



# BODA E-Newsletter

31<sup>st</sup> May 2021

Issue No 15

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## Welcome

Welcome to the 31<sup>st</sup> of May 2021 edition of our monthly newsletter.

This issue sees us working through the vaccination program which seems to be highly effective enabling all of us to start picking up a more expansive life. This leads on to our first event for many a long month!

So hopefully the tone of contributions will now move to driving and exploring stories as we all benefit from the fettling of our cars.

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

Our next email newsletter should be with you by 30<sup>th</sup> June

***Andy Gibbs and Paul Smith 31<sup>st</sup> May 2021***



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## 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>
508	Aldo	Morberg	<a href="mailto:morbergs@telia.com">morbergs@telia.com</a>	<u>0705672995</u>	Sweden	
509	Bruno	Farber	<a href="mailto:bruno.farber@mac.com">bruno.farber@mac.com</a>	0041792325872	Belgium	405
510	Julian	Kirk	<a href="mailto:uliankirk50@gmail.com">uliankirk50@gmail.com</a>	07743326710	Kent	401
511	Yushan	Ng	<a href="mailto:yushan_ng@hotmail.com">yushan_ng@hotmail.com</a>	<u>07900057867</u>	Gloucestershire	400

*Jane Smith Membership Secretary 31<sup>st</sup> May 2021*



## The 400 Roll-over jig

As I delved more deeply into my old 400, I found that the inner sills (if that is the correct term?) or skirts as I call them were in need of a couple of patches and that some rivets to the bottom edge of the chassis needed replacing also. My knees are not getting any younger and I don't have the luxury of a car lift so it was a bit of a struggle grovelling at low level.

I decided a Roll-over Jig might be the answer so (against advice to "just shut up and get on with it") I decided to make a jig. I do not clock the hours spent on the Bristol, it is just a hobby after all, but to counter the said advice I did note roughly that it took about 16 hours. And it has been the best investment in time I ever made. The ability to turn the whole car over through 360 ° has been a revelation. Not only for the re-riveting carried out at perfect working height but also replacing brake pipes, hand brake cable, fitting adjustable torsion bar mounts, replacing the boot floor (deep type) and even removing the rear axle. And of course, a complete inversion is not always necessary, just a tilt either way presents the front hubs at a convenient height to work on king pins, bearings and brakes.





## The 400 Roll-over jig (cont.)

The Roll-over jig made the riveting so easy I replaced all the rivets. Luckily I attended an old fashioned Grammar School in the 1960's where we were taught not only Latin and Greek but also woodwork and metalwork including traditional riveting, with Snap and Set. So, with a little revision and practise and recruiting a friend to hold the bucking bar the task was completed successfully.





## The 400 Roll-over jig (cont.)

The Roll-over jig is now redundant and available to anyone who can make good use of it. It is not BS Kite marked or CE marked! or guaranteed in any way but it held my 400 safely and securely for many months as work progressed rather slowly due to other factors. The engine, gearbox and prop shaft were all removed prior to the Jig being positioned under the car and then drawn up and attached in various positions. I can thoroughly recommend it to anyone eccentric enough to want to restore a Bristol 400.

## FBHVC Survey

**Please see a letter below from the FBHVC with a link to their recent survey**

Dear Fellow Historic Vehicle Enthusiast,

During 2020 you joined with thousands of other enthusiasts to complete the Federation's 2020 National Historic Vehicle Survey and you kindly provided your email address in order that we could keep you informed about the FBHVC's research work. This email is by way of a 'thank you' for taking part in the survey and creating the data we will use in the future.

Commencing in November 2020 we launched a program of publicizing our key findings. Since that time we have published four Fact Files which have focused on the survey results relating to specific areas, Environmental, Clubs, Trade and Population Views, a summary of public attitudes and behaviors.

The final publication in our series is a 20 page Summary Report that draws together all the essential findings of the Survey in a single document and presents it in an easy to assimilate format.

You were kind enough to complete the survey and we are writing to you now not only to thank you for your time and effort spent undertaking this task but also to provide you with a direct link to access the Summary Report. The report can be found by following this link <https://www.fbhvc.co.uk/2020-research-result-headlines> . We hope you will find the Report to be an interesting read and we invite you to share the information with your friends and fellow enthusiasts.



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The world of historic vehicles is under pressure in ways that have not previously been experienced. The FBHVC will use the information gathered in the 2020/21 Survey to help protect our use of historic vehicles in the future and to ensure we can continue to use 'yesterday's vehicles on tomorrow's roads'. Whilst the next National Historic Vehicle Survey will not be undertaken until 2025, the Federation will be undertaking targeted research projects from time to time in support of our work. We would welcome help with these projects so if you would like to take an active part in our future research, please contact us on [research@fbhvc.co.uk](mailto:research@fbhvc.co.uk).

Thank you again for taking part in the Survey.

Paul Chasney  
Research Director  
Federation of British Historic Vehicle Clubs Ltd.

PO Box 295

Upminster

Essex

RM14 9DG

Tel: 01708 223111

Email: [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk)

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## Event!!!

**Mike Wilcox has arranged for a limited number of Bristol's to attend 'Classics in the Park'**  
Please see below for details.

Dear All,

Following today's telecon I confirm that I have booked and paid for 15 cars to participate at "Classics in the Park" at Rushden, Northamptonshire.

They are expecting 350 cars and after us there are only 13 places remaining.  
For details refer [RHTS.co.uk](http://RHTS.co.uk) and select what's on

Would you please coordinate with Andy to advertise this event noting that the cost is £5 car (including occupants) and that those wishing to attend must be insured and send the following details to myself.. I will then forward all details to the organiser to allow admission as no tickets are being issued.

Participants can pay me the £5 on the day.

(Note that further details including arrival times will be advised later as these are not yet finalised)

Make.....Bristol  
model and year.

Colour.

Telephone number and E mail address



## Quiz

**Bristol Owners Heritage Trust mystery quiz.**

While sticking my nose into piles of Bristol Cars Ltd spares a while ago I made this curious discovery.





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## Quiz (cont.)

Inside a large jiffy bag was a very unfamiliar object. After 50 years of Bristol ownership I am only too familiar with most parts of a Bristol 2 Litre. But this one was quite alien to me. A very large aluminium and brass casting stamped Zenith on the top. The item appears unused and there is a butterfly inside a very large venturi.



And on the bag were possible clues; the word Napier, Rack 3, and the part no N716061...



## Quiz (cont.)

Further research has identified this remarkable object, and perhaps not why it came to be in the spares bins of the late lamented BCL.





## Quiz (cont.)

Answers to the Hon Editor, there might even be some sort of a prize! Winners will be notified.

Yours in Bristol  
Stefan Cembrowicz

Another interesting note from the Archives.

## Boxkite Sewing

### Bristol Boxkite sewing machine comes home after 110 years

This is the remains of the treadle driven industrial Singer sewing machine which the first Sir George White bought to stitch the wings for his 1911 Bristol Boxkite (curiously, that name was never used for a Bristol car; I wonder why?).





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It remained in use in the company for another 40 years, was converted to electric power and then, in its second life cycle, moved across to the Car Division where it stitched the hides for your Bristol's upholstery.

Charlie Ford was the Foreman trimmer from the Type 400 onwards. and for every other car too. (Not sure about the Fighter, as much was contracted out by then).Its mahogany surface bears the marks of work of the last 120 years as trimmers cut and crafted their materials.



The treadle, motor, and drive belt are still in place, but sadly the industrial strength Singer machine was lost under the last régime when the new owner, failing to appreciate its heritage, recently sold it off to a passing tradesman.

The table itself, weighing over 1cwt, was put aside by the liquidators and saved by them when the fleet of scrap lorries came to Windlesham. It has now been returned by the BOHT (fortunately, without sustaining any herniae) to Pypers, the ancestral home of the White family.



## Boxkite Sewing (cont.)

It has pride of place there in the delighted Joanna's professional sundial sculpture studio. Readers may know which Singer would have been housed on it - one suggestion was the Type 29.



Yours in Bristol,  
Stefan Cembrowicz



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## Newsletter Club contacts

### BODA Events

Andy Gibbs [andrew.gibbs2@btinternet.com](mailto:andrew.gibbs2@btinternet.com) 07739 461086

### BODA Newsletter Production

Paul Smith [smithpng@yahoo.co.uk](mailto:smithpng@yahoo.co.uk) 07850 789392

Andy Gibbs [andrew.gibbs2@btinternet.com](mailto:andrew.gibbs2@btinternet.com) 07739 461086

### Pegasus Spares co-ordinator

Bill Lawson [wamlawson@ntlworld.com](mailto:wamlawson@ntlworld.com) 01642 317236

### BODA Committee Chair

Mike Hallissey [mikehallissey@icloud.com](mailto:mikehallissey@icloud.com) 07973 214569

### BODA Membership Secretary

Jane Smith [smithjuk@yahoo.co.uk](mailto:smithjuk@yahoo.co.uk) 07962 209353

### Bristol Owners Heritage Trust

Dr Stefan Cembrowicz [stefancembrowicz@gmail.com](mailto:stefancembrowicz@gmail.com) 07768 295084

### BODA Website Manager

Richard Sanderson [home@rmsanderson.de](mailto:home@rmsanderson.de) +49416792012

### BODAcious Editor

Richard Bain [rw140356@gmail.com](mailto:rw140356@gmail.com) 07931 570514

### BODA Technical support

Andy Gibbs [andrew.gibbs2@btinternet.com](mailto:andrew.gibbs2@btinternet.com) 07739 461086