



BODA E-Newsletter

31st July 2021

Issue No 17

Contents in this edition

- *Welcome*
- *Chair's bits*
- *Membership matters*
- *Arnolt at speed*
- *400 Wood to go*
- *401 Bits and boxes*
- *603 not running on gas*
- *A trip round Bristol*
- *FBHVC report*
- *Newsletter and Club contacts*

Welcome

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

At last, the sun is out and hopefully our Bristol's are as well. shaking of the dust and putting on some miles.

With the current restrictions relaxing we can look forward to some events being run. If anyone knows of any confirming, please let us know.

An interesting range of articles this month from the resurrection of a racing Bristol to work on a 400 and 401 and very unusually a report of a LPG system being removed from a 603

We are looking for a new regular feature for the newsletter, please can you submit pictures of your cars in unusual, beautiful, or on the drive.

Andy Gibbs, Richard Sanderson and Paul Smith

31st July 2021



BODA E-Newsletter

31st July 2021

Issue No 17

Chair's Bits

Despite the stalled relaxation of the national lockdown, we have asked local organisers to look at restarting the monthly meetings for each of the areas. I have been in touch with those in the Midlands and we will be looking to restart in July and hopefully not clashing with the MX5 club any more by switching the week. Lovely people, but their numbers rather swamped the Bristol contingent. I am grateful to Mike Wilcox for organising a group to attend an event at Rushden Transport Museum, there are still some spaces so please do contact Mike if you can make it. I know that a number of other events are in the wings and details will be in the Newsletter as they come to fruition.

At the next committee meeting we will be planning the AGM. It is likely we will keep this year virtual but details will follow. As always we need everyone to consider if they can give some time to support the Association. This need not be a formal role but may be supporting a project or running an event either for those in your area or for the wider membership or supporting a spares project on behalf of Pegasus. As we move forward it will be great to share experiences in using our cars and sourcing those bits that keep them on the road.

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. I will be doing a small piece on a sump for the Torqueflite 727 transmission which many of the V8's use and the 'joys' of getting my speedometer calibrated.. 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 we step into summer with the long days and hopefully warm weather, I hope you all have plans to make the most of the opportunities. In the meantime, keep safe.



BODA E-Newsletter

31st July 2021

Issue No 17

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:

Member Number	Given Name	Family Name	E-Mail Address	Phone Number	Location	Cars
497	John	Johnston	opposition@btconnect.com	07836 623 894	Salisbury	401 412
498	Louis	Gendebien	l.gendebien@gmail.com	+32475495165	Belgium	
499	Ian	Nuthall	info@inracing.co.uk	01159 780 663	Nottinghamshire	400
500	Mark	Coleman	Info@colemanclassiccars.co.uk	02039 873 812	Berkshire	
501	Keith	Pearson	keithpearson1913@gmail.com	+353868164123	Kildare	401

Jane Smith Membership Secretary 31st July 2021



Arnolt at speed

Arnolt Bristol out and about again!

I have always thought that the AC Ace is the most beautiful sports car ever built. I mentioned this to Cyril Millward one day and said that I would like to own one but at the time (late 1990s) they were beyond my means. Cyril said 'Well, how about an Arnolt Bristol?'



He put me in touch with a BOC member who was in the process of migrating from the USA to New Zealand and who knew where there was an Arnolt Bristol for sale. To cut a three year story short, I bought the remains of a car from an attorney in Boston, Massachusetts. He was reluctant to sell me the project, thinking that I would bodge the rebuild, kill myself, and my wife would sue him! I sent him photos of the 401 I had rebuilt and he relented.



Arnolt at speed (cont.)

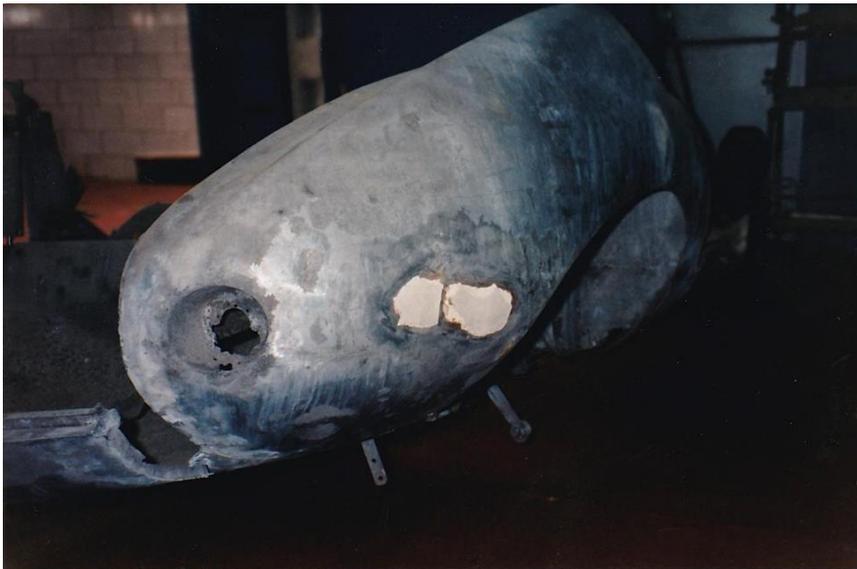
When the project arrived at my garage in a very large wooden box, and my wife saw it, she did question my sanity. The box contained the chassis, front suspension, front wings, bonnet, scuttle, right hand rear wing and a Chevrolet rear axle.



Rebuilt rear axle mounting, (Australian view)



Arnolt at speed (cont.)



Fortunately, the chassis number was clear to see as was the brass chassis number plate, with X3062 stamped on it and riveted on. I had in storage a 2litre engine and gearbox from a scrap 405, together with an overdrive fitted with a Hughes Adaptor which avoids having to cut out the chassis cross member. Because I intended to use the completed restoration mainly in the UK, I took the opportunity to convert it to right hand drive.



BODA E-Newsletter

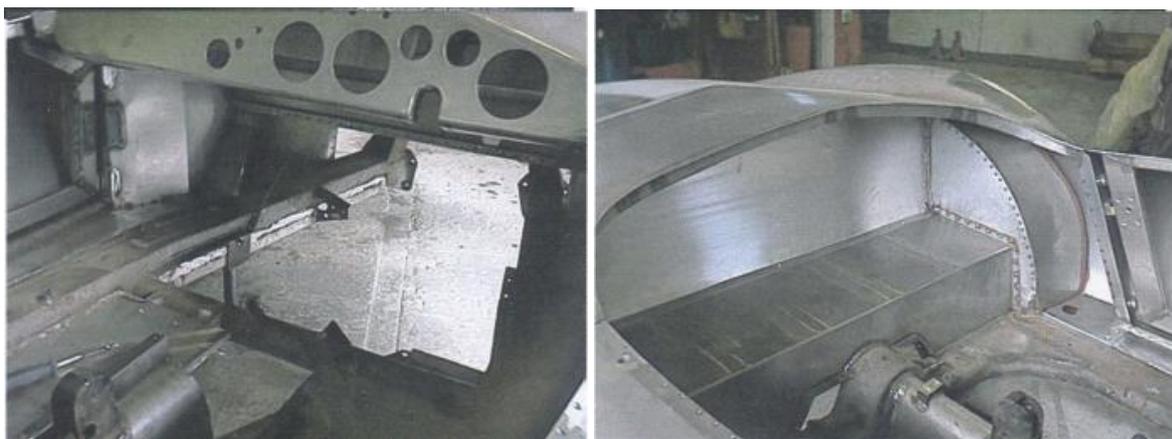
31st July 2021

Issue No 17

Arnolt at speed (cont.)



Another departure from the original was to make the boot lid lockable and incorporate a secure bulkhead at the front of the boot compartment. Coopercraft brake calipers were fitted as a safety measure. History records that Wacky Arnolt lost a friend and co-driver in an accident caused by brake failure after a change of drivers at a pit stop.



A new wiring loom was supplied from stock which I found amazing. This was for a left-hand drive car but was easily converted. A major expense was a new windscreen. This had to be made with a template, fitting the curve on the top of the scuttle.



Arnolt at speed (cont.)



By this time, funds were very stretched, and we still lacked a hood and tonneau. The tonneau was nicely made locally but the hood and frame were a bigger problem, particularly the latter. I contacted the seller and he had one he could spare. By sheer good luck, a friend was going to Boston on holiday and he agreed to bring it back with his hand luggage! How did he manage this unwieldy item on the aircraft? Perhaps the fact that he worked for Rolls Royce helped.

The car was finished ready for me to drive at Prescott in June 2002. I missed a gear at Ettore's so felt very stupid, but enjoyed the experience nonetheless. My eldest grandson Tom, who shares my love of cars, was 12 years old when the restoration was completed, and he accompanied me on a Lancashire Car Club Sunday Run from Blackpool to Scarborough. When we reached the hotel where we would be staying overnight, the organizers of the event were trying to show the competitors recorded highlights of the day. But without success! After watching for a few minutes, Tom asked if he could help. Within 2 minutes, 'Bingo' - he had got it going. We soon got talking to the organizer who invited us to take part in the Prix des Alpes. How could we possibly refuse?

The car went beautifully and we finished half way up the list. The Arnolt is now being enjoyed by my son Jim and my youngest grandson.
Ken Bayliss



BODA E-Newsletter

31st July 2021

Issue No 17

Arnolt at speed (cont.)

Ken is nearing the completion of a 405 restoration which we hope will be another piece for the newsletter (Ed.)





400 Wood to go

Lamenta - Lamentations on my 400

I have prevailed on Nick Ash to provide a brief note on the progress of his 400 restoration, I do not know why he was reticent, I really enjoy other members trial and tribulations (Ed.)

I am always disappointed in discussing my 400 with experts (non BODA members of course) when they tell me it has an ash frame. This of course is only partly correct, most of the frame being spruce. The reason for the use of spruce can be readily understood by referring to that worthy 1945 publication by His Majesty's Government Department of Scientific and Industrial Research, namely "Empire Timbers". The various appendices on Mechanical and Physical Properties of Empire Timbers reveal that for equal strength spruce is about half the weight of ash. This would of course be very relevant in aircraft production and presumably there was some left over and used in the cars.

The exceptions are some ash in the door frames and the rear wheel arches. Again, some experts tell me these arch frames must have been steamed and bent to achieve those beautiful Fibonacci curves. Again, not quite accurate. They are laminated as anyone ambitious enough to repair or replace them will have found.



400 Wood to go (cont.)



Strangely the steel in that area of my 400 was reasonably sound but the wood frames were decidedly shaky and had suffered delamination, some rot and insect attack! So not wishing to remove the steel arch panels and not having a jig to be able to reproduce the body geometry I decided to replace the wood frames in situ. This involved cutting lots of ash strips, 2 ¼" wide x 3/16" thick. Then the really tricky part, after removing the old wood, was to insert the new laminations, one at a time.

Each strip was covered in glue then threaded into place. Clamping each successive lamination to the previous was critical to achieve void free laminations and this was done by drilling the final fixing holes through the timber using the steel wheel arch as the drill guide. Then temporary nuts and large washers inside enabled each successive strip to be clamped in fifteen places. The glue needed 24 hours to cure and there is a total of seven strips, so each side took over ten days to complete.



400 Wood to go (cont.)



The original type of Nut Plates are still available as used in the aircraft industry but would have been attached to the wood frame before the steel panels were added. This was impossible so an alternative was used being “Pronged Tee Nuts”. These have the advantage of self-holding by piecing the wood as the screw tightens. Unfortunately, only available in metric thread sizes so I hope nobody inspects too closely to find the ¼” original screws replaced by M6.

This whole task definitely requires two pairs of hands and a lot of patience. It seems rather like a cross between mud wrestling (but with glue) and building a ship-in-a-bottle. However, the result is very satisfactory and probably stronger than the original due to advances in glue technology. I have been unable to identify the original glue used but it was probably Casein-based or perhaps “Aerolite” synthetic urea-formaldehyde type as developed during the war by Professor Gordon and others for use on De Havilland Mosquitoes and the like. I used an epoxy (West) which I am now also using to rebuild my door internal frames.



400 Wood to go (cont.)

But that is a whole different story and one which makes the rear wheel arches seem like child's play.

Nick Ash

Tel: 07887688068

Nick still has his rotary welding fixture which he built to aide his restoration

Now well towards completion the spit is available for another member attempting a 400 restoration.

Nick has kindly offered the fixture free of charge, buyer to remove! (Ed.)

401 Bits and boxes

Bristol 401 1951 NTF 633 Chassis No. 1045

Another restoration project this time of an aerodyne.

Clive Perry has set about the project with a will and has made great progress, he has committed a tremendous amount of time and is beginning to see the results of his efforts.

In his own words! (Ed.)

I have had Morgan cars since I was 19 and have restored quite a few but I had always fancied a Bristol. I had been half looking out for a 401-restoration project and when in May one of Richard Thorns Bristols came up for sale I immediately bought it unseen.

The car was delivered in numerous pieces and in numerous boxes as per the photo. The car came with an enormous history file dating to 1968 which makes fascinating reading. Included in the file were some photos from 1997 when it was in the garage for the head off.

More recently the car had been on the road and apparently running well when probably 5 years ago it was stripped down for a respray which stalled when certain body issues were revealed. The car had been stored uncovered in a body shop and everything was covered in a layer of grinding dust. The first stage has been to identify what is what and to track down missing items and all the parts that require replacement.



BODA E-Newsletter

31st July 2021

Issue No 17

401 Bits and boxes (cont.)



The Bristol in better days





401 Bits and boxes (contd.)

I am trying to restore as I unpack and remove parts. The hope is to have the Bristol finished and on the road by the end of next summer, watch this space. The BODA have been very helpful especially Bill and Andy who have had to cope with my ignorance of the marque.

Clive Perry

July 2021

A trip round Bristol in a 400

We thought you might enjoy this short video on YouTube of Stefan Cembrowicz, well known Bristol owning Bristolian having fun with his car around his home town. The photographer is also having fun with his new camera! [youtu.be/ 1k4tTTBRGI](https://youtu.be/1k4tTTBRGI)

Bristol 603 – Removal of LPG Conversion

A further article from one of our Australian members Peter Hoskin (Ed.)

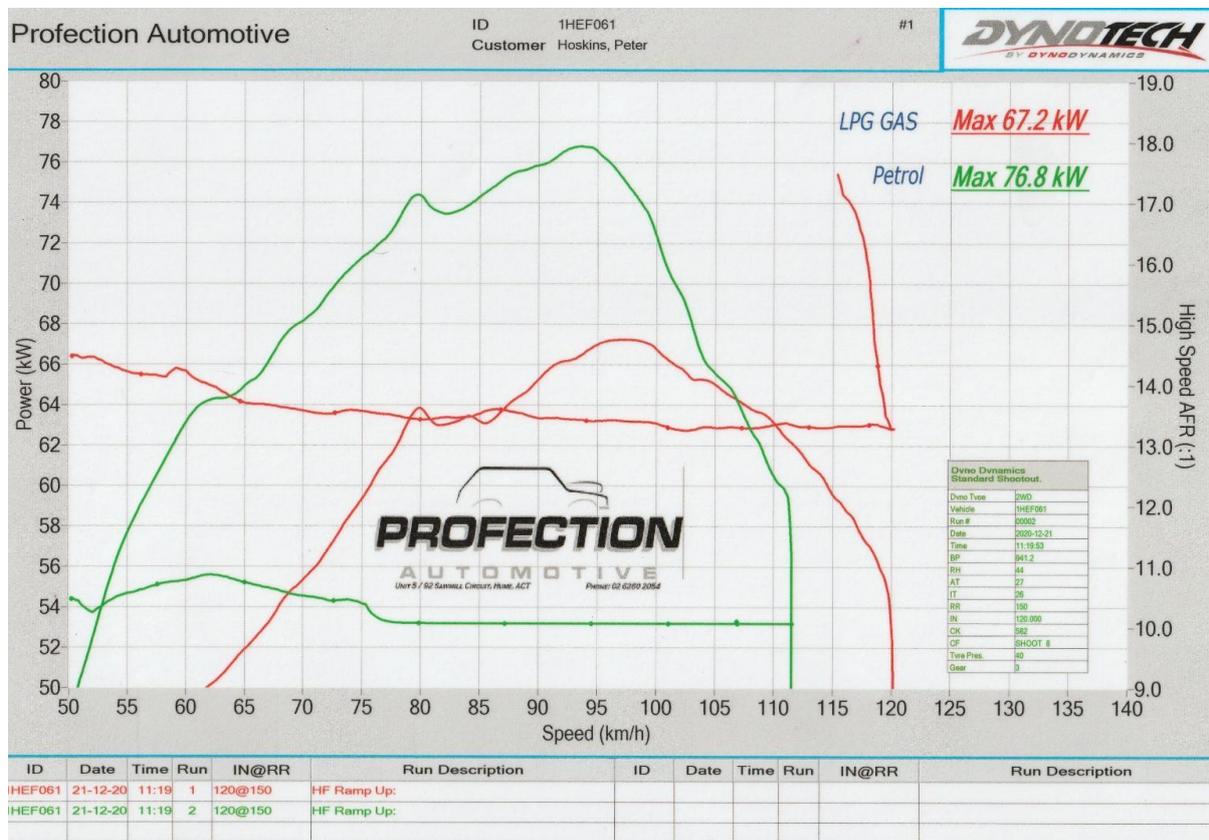
My 1979 Bristol 603 (7944132) had been fitted with LPG while under UK ownership but this unit was removed prior to shipping to Perth, Australia (UK import rules?) and replaced with an Australian unit in 2014.

When I bought the car in Nov. 2020 in Perth, Western Australia the then owner (second Australian owner) thought the fit to be of doubtful value and had considered its removal. My drive back to Canberra convinced me that he was right. It was not 'seamless' when transferring from petrol to LPG nor LPG to petrol and hot starts when using petrol were problematical so we were left stranded for cooling periods on more than one occasion.

When transferring to ACT registration I had to have the LPG fit inspected and so had the Carter carburettor tuned at the same time. The first graph shows the result, the performance under LPG was considerably below that for petrol, also the tuning was a compromise between the two fuels making the petrol about 10% rich.



Bristol 603 – Removal of LPG Conversion (cont.)



I arranged for the LPG to be removed, for which I needed another certificate for the ACT, and the Carter to be re-tuned. The result is shown on the second graph. Comparison of the two graphs show a considerable increase in both torque and power. Max of 76.8 kW became 109.5 kW! Hopefully I will also get an improvement in MPG from the 17.5 mpg on petrol calculated after the first 800 miles of ownership.

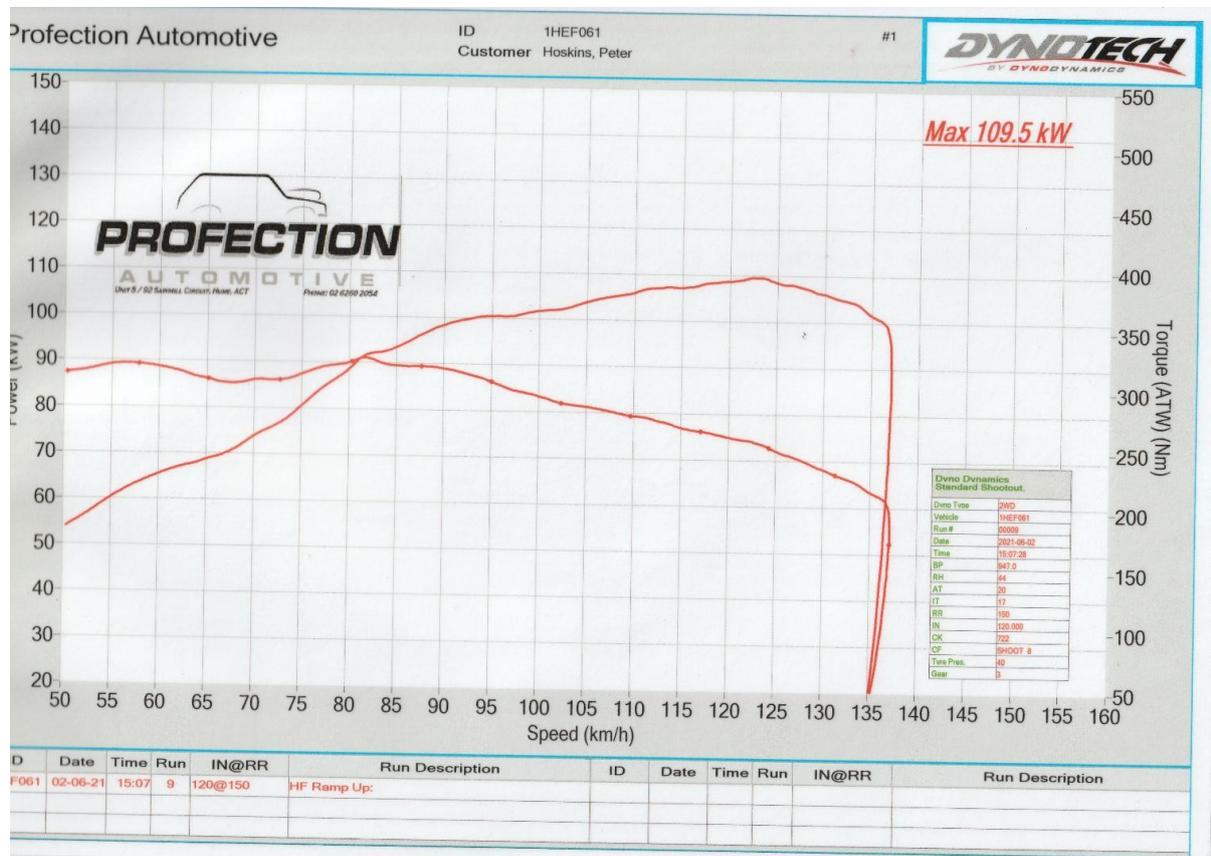


BODA E-Newsletter

31st July 2021

Issue No 17

Bristol 603 – Removal of LPG Conversion (cont.)



Peter Hoskin

Canberra, Australia.



FBHVC report July 2021

Number plates and GB/UK stickers

It is extraordinary that it has taken exactly 100 years for the British government to recognize that a GB sticker explicitly excludes the territory of Northern Ireland (created in 1921): evidently sausage wars (hopefully the wurst is over – not your correspondent's joke) have now highlighted the exclusion of NI from mainland Great Britain (in contrast with Lesser Britain, which is Brittany in France) and the omission is being fixed.

As a consequence, rules on British number plates are set to change for the second time in nine months. Britons will no longer be able to use a GB sticker on their car when abroad but must opt for an UK version instead.

The Government has notified the UN that it will be changing the sign needed on British vehicles when abroad. Currently, Britons must put a 'GB' sticker on their car before travelling to another country, except if they have a number plate that also features these initials, underneath the union flag. The move comes just months after the Government informed the public of a new British number plate earlier this year.

Previously, on the first anniversary of Brexit on January 31, 2021, transport secretary Grant Shapps had unveiled the new design, which had on it the letters 'GB' under a flag of the Union Jack. At the time, Mr Shapps tweeted: "Brits will be able to drive on the Continent without GB stickers thanks to new reg plate with Union Flag and GB." Number plates in Britain had featured GB, but under an (horrible) circle of EU stars.

Welsh and Scottish people could travel abroad with number plates displaying the Welsh or Scottish flag, but only if they also placed a GB sticker on their vehicle: they will still be able to use their nation's identifier when the rule changes, but the GB sticker will no longer be valid.

The result of these further changes all British travellers will either need to buy the new number plate featuring the letters UK or make sure they have a sticker displaying the same letters, and motorists who ordered Mr Schapps' new design earlier this year must now buy a UK sticker to put alongside it to make it legal.

The new rules on vehicle signs will come into place on September 28 2021, marking the end of the summer holiday season. Failure to display the letters UK somewhere on their vehicle when abroad after the end of September 2021 may result in a local fine.



FBHVC report July 2021 (cont.)

Travelling in Spain, Cyprus or Malta will require display of an UK sticker no matter what is printed on the number plate.

Meanwhile, Edmund King, President of the AA, has unwisely said the GB sticker was part of “our motoring heritage”, never mind that it was a century-old error.

E10 petrol

Fuel matters are not in the FBHVC correspondent’s portfolio but he does take this opportunity of reminding members that in February the Government announced the introduction of E10 fuel across the country from September 2021. E5 will apparently still be available in “most” stations (whatever that means): but if LRP is anything to go by, on cost grounds the oil companies will dump E5 as soon as they can and weather the small number of claims for damage which they will easily resist. They are very good at crushing small people.

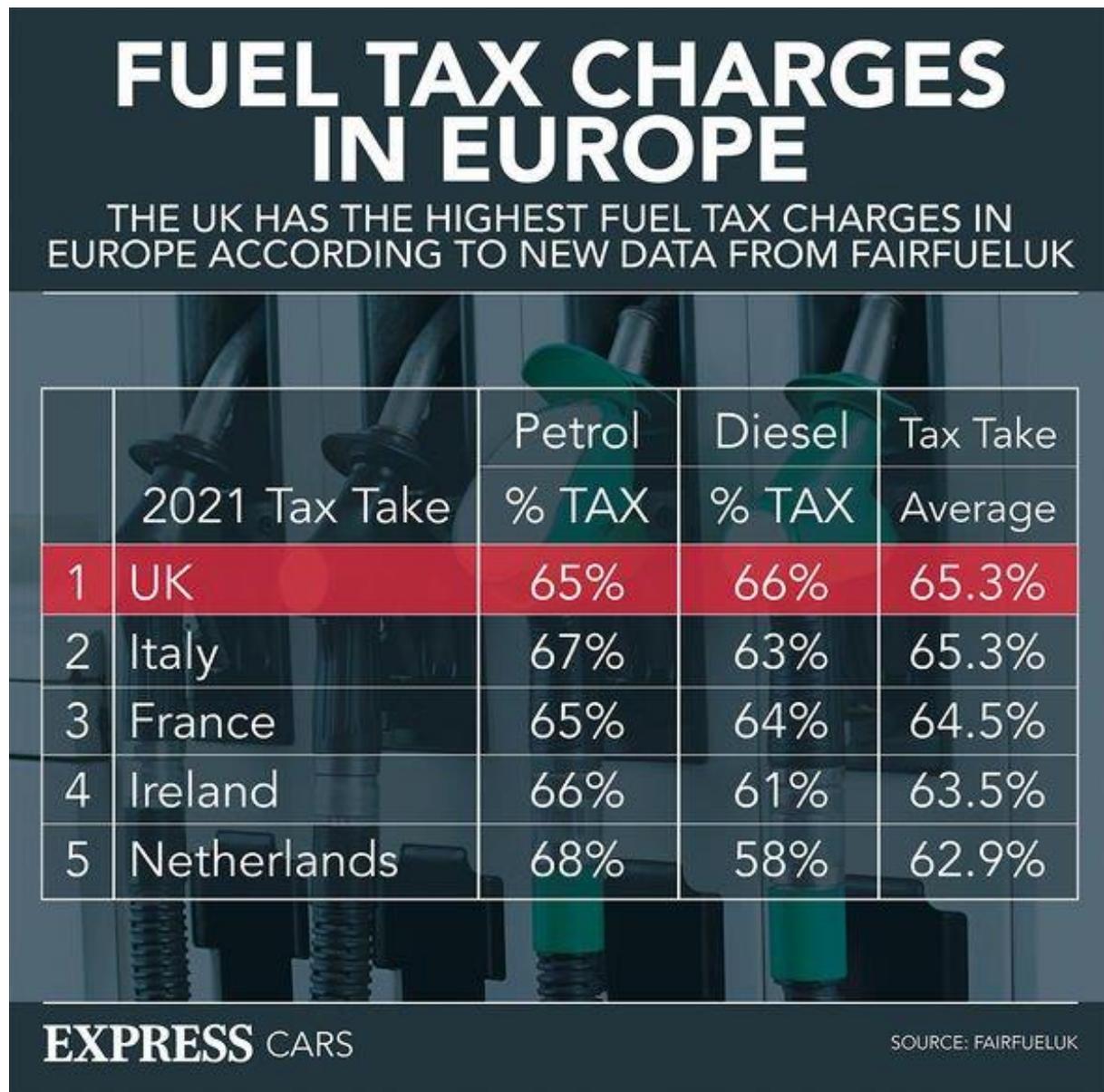
It is said that E10 biofuel will assist the UK in its target of reaching net zero emissions by 2050, but the literature does not say by how much and as with electric cars – another evolutionary dead end – the money would have been better spent setting up hydrogen fuel stations.

The BODA fuels expert will no doubt opine in due course but in the meantime the FBHVC has made a significant effort to recap detailed changes in fuels in recent history which can be found at Fuels | Federation of British Historic Vehicle Clubs (fbhvc.co.uk).

Apropos of fuels, the following on is a Daily Express comparison of fuel tax costs in some European countries. It does not of course tell the whole story as we need to know underlying costs too:



FBHVC report July 2021 (cont.)



In fact overall E5 in the Netherlands is most expensive, and cheapest in the UK. Maybe we should organise a tour in the clear winner, Russia, where E5 costs €0.56 per litre. If more excitement is required, including a drive-by of the presidential palace, BODA in Belarus would be the thing, where a litre costs €0.66.



FBHVC report July 2021 (cont.)

Police

Members need to be aware that the bill has been armed with a new resource: DVLA and the Home Office have developed technology to allow police “officers” dealing with motoring offences to confirm a driver’s identity at the roadside.

The technology to allow police to get instant access to a driver’s photo at the roadside, in the case of motoring offences, has been developed by DVLA, as the agency delivers more services at the forefront of technology in government.

Supporting the focus on digitisation within law enforcement, DVLA has worked with the Home Office to give police access to the photograph held on DVLA’s driver database at the roadside. This now means, in the case of motoring offences, the bill can confirm the correct identity of a driver almost instantly.

Events

The much delayed/rescheduled/put off Lancaster Insurance Classic Motor Show, with Discovery, will finally take place at the NEC, Birmingham. Friday 12 to Sunday 14 November 2021

OPENING TIMES:

Friday 12 November 10:00am - 6:00pm

Saturday 13 November 9:00am - 6:30pm

Sunday 14 November 9:00am - 5:30pm

Tickets and slots must be purchased in advance.

Finally

It was good to see that your correspondent’s knackered 401 blinds found a good home and that Mike Brooks made such a fine job of the bits.

Michael Parr



For Sale

Member Richard Palmer would like to sell his 400

BRISTOL 400 FOR SALE £59,500.

Built Nov 1949 exported directly to Australia. Repatriated by me April 2018 with full record of owners and details of work carried out since 1950. Chassis 400/1/632: Engine 85A No 1458. The Car retains many original features including rear opening window, s/steel body strips and tool box. A new clutch was fitted in 2009, re-con gear box in 2014 at 65k miles. Full engine re- build in sept 2016 included cam followers reground to 405 profile giving better torque.

Recent work in UK includes rebuild of SU carburettors, screw-on oil filter, re –upholstered front seats and door cards with new window rubber seals/ felts, new brake wheel cylinders, re chromed front bumper, both doors re painted. Body paint work has some minor blemishes but no damage. Drives very well, maintains good oil pressure, has V5C and heritage certificate. Mille Miglia Eligible. Non- original extras include electric fan, brake servo, manual choke, 12v phone charging point and FM Radio/cassette, front seat belts. Genuine reason for sale by BODA member.

regards

Richard Palmer
0044 78887 30250





BODA E-Newsletter

31st July 2021

Issue No 17

Newsletter Club contacts

BODA Events

Newsletter Production

Paul Smith	smithpng@yahoo.co.uk	07850 789392
Andy Gibbs	andrew.gibbs2@btinternet.com	07739 461086
Richard Sanderson		

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	+49 4167 92012
-------------------	--	----------------

BODAcious Editor

Richard Baines	rw140356@gmail.com	07931 570514
----------------	--	--------------

BODA Technical support

Geoff Kingston	geoffkingston15@btinternet.com	01348874642
----------------	--	-------------