable and efficient service.

The Federation also acknowledges the efforts of the staff at Swansea in achieving the continuation of services during the current times, despite reports of a significant outbreak of Covid-19 within the Agency, with some 500 cases quoted. The impact that this outbreak will have on the DVLA providing services due to staff shortages is very understandable.

The Federation, whilst sensitive to the challenges we are all facing, has continued to work on behalf of the historic vehicle community during the pandemic. One of the key areas of the Federation's work remains within continued dialogue with the DVLA on a range of matters on behalf of historic vehicle owners and clubs.

During the pandemic, the Federation has been pursuing five particular policy matters of significant concern to the interests of Federation members and the community that they represent.



FBHVC update April 2021 (cont.)

These are broadly outlined as follows:

- Non-acceptance of 'Date of Manufacture' number marked on vehicles.
- Statement of a requirement to notify DVLA when a vehicle is dismantled.
- Special case V765 registrations.
- Vehicles originally supplied as CKD (meaning 'Completely Knocked Down').
- Original and copied documents and new bodies on re-constructed classics.

Licences/numberplates

DVLA report that:

To mark the first anniversary of Brexit, the government unveils new designs for driving licences and number plates without the EU flag.

- driving licences and number plates get a makeover to mark one year since the UK's departure from the EU
- EU flag removed with new design issued at the start of this year
- comes as the UK cuts red tape with several member states, making it easier for Britons to drive in the EU

UK driving licences and number plates have been given a makeover to signify the beginning of a new chapter for the UK.

To mark the UK's exit from the EU, the EU flag has been removed from all UK driving licences and number plate designs, with the first batches issued from 1 January 2021.

While existing licences and number plates will still be valid, the new versions will be issued to everyone renewing a licence or getting one for the first time.

The new designs coincide with the beginning of a number of agreements recently made between the UK and member states for British drivers, making it easier for Britons to drive in the EU when existing restrictions end.

Thanks to these agreements, UK drivers who hold photocard licences will not need an international driving permit to drive in any of the 27 EU member states, Iceland, Norway,



BODA E-Newsletter

30th April 2021

Issue No 14

Switzerland or Liechtenstein. UK drivers won't need to display a GB sticker in most EU countries if their number plate has GB or GB with a Union Flag on it.

Michael Parr 31st April 2021



Spares Update

Pegasus is engaged with several members restorations.

Two articles in this month's newsletter reflect the progress to date.

Help has been provided by several in the advice team helping to resolve issues as they arise, providing practical advice or help with parts either from the store or by providing supplier information.

We seek to partner with the trade to extend the range of parts available, it is surprising how many difficult to find parts can be purchased from unexpected quarters.

The 401\402\403 door window seals appear to be similar to those supplied for the xk 150, we have placed an order to allow comparisons to be made. I have my xk 150 doors ready for reassembly after a repaint, so the seals will not be wasted if they are not compatible.

Trevor Wilkes continues to make progress with the rear screen project, he has a good number of commitments to buy allowing the supplier to be confident of sufficient volume to be viable.

BOC secretary Brian Ridley-jones is attempting to produce the Pegasus badges for the 408\9\10\11 series 5 and 6 cars.

A similar project to that attempted by BODA for the 406 badges. For either project to go forward we need significant volume if the badges are not to be inordinately expensive.

If you are interested, please contact Brian or me. Cooperation may enable Bristol members to obtain these difficult parts.

An enquiry to Bristol Car Parts for V8 suspension bushes resulted in good news. Graeme Payne reported that the upper wishbone bush is in stock and the lower bush has been commissioned by BCP, good news for those Bristol owners brave enough to have a go at a suspension rebuild.

Andy Gibbs 30th April 2021



For the Bristol owner who has everything

For the Bristol owner who has everything- creative radical potters PRSC* in lovely, Bohemian Stokes Croft Bristol are turning out some rather fine versions of the Bristol scroll, both original and witty improv versions.

So even when one's lovely vehicle is locked away in the cold, damp garage one can savour a pleasant infusion and relish the original Bristol font- reflecting on the once great company's former glory days.

(Absolutely no connection to these guys, alas)

Stefan Cembrowicz, 30th April





Newsletter Club contacts

BODA Events

Andy Gibbs andrew.gibbs2@btinternet.com 07739 461086

BODA Newsletter Production

Paul Smith smithpng@yahoo.co.uk 07850 789392

Andy Gibbs andrew.gibbs2@btinternet.com 07739 461086

Pegasus Spares co-ordinator

Bill Lawson wamlawson@ntlworld.com 01642 317236

BODA Committee Chair

Mike Hallissey mikehallissey@icloud.com 07973 214569

BODA Membership Secretary

Jane Smith smithjuk@yahoo.co.uk 07962 209353

Bristol Owners Heritage Trust

Dr Stefan Cembrowicz stefancembrowicz@gmail.com 07768 295084

BODA Website Manager

Richard Sanderson home@rmsanderson.de +49416792012

BODAcious Editor

Richard Baines rw140356@gmail.com 07931 570514

BODA Technical support

Andy Gibbs andrew.gibbs2@btinternet.com 07739 461086