



# BODA E-Newsletter

30th September 2022

Issue No 31

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## Welcome

I am completing my car year with a visit to the Lakes Car Museum drive in day on the first, then a Jaguar long weekend in the borders with the Lancashire car club.

I am still between houses so the cars will be farmed out to friends or fingers crossed into a rented store.

The cars will be washed down, batteries put onto trickle charge off of the cars and the anti-freeze concentration checked. Next year a move into the new house and a full season of car activities should be on the agenda. I have a big year coming up, it is accompanied by the progress of time (I am not as young as I would like to be) and has made it obvious that I have to reduce the amount of time that I can devote to BODA.

December sees my last Newsletter and I shall not be able to support Bill Lawson as I have done for the last few years. Bill Lawson is a fantastic servant to the club and his knowledge is irreplaceable, long may he carry on. Thank you to all your contributions to the Newsletter, I have enjoyed my interaction with members who in a lot of cases I have never met. Bristol owners are a diverse and interesting group and I have learnt a tremendous lot about the cars and human nature!

My last job for Pegasus is to find a supplier for the bronze bushes for the trunnions which connect the torsion bars to the axle.

I am mentioning this before putting effort into the project, previously I have started looking for components and a member has piped up with a supplier or alternative, so if you have a source please let us know

A well-known member wrote an article about the replacement of these bushes, it is I believe on the web site

*Andy*

***Andy Gibbs, Paul Smith and Richard Sanderson  
September 2022***



## Chairs Bits

As we move toward the AGM, I thought it was a good time to reflect on what is needed to keep BODA functioning. I was first asked to help out as a temporary Membership Secretary when the incumbent needed surgery. This, I thought, was a short term appointment for a few months in 2011 but became a more long term commitment until Luke Hansen took on the role. I was then co-opted as Chair, a role I have continued in for the last 6 years.

One of the key aspects of the BODA constitution was to ensure membership of the committee was time limited to ensure fresh views and approach to how BODA was run. Over the years we have had new blood and this has certainly been a key part of refreshing the Association's approach. If BODA is to continue to thrive we will continue to need new people to take on roles within the Association and supporting Pegasus. As we hit the AGM, a number of members of the committee will be standing down having completed their term. If BODA is to remain the vibrant organisation you wish it to be, then we need fresh people take on the vacant roles. As with many clubs and associations, without volunteers to keep them functioning there is a risk that they simply fade away. Details will come out shortly with the AGM date and other information.

As you will see later in the Newsletter, we had a first successful meeting at Caffeine and Machine earlier in September. I hope this will become a regular event but we need members to step up to arrange events across the country so members can gather to share the joys of Bristol ownership. If you feel able to arrange a one off or better still a regular meeting in your region, the Association will support advertising for you in the Newsletter and by email. Drop Richard Sanderson or myself an email.

The Autumn has brought a little more rain, much needed, but much good weather. I was fortunate to be able to get to the Revival. There was some great racing over the weekend with a number of Bristol powered cars to encourage on, and the weather held out. There were a number of Bristols in the car park as well together with a cache for sale: including a 411 Series 1, a Series 6 and a 407. The continued expansion of the classic racing scene means we all now have a chance to see the great cars of our younger years still being raced with great vigour. If members want to arrange a BODA presence at one these events then there will be support to make this possible if you can support the organisational side. The next event is of course the Classic Car Show at the NEC, 11 – 14 November, where we will be hosting a stand and we need your support to man the stand, please do support expansion of the knowledge of the existence of Bristols and BODA.

In the meantime, I hope you are continuing to enjoy your Bristol and keep safe.

*Mike Hallissey*



# BODA E-Newsletter

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## Membership Matters

### Welcome to New Members

545	Mark	Stuart	<a href="mailto:mark.stuart99@outlook.com">mark.stuart99@outlook.com</a>	07305199827	Cambridgeshire	411

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](mailto:memsec@bristoloda.org)

*Jane Smith, Membership Secretary*



*Spot the 405!*

*A section of the mural in the RAC Club, Pall Mall*



## Was I destined to have a Bristol car?

I was born in a house less than a ¼ mile down the road from the Morgan Car Factory in Malvern. I set up my manufacturing company on the same industrial estate and guess what, I now live at the end of the road from the Morgan works. I bought my first Morgan car when I was 19 and have had one in the stable ever since.

So why was it I always fancied owning a Bristol. My father's friend had a new one in the fifties which caught my eye and I did my apprenticeship in what was previously a Bristol Aircraft company however I have recently found my strong connection with Bristols. The fact is that I was born in a Prefab (prefabricated bungalow) which I only recently found out was very likely manufactured by the Bristol Company.



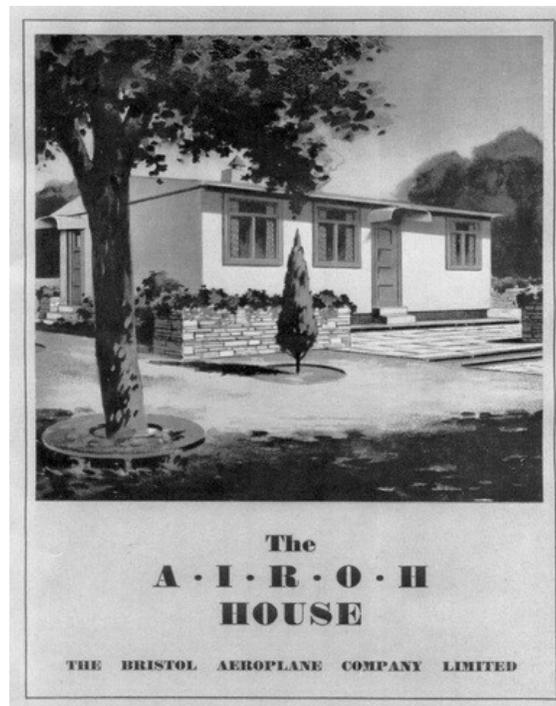
### The Story

In 1942, the UK Ministry of Aircraft Production (MAP) established the Aircraft Industries Research Organization on Housing (AIROH), representing 13 British aviation firms, to develop and implement plans to sustain the aircraft industry's production capabilities through an expected post-war economic downturn. AIROH collaborated with Morrisons Engineering Company and architects A.F. Hare and Partners to design an aluminium bungalow.



## Was I destined to have a Bristol car? (contd.)

AIROH would have access to aluminium, including a particularly desirable high-strength alloy called Hiduminium (High duty Aluminium), from a large stockpile salvaged from scrapped WW II aircraft. Aluminium house manufacturing also would create some post-war demand for new material from the UK's aluminium industry.



This design became known as the AIROH aluminium bungalow, which was one of the prefabricated temporary house designs to qualify under the UK's Emergency Factory Made (EFM) housing program. AIROH houses were manufactured by four aircraft firms: Bristol Aeroplane Company's Weston-Super-Mare factory, two Vickers Armstrong factories in Chester and Blackpool, the Blackburn Aircraft Company's factory at Dumbarton, and AW Hawksley's factory in Gloucester.

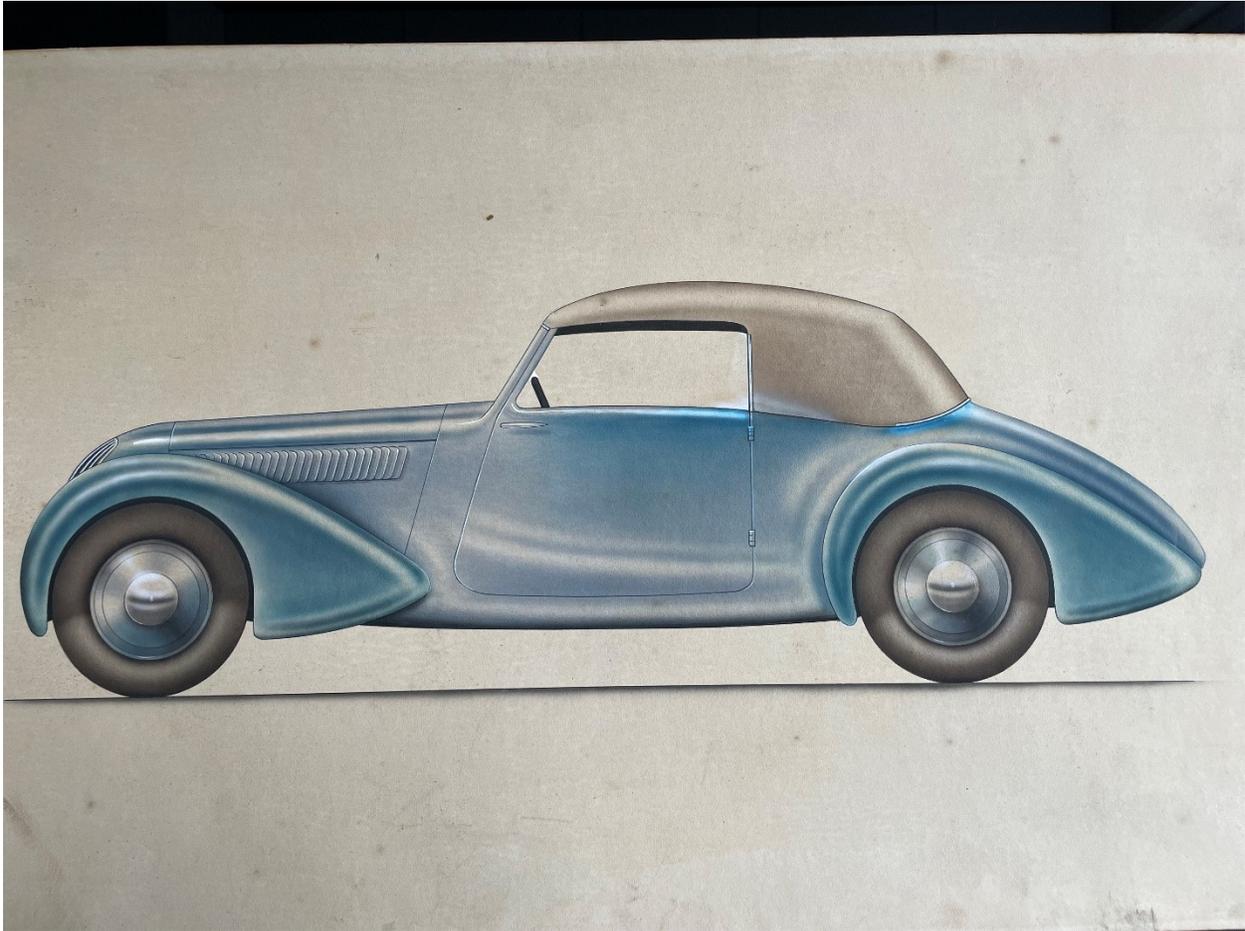
Source: <https://peterdewrance.files.wordpress.com>

If you are interested here is some [More info.](#)

*Clive Perry*



## Found behind a Drawing Cabinet!



*The original concept drawing of the 400 convertible.*

The drawing was found behind a drawing cabinet in the main drawing office when we moved from Filton to Patchway. It is a shame it never got built, I love it!

*Jeff Marsh*



## Engine Trouble, What engine trouble?



In July I wrote of our happy, joy, ups and downs of our Bristol renovation and I also wrote of a few little niggles to sort. Probably the biggest one to sort was the engine just wasn't running right.

We had purchased a new carb on recommendation from our mechanic on the basis that the old one was too far gone to start reconditioning. So we bought a lovely new Edelbrock 600CFM to match the Chrysler engine and we bought from Real Steel in London. The part did then sit on the shelf for 12 months as the rest of the project moved along.

So only when it came and the car was re-built and it was time for testing, was the issue found: The engine was racing far too much on idle / tick over. Andy had tried slowing down the fuel as much as possible but it didn't make a difference before time was ticking and we wanted it back

to take to the Car-B-Q. Suffice to say Andy made me take a driving test in the Bristol that was lurching forward and didn't want to stand still at the lights. I proved my worth by sitting on the brakes and was allowed to have it for the party, but the car wasn't right and we needed to find the fix.

Upon writing my piece in the July BODA e-News, I was contacted by Andy Gibbs himself, to say that this is a common issue encountered on the Chrysler and that there is a solution;... very likely we needed to change the jets & springs for a different one, but that in any case there was an expert on hand to help out.....



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## Engine Trouble, What engine trouble? (contd.)

So we were introduced to the Bogg Brothers of Goole! Now, the Bogg brothers were introduced to me not as Bristol experts, but as Chrysler experts, as a father & son team who were racing these engines in a variety of cars; they would be a source of expert opinion on fuel delivery.



And what a worthwhile introduction it proved to be! The power of a single phone call and the knowledge on hand was just incredible. After explaining that the fast fuel and the medium fuel were all running perfectly, but that it was the idle fuel where the problem lay, Mr Bogg (Senior) asked Andy if he had checked the inlet manifold. Andy explained he had carried out the usual test around the outside edges of the manifold but had not got any indication of air leaks (no speeding up of the engine). Nevertheless, Mr Bogg insisted the inlet manifold was the source of the issue as the carb was straight through for idle fuel. "Change the inlet manifold and come back to me if there's still a problem" came the instruction from Mr Bogg.

The next I knew, the phone call came in from Andy to announce that the engine was running as sweet as the day it was made and that Mr Bogg was a true genius to diagnose in such a way over the phone!

They do have a website, [www.boggbros.com](http://www.boggbros.com) and although not a Bristol outfit per se, they are certainly experts on our engines; if any of our members find themselves over that part of the world they would do well to pay them a visit.



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## Engine Trouble, What engine trouble? (contd.)

Thank you again to everyone involved in finishing off our niggles; Andy Gibbs for picking up on our plight from the story and responding, to Andy Lee, as keen as ever to finish every project to perfection, and not least to the Bogg Bros. without whom the carb would probably have gone back to Real Steel and a whole big fuss about nothing would have ensued!



*Richard Mulcaster*



## A 412 Success Story!

It's been 1,500 miles since I last reported on all the issues I was having with hot starting with my series 1 412.



I will just recap the main parts and work that gave me hope that the problem had been fixed.

### **Electrical/Timing.**

1. All connections checked.
2. Mopar Spark amplifier replaced
3. All HT leads renewed and tidied up.
4. New MSD coil fitted in the front wing to keep temperature down.
5. Check timing
6. New distributor cap
7. Advance/retard checked.

### **Fuel**

1. Pancake air filter fitted to reduce residual heat under the bonnet
2. Edelbrock carburettor which had been fitted some 5 years ago was set up to match the Edelbrock manifold which

required new jets and springs

3. Choke controls checked
4. Pressure control removed due to it generating air locks.
5. New insulated fuel pipes to keep the temperature from boiling the fuel.



## A 412 Success Story! (contd.)

So, the situation I left my last report with was very encouraging that at last that the work and new parts had finally solved the problem.

For the 412 to restore my trust and specifically avoid the embarrassing petrol station starting palaver I needed to cover some miles. These initial trips out were delightful, the car ran superbly with the engine performing powerfully. It's odd that I had not noticed how far the car had drifted away from the brisk GT it was designed to be. To check its hot start performance the 412 cooperated by consuming petrol at a rate (17 mpg average) that enabled me to visit plenty of petrol stations. I used these visits to try different foot techniques to see which gave the most reliable and quick start. This has turned out to be, turn the key with no pressure on the throttle and gradually press down it fires up very quickly with no hesitation or backfires. Results over the last 1,500 miles have been marvellous if it is still not quite a 'start on the button' fuel injection immediacy it is very close to it and the rather embarrassing coughing and spluttering has disappeared completely. I am now getting comments of 'sounds great what is it' which are well received.

This has been a long saga which has now enabled the 412 to burst into life.

*Paul Smith*



*"The Sunbeam Alpine taking a corner at speed"*  
(From "The Wonder Book Series for Young People")



## NEC Classic Motor Show 2022 – Call for Help!

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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 and to help man the BODA stand.** So if you would like to do this or discuss the possibilities, please get in touch with John Tanner at [john.tanner7@btopenworld.com](mailto:john.tanner7@btopenworld.com).

Don't forget that volunteer helpers have free entry!

## BODA Outing to Caffeine & Machine





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## **BODA Outing to Caffeine & Machine (contd.)**

[Caffeine and Machine](#) is an eatery just South of Stratford which has been described as the Ace Cafe of the Midlands. A number of members had told me great things about the venue so I thought we would give it a try as a venue for a BODA meeting. Having established that members preferred an afternoon meeting and the fact that the weekends are extraordinarily busy a weekday was the choice.



The first meeting was held on the afternoon of September 13th. I managed to get there for 2:00 to find a selection of members already parked up in the yard which was a great start. I glad to say I was not the last and by the end of the afternoon we have a selection of both 6 cylinder and V8's parked up. We had an allocated area in the Tipi which was great as the weather was a perfect September day, warm with a few fluffy clouds.

By the end of the afternoon we had 5 V8's lined up at the front of the venue, mostly blue interestingly, with a wonderful Grey 403, a 405 and a 2 tone green 406. They attracted a great deal of interest, including the visiting police, on their coffee break, I was assured, who could not resist a quick look.



## BODA Outing to Caffeine & Machine (contd.)

Pizzas and burger were the order of the day for food, it is a 'transport café' if a little upmarket. I have to say the jack fruit pizza was really great as was the coffee, though my wife did rate the wine rather highly. It was great to see members who had travelled a considerable distance to meet up and everyone was able to share a discussion of all things motoring with a Bristol spin.



A few members came without a Bristol, some of whom are between cars and needed a fix and some inspiration as to which eclectic variety was the next step. I hope the inspiration of the afternoon stimulates their next acquisition. It was also good to see Cyril Millward and his wife at the meeting, Sheila has not managed a meeting in recent times since her illness. Cyril is working on adaptations to allow her to get in his 411 so I hope this will not be her last chance to join us.



This venture seems to have been a success and the opinion was that we should try and make this a regular event, probably every 2 months. I will be putting out an invitation for another meeting in late November so as not clash with the Classic car show over the weekend of 11 – 13 November. Bringing a Bristol is not mandatory, I am sure it will depend on the weather, just come and met up and share the joys of chatting to like-minded individuals in a great venue.

*Mike Hallissey*

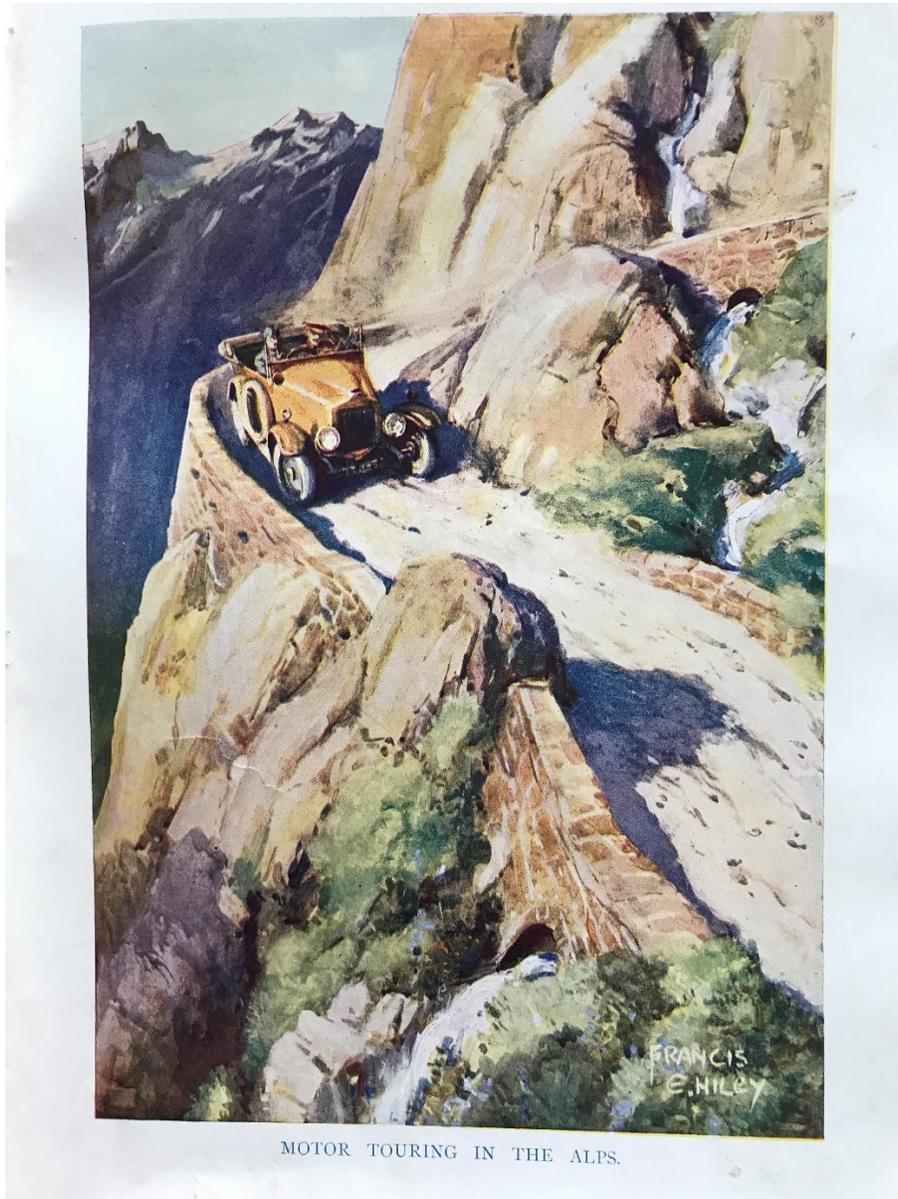


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## From “The Wonder Book Series for Young People”



*Not for the faint-hearted!*

*Richard Sanderson*



# BODA E-Newsletter

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