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Welcome

The summer is in full swing the customary influx of car clubs of various and varied description have descended on the lake district, good to see after the last few barren years

A number of events are listed and a couple more are in the wings for the Autumn news in the next few weeks.

We are disappointed that the BOCs efforts to preserve the remnants of the Bristol Cars spares has caused the club so many problems.

The latest communication from the club seems to indicate that common sense prevails and the cost base for the operation will be drastically reduced in line with the expected sales revenue

We wish them every success in making the spare parts available to those in need.

Pegasus will continue to trade and remains a subsidiary of BODA.

We have stated many times that Pegasus exists as a supplier of last resort for parts which are not available in the commercial market place. Pegasus operates under rigorous scrutiny, in that except in special circumstances all projects must be financially viable with a realistic chance that tooling and development costs can be recovered.

We will continue to operate on this basis, as will our commercial partners. We include statements from our most widely recommended parts suppliers, INRacing and Spencer Lane Jones.

As you can see, there is no change in the spare parts supply situation.

Pegasus is keen to develop relationships with further suppliers who can help to ease parts supply

Andy Gibbs

Andy Gibbs, Paul Smith and Richard Sanderson
July 2022



31st July 2022

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Chairs Bits

August looms and hopefully reasonable weather rather than the record breaking 40+ of the last weeks. The next event from BODA is Rushton Classic and Bike show which Mike Wilcox has co-ordinated. If there are other meeting people think members would like to be involved with, let the team know and we will put the message out. The one event that the Heritage Trust have supported over the years is the Castle Coombe Classic which this year is on Saturday 24 September. This has always been a good day of racing and worth considering.

We are approaching the time for the AGM and the committee are considering whether we should hold this virtually as we have for last 2 years or if members would like us to try and arrange a weekend event with a dinner on the Saturday and a hybrid AGM on the Sunday. Please let us know your thoughts as this will help us deliver an approach that suits you, the members.

At present, the membership numbers suggest we have engaged with around a third of Bristol owners and while there will always be people who do not wish to join a club, we rely on you to make sure other Bristol owners are aware of BODA and the benefits of being part of the Association. Through our subsidiary, Pegasus, we can supply many of the common consumable parts together with a range of uncommon unique bits. This, together with advice from our team, will make sure we can ensure you can easily source the vast majority of bits to keep our cars in good fettle. Of course if we have a gap, and enough people need something, then commissioning a short run is something we would always consider, so our parts offer a real asset to members.

We now have 2 kind volunteers who are providing their cars for display on the BODA stand at the NEC. We will need your support to man the stand so put the dates in your diary, 11 – 13 November. If you feel your car/restoration project might be of interest and you are happy to get it to the NEC, let John Tanner know.

The membership is the greatest asset of the Association so if you can spread the word and build the membership, more will benefit from the work and knowledge of the whole group. Enjoy your car, drive it when you can, spread the word and enjoy the summer months.

Mike Hallissey



Membership Matters

Welcome to New Members

539	Bertie	Guard	bertieguard@gmail.com	07799418861	London	405
540	Julian	Pinkster	julian.pinkster@handh.co.uk	07889233904	Buckinghamshire	
541	Roy	Cornish	rcornish20@gmail.com	01873881305	Monmouthshire	401

Note: If you have difficulties logging on to the BODA website don't hesitate to contact our membership secretary Jane Smith at memsec@bristoloda.org

Jane Smith, Membership Secretary



The second 404 at the Villa D'Este Concorso D'Eleganza in May 2022. See later feature.



Spares Situation

We have received the following comments from two suppliers on the availability of spares for Bristol cars and added the Pegasus position.

Spencer Lane Jones Comment: We were made aware very recently of a letter regarding the future supply of Bristol Car spares. The letter intimated there might be no access to the former stock purchased by the Bristol Owners' Club from Bristol Cars Ltd when the latter Company was liquidated by the receiver. Whilst it is not clear exactly how much access there will be to the spares in the short term, owners of Bristol cars need not worry as there exists plenty of specialist spares stock to keep our cars on the road. SLJ and other specialist suppliers have already on the shelf more than enough stock to maintain and restore Bristol cars. If you have any urgent requirements or queries please ring us (or other Bristol specialists) to discuss the situation.

Peter Campbell, Chairman, Spencer Lane-Jones Ltd

IN Racing Comment: IN Racing restore Bristol cars and remanufacture nearly the entire Bristol engine. The majority of our new parts fit straight into original engines. We also supply gearbox and differential parts and are continuously developing new replacement items for the Bristol 2 litre and 2.2 litre cars.

IN Racing's [parts catalogue](#) is available online and we hold stock of good used parts

Oliver Nuthall, IN Racing Ltd

Pegasus: Pegasus exists as a supplier of last resort for parts which are not available in the commercial market place. Pegasus operates under rigorous scrutiny, in that except in special circumstances all projects must be financially viable with a realistic chance that tooling and development costs can be recovered.

We will continue to operate on this basis, as will our commercial partners.



The First 404's



Tony Crook Archives held by Michael Barton

The first prototype 404 development car, known as 'The Bomb'



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The First 404's (contd.)



The second 404. "The first real 404 with detachable fin, but this was dropped" (Jack Channer's words to distinguish from the Bomb). See "Bristol Cars" by Christopher Balfour, 2009 and "The Channer Lecture", BOC Bulletins 38 & 39, 1975. The car is pictured at the Villa D'Este Concorso D'Eleganza in May 2022 We are planning an article on this car together with more photos In a future edition of the Newsletter.

(With thanks to INRacing and the owner of the 404 for supplying and allowing us to use the photos)



Adrian Berry,

5.10.1950 – 11.6.2022



Members will have been saddened by the news that Adrian Berry died on June 11th; this followed the death of his beloved wife Hannah 2 years earlier. Many will remember their hugely enjoyable 25th wedding anniversary in Battle, close to their home.

No couple could have supported historic cars and the many events open to them more enthusiastically, notably the Mille Miglia where, at the last count, they had participated in 15 runs. BOC tours, Goodwood, Villa d'Este, Monaco Historic GP, St.Mawes Classic were all attended with gusto by Adrian and Hannah, Adrian solo or together as the occasion demanded.

They were devoted to the Bristol marque for over 30 years, firstly driving a 412 (in white, the house colours, and quickly nicknamed 'The Fridge'). Then ex-Peter Bolton 401 Farina nicknamed 'Bluebell' which Tony Crook had found for them. This secured them entries into many exclusive events. The rebuilt engine of the Farina was famously run-in driving round the M25 until the job was done.

Unlike some Bristol devotees, Adrian and Hannah were also passionate about other marques: Porsche (Boxster, 911), Honda (NSX), Rolls-Royce (Phantom Two), Lotus (in Hannah's choice of bright yellow), MG PA and Jaguar (which they enjoyed as their day-to-day cars), and to some extent the marques – and the events - defined the social circles in which they moved. It would be no exaggeration to say that following retirement from Ford IT, Adrian's life was largely connected with the enjoyment of old cars. All who knew Adrian will miss his friendship and his cheerful, witty conversation.

Following Adrian's instructions a website has been set up: adrianberry.muchloved.com

Hannah and Adrian together settled 'The Armiger Foundation' which as a charitable organisation is to use their combined legacies to support youngsters interested in the old car world.

Michael Parr

July 2022



Bristol 401 1951 NTF 633 Chassis No. 1045 – Fly by Wire

The Bristol is still at the body shop for painting. After 12 weeks there is a little progress being made but I am not expecting to see it before the autumn. When working on the car I was surprised to find there are no less than 11 cable controls on the Bristol 401. I removed all the Bowden cables and lubricated them. They all benefited from this except the left hand heater flap push pull cable which was seized solid. I could bend the cable but for a 3 inch length which was solid. The outer looked its age with rust and old paint. I found hammering it gently against a hard surface dislodged the outer crud but did nothing for the seized section of wire. Although suitable replacements are available, I decided to restore the original. In the seized section I carefully separated the coils of the outer spring using a fine chisel. By starting at the one end of the seized section the outer slowly grew separating it from the push pull wire and hay ho, it worked. I didn't dare extract the wire but washed the affected area in situ with WD40 and an airline. By this time the outer although functional wasn't looking its best. The solution was small diameter black heat shrink for its entire length which brought it up like new.



Clive Perry, July 2022



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LH-drive 404 sold at auction



One of only six left-hand drive cars, this 404, chassis no. 2030, was sold at H&H auctions on 27 July. The auction catalogue contains many picture of the car which you can see online [here](#)





403-1402 back from painting



A landmark in my 403 restoration! At last it's back to something close to its original look.

Now to refit all the lights and electrics and then the new wiring loom.

Mike Brooks



Our Bristol Story – Continued and Concluded!

You can read the first part of the story in the [December 2020 Newsletter](#) which can be downloaded from the website.

We are finally, proudly, able to tell you that our Bristol is once again back with us and is one more Bristol restored and back on the road!



Late 2013. The Bristol had been parked up for a couple of years already and would remain so for another seven

Our journey began over two years ago when, at the family Christmas lunch, Duncan and I committed to restore the family Bristol that had been in my wife's family now for almost 50 years, See BODA e-newsletter from Dec 2020 for the full back story of the car. A chance encounter in early lockdown lead us to a connection that would introduce us to the wonderful Andy Lee of AJ Lee Classics Ltd, based in Sandbach, Cheshire. Andy is an accomplished classic car

restoration expert with an immeasurably impressive collection of classic and vintage cars he has restored and now maintains from 1930's 8-litre Rolls Royce's, a beautiful 1936 Bugatti (Think Cruella Deville), to the more modern Jaguar series XJ 120, 140, 150's, to more recognizable names such as Jensen, to the less well known Gordon Keeble (<https://en.wikipedia.org/wiki/Gordon-Keeble>), all restored by Andy. He specialist area is Jaguar and Aston Martin with many if not hundreds of restorations and whilst he was the first to admit he had not previously restored a Bristol, his expertise and pedigree was plain to see, and we went for it.



Our Bristol Story – Continued and Concluded! (contd.)



Our original brief was to get the car mechanically safe & sound with everything that was rubber replaced, so that we would have a reliable and safe vehicle that could be used. However, as the project moved along, it's fair to say there has been a degree of mission-creep to the original brief. Perhaps the most significant of which came when the car was stripped of most of the fixtures and fittings and with welding in full swing it became brutally apparent a full re-spray could not be avoided. It was clear the car

had received a "Taxi-job" to the paint work as some point in the past, possibly in the lead up to the weddings in the family some 17 or 18 years ago and any attempt to re-build the car without doing so would not leave anything worth looking at.

We have worked in partnership together, where I would spend the time researching parts, making the calls, and garnering expert advice on the Bristol, where I would then relay on the parts or information to Andy for the work to be done. Our sincere thanks go to all the members of the BODA who I have spoken to over the last 20 months or so; your collective knowledge is a rich mine of information that will be difficult to replace.

Cyril Milward in Birmingham seems to be a leading source of detailed engineering knowledge. Bill Lawson with the availability of new windscreen rubbers & the very generous loan of the Heater shelf hood to allow us to copy the design. To Geoff Kingston for pulling it all together and providing leadership on all Bristol matters and in a timely manner all times. To Mike Murray – a BODA member with a 603 who kindly helped with tracing bumpers over in the far east, who used a different company but did have a positive experience. And to Pegasus Spares Group; always prompt on the response and provided a useful in signposting where to go for hard to source parts.



Our Bristol Story – Continued and Concluded! (contd.)

I have found the worldwide community forum www.Bristolcars.info has been a useful, if not fun way of finding out more about Bristols, but perhaps moreover simply a chance to compare Bristols and projects with others around the world.

One lesson learned, and I must share with you – Bumpers! The clear and obvious solution is to go to Group Harrington who will send you a new pair of Stainless-steel bumpers in 40 days and charge you about £1700, this company is Vietnamese, but maintains a UK office. Alternatively, there is Bumperworld.eu based in Netherlands who will manufacture in Europe, take 6 months to supply and cost 2000 euros plus taxes which is now a problem with Brexit.

However, I was persuaded to try “Amy” at Bumpercar Automobile, who had previously supplied members with stainless steel bumpers for a 400. The company is also Vietnamese but does not maintain a UK office and (we think) has arisen from ex-employees of Group Harrington. It was quickly established she did not have the pattern for 411 bumpers, but if we would ship our old bumpers to her, then she would supply new SS pair at a heavily discounted rate. This sounded a great option, so in April 2021 we posted our old rusty, beyond repair bumpers to Bumpercar Automobile in Ho Chi Minh City, Vietnam. And that, I am sad to say is the last time we saw a pair of bumpers. Contact was established via WhatsApp instead of email, and a regular dialogue was maintained, with promises of progress updates, and photos that would be sent “soon”. The photos never materialised but the promises continued and by Jan 22, I was perhaps starting to become a little impatient and asking more frequently to see progress. Sadly, we have not received any response to our attempts at contact now since early May and we are not hopeful. I even had a friend who was on vacation in the city attempt to contact and visit locally, and they did not return any contact. So, whilst I understand there is some positive experience with some members with Bumpercar Automobile, I must write AVOID, AVOID, AVOID!

So, with the car fast approaching completion, the bumper solution still evaded us. I contacted Graeme Payne at Classic Bristol Car Parts Ltd, and they had a second-hand pair of series 4 bumpers in stock. We quickly agreed a price and Graeme was good enough to bring them north to Cheshire on his way to collect his son from Liverpool University, Thank you Graeme, this act ensured we had bumpers on our car at the 11th hour and were fitted only a week before we collected the car. We are aware the bumpers aren't a perfect match with the indicator indents, but they are perfectly acceptable until we work out our next steps.



Our Bristol Story – Continued and Concluded! (contd.)

Tyres – We managed to source 5 new Michelin XVS-P's on eBay and were one of the first purchases we made back in Dec 2020, and that's another story of woe... Purchased 2 weeks before Christmas and whilst UK was still in the EU, the shipment was held up as Spain weathered Storm Barra followed closely by storm Gloria, two of the worst to hit to the country and severely affected national supply chain logistics. Sadly, this meant the tyres were still in the EU when the commercial & political "iron curtain" came down, and that's when the fun really started. Three times the tyres made it to the DPD clearing depo in Birmingham, and twice they were returned to Spain, a victim of the Brexit chaos. No amount of pleading to the better side of the customs officers made the slightest difference, nor any references made to the number of carbon miles this delivery was consuming. We finally received them (3rd time lucky) on 27 May '21, 6 months after purchase.



In July 21 the car was mechanically repaired and went off to the Paint shop. We were on a deal, a fixed price and so we had to be patient as the car was worked on in between other projects. And patient we were! The car was away a total of 7 months and it felt like an eternity as our hopes and plans for driving along sunny country lanes in summer 21 turned to a last-ditch hope of a sunny October Half term trip, sadly became the reality that it would be 2022 before we would see our car back. We had a couple of



progress visits to the car whilst at the paint shop, and it is at this point we really felt we could see real progress, felt the excitement at the future prospect and what was to come. Niall (the paint guy) is a true perfectionist and watching him work is a thing of beauty, deciding the paint colour amongst the wait was all part and parcel of the build-up and exactment.



Our Bristol Story – Continued and Concluded! (contd.)

The car was returned to Andy in February 22 and the re-build commenced. New carpet – Wilton of course, was another unplanned purchase, and one which the women in the family seemed to want an opinion on. Anyway, Duncan and I loved the Wilton Oxblood and disregarded my wife and mother-in law when they said it was “Too red”!

Our original seats have been retained, but re-dyed and leather treated, plus re-flocked, again unplanned expense, but one that was worth it.

Our Walnut veneer side pieces had all suffered extensive water damage over the years due to the failed rubber seals and was again something that had to be done, though, for now we drew the line at a restoration of the walnut dashboard and settled for the character that the imperfections brought. We are particularly pleased with how these walnut side pieces have turned out.



Whether the car started life with Quad or double exhausts is not known, probably being a series 1 it was double, but I definitely remember 4 pipes back in the early days, though the old exhaust to come off was a locally made twin system and at the end of its life. Much deliberation was made over this, but Duncan and I eventually settled on 4 exhausts - and with the correct set up of blanking plates and venting downward into the fast air – something to do with fumes creeping back into the cabin at 50 mph. Again – lessons learnt here. Simply ordering a complete exhaust system (JP Exhausts, Macclesfield) was not enough as when we collected our purchase, we seemed to be short of two pieces! Ahh – the Downpipes sir, we are told, are not part of the exhaust system! But they do come after the manifold, so as I a non-engineer, I would love to know what system the downpipes are part of!



Our Bristol Story – Continued and Concluded! (contd.)

As the project neared completion, a deadline appeared on the horizon! Friends of ours had arranged a Car-BQ! A large gathering of friends with an eclectic collection of impressive cars ranging from rally tuned hatches, muscle cars, modern supercars, and everything in between! So, there it was, 16 July, a date.

Andy worked toward that date, new brakes, fuel lines, new Edelbrock Carb, amongst many other things we probably don't even know about. The MOT was successfully passed and after some more miles driven to check the car was reliable, it was ready to go.

We loved the fun and friendship at the Car-BQ, there was even another 411 there! The other (series 4) however had undergone extensive modifications and featured a smaller super-charged engine, manual gearbox, and internal LED downlighting in the footwells and an owner who had a lifelong passion of Bristols since, aged 12, he saw his doctor who was driving one and then took him out for dinner in it!! But everyone, including the other Bristol owner was hugely impressed with our restoration.

At the time of writing, we still have some carb issues to resolve as the idle fuel at tick-over is still being problematic, but testament to the collective knowledge in the BODA, I am re-assured by Andy Gibb himself that this is a very common problem, not necessarily linked to the new carb and can be resolved!

We are now practically at the end of the project baring the shakedown and few little niggles to resolve. It's been a huge collective effort to restore the family Bristol; an effort that has maybe been questioned by those who don't share the same enthusiasm, but together, Duncan and I have thoroughly enjoyed working together through the trials and tribulations of the renovation and enjoyed the excitement along the way. We hope sometime to be able to make it to the Torridon Hotel in Scotland and let the Bristol take pride of place there as we enjoy the "The North Coast 500"; though the way petrol prices are, I think we might get the XC60 to tow it as far as Glasgow!



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Our Bristol Story – Continued and Concluded! (contd.)





Our Bristol Story – Continued and Concluded! (contd.)

I think it's right to finish off with a thank you to Duncan, pictured below with the final result. Whilst it has been a joint project all along, my input has largely been time and research. The project simply would not have been possible without the financial support from Duncan Little. His enthusiasm to see the car returned to a glory and to a condition not only good enough to drive, but to be proud of has been the driving force behind the project and saved the car for many years to come. As the grandchildren in the family slowly progress into and through their teen years, we wonder if one day the Bristol will be needed once more to perform again at family weddings.



Richard Mulcaster July 2022



Events

• South West Region

Here are two events taking place in August that I am not organising but probably attending a couple of them. (Already shown in the May Newsletter!)

- Mount Edgumbe Park, Cremyll, Torpoint, Cornwall PL10 1HL - 7th Aug 2022. I have never been but am told its good. : carshow@fsmailing.net. or 01752 822850
- Fowey Classic Car Show and Parade. - 17th Aug 2022. Never been but sounds good fun. The parade through the town starts 3.30 pm till 6.00pm: foweyclassiccars@gmail.com

Most of these type of events are usually free for driver and passenger. However due to safety reasons no car movements are allowed between 10am and 6pm unless a given emergency. That indicates that you need to be at the ground between 8.00am and 9.50am at latest.

John Lawley, [email](#)

BODA South West Region Coordinator

• South East Region

The next Bristol gathering at The Bletchingley Arms will take place on the 27th August from 9am until 11.30am. They will serve breakfast between 9.30am and 10.30am.

Please contact [Ian Dixon Potter](#) if you wish to attend

• Bristol Cavalcade August 16th at Filton

A cavalcade of Bristol cars and vintage Bristol Buses will travel from the Aerospace Bristol museum to Cotswold Airport at Kemble, Gloucestershire, on the morning of Tuesday, August 16, to celebrate the 70th anniversary of the first flight of the Bristol Britannia, the world's first long range turbo-prop airliner.



Bristol Cavalcade August 16th at Filton (contd.)

Before the intrepid voyagers leave Filton, they will be able to see our lovely display 403 and also Britannia exhibits in the museum, including the forward fuselage of G-ALRX that made an emergency landing on the mud flats of the Severn Estuary on February 4, 1954.

At Kemble they can go on board the last Britannia to fly and hear from members of the Bristol Britannia XM496 Preservation Society, who are looking after this iconic aircraft, nicknamed the Whispering Giant – www.xm496.com

They will also have the chance to win a limited-edition print of a painting of the Britannia's first flight from Filton in 1952, entitled The First Whisper, signed by the artist, Len Hutton, and the designer, Sir Archibald Russell, of Concorde fame.

Timetable

8am: Aerospace Museum open for viewing of Bristol 403 and Britannia forward fuselage and other exhibits.

9am: Passengers assemble in Car Park to board buses. Meanwhile, Bristol owners have a second cup of coffee.

9.15am: Buses and cars leave for Cotswold Airport, Kemble, travelling via M5, M4 and A46. Bristol cars lead the way - remember, this is not a race,

11am: Buses arrive at Kemble and park near AV8 restaurant for passengers' comfort break. Bristol owners will already have had a third cup of coffee, maybe a doughnut too.

2.30pm: Buses leave Kemble for Filton. Cars are free to stay around or explore the Cotswolds.

4.15pm: Buses arrive back at Filton.

A Grand Day Out!

All Bristol owners are very welcome and will have free tickets and access to the museum and exhibits. Please contact Peter Gibbs for more details and to book a place.

peter.gibbs2@sky.com

See also, [Bristol Britannia Anniversary Cavalcade of Buses & Cars](#)



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- **NEC Classic Motor Show 2022 – Call for Cars!**

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*Exclusive discount code is for club members use only. Applicable to advanced adult day tickets booked online before midnight on Thursday 10 November 2022. Code also offers £2 discount on family, child and multi-day tickets. Full ticket information: www.necclassicmotorshow.com/tickets.

Join us at the UK's biggest and best Classic Motor Show Lancaster Insurance Classic Motor Show, with discovery+ Friday 11 - Sunday 13 November 2022 NEC Birmingham

Save by booking tickets in advance at www.necclassicmotorshow.com

Club members save £4 off single-day adult tickets or £2 off other ticket types by quoting the club code published on the show advert in the Newsletter above

Book tickets by 20 October to help your club earn additional benefits, club ticket discounts available until 10 November.



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NEC Classic Motor Show 2022 (contd.)

The NEC in Birmingham is this year from 11 to 13 November and BODA will again have a stand. Last year we were very late in starting our preparations so this year we are starting early with the aim of preparing an interesting exhibit showing off Bristol cars, encouraging people to buy them and hopefully also join BODA.

We are looking for members who would like to take the opportunity to show their car at this year's event. So if you would like to do this or discuss the possibilities, please get in touch with John Tanner at john.tanner7@btopenworld.com.

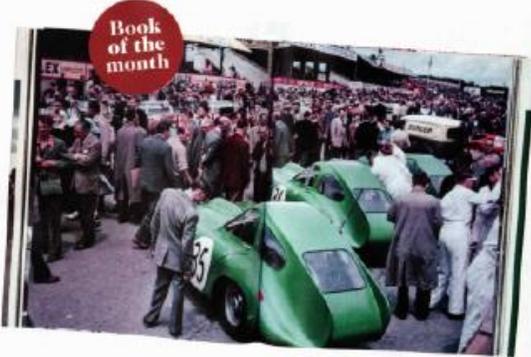
Don't forget that volunteer helpers have free entry!



Review of “Aerodynamic – How Bristol won at Le Mans”

The following review appeared in Octane Magazine July 2022.

Books
REVIEWED BY CULINARY STAFF AND CONTRIBUTORS



Aero Dynamic - How Bristol Won at Le Mans
SIMON CHARLESWORTH, Dutton Field Press, £475, no ISBN (contact bouda@boudaowners.co.uk)

Aero Dynamic

Have you ever listened to a Beatles song and thought: if I'd written that and nothing else in my whole life, I'd really feel that I'd achieved something?

Octane contributor Simon Charlesworth is no Lennon or McCartney but, if I were him, I'd be feeling pretty damn pleased that my last ever book had turned out as well as this one. Yes, it's expensive – mass on that is a moment – but it's also a precious level of an artefact one to be treasured for how it's made as much as for the content.

The content is also pretty damn good, it has to be said. Bristol didn't have a long history at Le Mans – it competed there only in 1953, '54 and '55 – but the middle year of that trilogy was a true high point, when Bristol 450 racers finished 1-2-3 in the 2.0 litre class, which earned them a 7-8-9 overall placing.

Sadly, now that the best part of 70 years has passed, almost no-one is still around with first-hand recollections of those days, but Charlesworth has done a fine job of pulling together past quotes from several sources. The highlight of his research, however, is a recent interview with team reserve driver Micky Pople, who was there for the 1954 Le Mans race. He didn't get to drive, in the end, but his recollections of the racing driver culture in the early and mid-50s add a great deal of spice. ("We'd been thrown out of the Adelphi because somebody had let off a thunderfish firework in the sitting room...")

The words are just one element of a book that's all about the highest possible production quality. That means beautiful paper and stunning picture reproductions. None of the plentiful photographs in this large format (305x370mm) book is used less than full-page, and the majority are given a whole spread. Clearing-up and enhancing less-than-optimum originals was apparently a major headache for the arty people, but the results are incredible.

What's more, the images have been chosen as much for their atmosphere as for their 'car' content. So, while there are lots of photographs of Bristols being worked on or competing, there are also some highly evocative images of, for example, smiling spectators in promotional Bernardini suits. Students of fashion will have a field day studying these.

If the book has any drawbacks, it's that it's almost too nice to use: it needs to be scored flat to preserve the spine, and it's a bit too large to hold comfortably. Which begs the question: given the very generous font and image sizes, perhaps the publisher might offer a smaller-format version at a more comfortable price? Collectors will still want the original – but readers might prefer a more affordable option. MD



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Click on image for larger scale version



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