



BODA E-Newsletter

31st October 2022

Issue No 32

Contents

- *Welcome*
- *Chairs Bits*
- *Membership Matters*
- *East of England
Regional Coordinator*
- *Bristol car pre-
Christmas London
meet*
- *A Very Large
Spanner!*
- *NEC 2022*
- *Caffeine and
Machine Get-
Together*
- *Seen at The Royal
Automobile Museum
in Jordan*
- *Preparing for Winter
Driving*
- *Spares*

Welcome

We are steadily coming out of our shells following the pandemic This year has seen the return of a number of shows and meetings that had been postponed or cancelled, sadly some of these are lost permanently.

The growth of Cars and Coffee meetings and evening meetings have filled the gap and in some cases have taken on a life of their own. One local meeting at Wray a very small village in the Lune valley is often oversubscribed.

My area which covers the lakes and dales remains a popular venue for one-make clubs and car clubs from the U.K. and Europe particularly the Netherlands. The local tourist board are trying to establish a driving route around the western Lakes. Observing what has happened with the NW 600 in Scotland perhaps they should be careful what they create.

BODA will have a stronger offering for members next year, we have a number of regional organisers who will do their local thing and a number of national events are planned.

The winter is not kind to our cars, if you intend to continue to use your cars on the road take the appropriate salt proofing actions, the clear spray waxes now available are a good idea I use a product supplied by [Bilt Hamber](#) which is available through a well-known internet sales site

Happy hibernation!

Andy

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



31st October 2022

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Chairs Bits

The date of the AGM has now been set, Sunday 20th November at 1:00, and will again be on Zoom. I hope the paper work will be out with you shortly. We have a really cohesive group who are working together to keep the Association functioning. I recognise everyone has busy lives but I hope we will always have members standing up to help keep everything going whether as a member of the committee or just proposing and organising local events.

The coming month sees a number of events. The first is the NEC Classic Car show where our stand will be in Hall 3, where we have been over the recent shows. We have an interesting selection of cars so please do come and support the stand, let John Tanner know if you can help. The second Caffeine and Machine meet has also been announced, I look forward to seeing some of you there on 22nd November. At this time of year, Bristols are not essential, it will be great just to gather and discuss all things Bristol. For me, the chance to meet and chat with other members was the real joy of the last occasion. I am afraid I cannot promise the wonderful weather of last time but this has been an odd year for weather with temperatures way above the norm today.

We also have an event at Duke of London, a specialist car emporium in Brentford on Sunday 11th December. This is being arranged by Michael Parr, to whom much thanks, and looks to be a real interesting venue. Check out the website. It would be great to have a good turnout as this is likely to be one of the last events at the venue as the developers move in.

Over the last few weeks, I have had a few tweaks on my car, a rebuild of the carburettor has made a huge difference to the car, you always forget how long it has been since you fettled things. There were a few screws looser than they should have been and new float valves were fitted. It now starts and idles so much better. The same was true of the power steering pump, it was getting increasingly hard to manoeuvre at low speed, things creep up, and then you suddenly realise things are not where they should be. A local firm was able to refurbish it and the difference has been huge, I now remember what it was really like. A quick drive after refitting the pump reminded me how wonderful the car is and reminded me why I love Bristols.

If I do not see you at one of the events keep safe continue to enjoy your Bristol.

Mike Hallssey



Membership Matters

Welcome to New Members

546	Robert	Houlden	bob.houlden@btinternet.com	07484154880	Kent
547	Christopher	Haddow	christopher.haddow@quista.net	01620895791	East Lothian
548	Philip	Leek	phil@heatherghyll.co.uk	07782358465	South Lanarkshire

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

East of England Regional Coordinator

We are very happy to welcome Christopher Dady as our new coordinator for the East of England. Christopher lives in Norfolk and he owns a 401.

There are around 45 members in the region and his next step will be to write a note to all members in the area, to get an idea of what may motivate them to get their cars out and attend something. It may be just social, technical, general motoring interest, motoring trips, lunch or something else. Ideally it would be good to look at piggybacking onto others events to start with, however we shall see!

If you can help with any of the above that would be great, and Chris is looking forward to hearing from you. You can contact him [here](#)

And if you want to know anything about him, you can read the AC Aceca article in [Classic Cars November](#) issue!



Bristol car pre-Christmas London meet Sunday 11 December 2022

Michael Parr is arranging a pre-Christmas get together for free mince pies and (weak) mulled wine at the premises of 'Duke of London' on Sunday 11th December 2022 from 10am onwards until 2pm or so.

'Duke of London' is a family run classic car dealership based in Brentford in a 51,000 sq. ft. former soap factory and offers storage, repairs, servicing, detailing services as well as sales; and mobile hairdressing is served out of a vintage Airstream camper! The loos are respectable.

Brentford is outside the ULEZ (ineligible cars beware: boundary lies a few hundred metres to the east) and congestion zone.

Contact details are:

Duke of London, The Factory, Catherine Wheel Road, Brentford TW8 8BD

Tel.: 07545 430 813

The MacCormack family may be remembered by some as the restorers of a Bristol 407 featured in a TV programme about 20 years ago. They also run a pub, pizzeria and cafe on site; Merlin and family are opening their facility to Bristols free of charge but in return ask their food and drink outlets are used as much as possible.

This part of Brentford is an historic canal and dock area. Very interesting to walk around and along the River Brent/Grand Union Canal, which may will soon be under developers' concrete. The event is open to all Bristol owners but those intending to attend should please book in advance with Michael as numbers are limited to 55 on the day.

Michael Parr 07734 983333

m_parr@hotmail.co.uk



A Very Large Spanner!



Bill and I have been in correspondence with Barry for some time, he is restoring a 403 and has asked for advice on an odd occasion.

The latest issue was the replacement of the rear axle shaft seals, the main issue was and always is getting the bearing/oil seal housing apart I struggled to

undo the clamp nut on many occasions. Finally I gave up on improvised methods and searched for the correct spanner, a second hand tool company in Sheffield agreed to find me a spanner 1 1/8". The spanner arrived within a couple of days, as you can see from the pictures this turned out to be a monster The spanner was despatched to Barry.

The picture is self-explanatory and Barry picks up the story, "We have successfully used your spanner to loosen the rear hub nuts, meaning we could replace the hub bearings and seals. As you see we bolted the hubs down onto a piece of 3/4 ply and had to extend your spanner by about two times its length to shift the nuts, but they then came loose with no drama. The half shafts and hubs are now back in place, and I now have to re-build the brakes with new slave cylinders and linings."

PS. If you struggle to undo these nuts, I am happy to loan the tool out ,it is an expensive bit of kit but does the job first time every time.



Andy





NEC Classic Motor Show 2022 – Last Reminder

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Caffeine and Machine Get-Together on 22 November

After the success of the meeting in early September it was decided a bimonthly meeting was a sensible option. With the NEC on over the weekend of 11th to 13th November, it was decided to hold the next event on 22nd November. The plan is to arrive between 1:00 and 2:00 pm. The venue is like the Ace Café, so coffee, good burgers and pizza and a selection of beers and wine. So really something for everybody.

In September we had a good selection of Bristols but not all brought their cars. Bringing your Bristol is not required, particularly when the weather may not be the best, but take the opportunity to just come and catch up with like-minded Bristol enthusiasts. If you aim to come please let me know so I can try and sort some reserved space for us by emailing me.



mikehallissey@icloud.com

Look forward to seeing people on 22nd.

Mike



Seen at The Royal Automobile Museum in Jordan



Bristol
401 Coupe - 1952

مجموعة المتاحف الملكية
The Royal Automobile Museum

فترة الحرب ،
عربية الكبرى .
ستول بصناعة
رية، واستخدمت:
ة لصناعة أ
يارات MIV .

العالية الجودة،
، كما اشتهرت
عتها للسيارات

جاء في نسخة

لال فترة دراسته
ة التي أمامك في

يكل سيارة الملك
ن الأصلي.

٨٠ حصان /

The Bristol Aeroplane Company (BAC) was successfully building airplanes for World War I. Some of these airplanes actually fought in Jordan assisting in the Great Arab Revolt.

After World War II, Bristol had to manufacture cars to remain in business, and took the drawings of the BMW from Germany to produce their first model. So if you think this Bristol looks a bit like an old BMW, you are right.

The Bristol Motorcar is one of the highest quality British cars in the world. They were produced under aircraft quality standards and known as the traditional luxury motorcar of the 1950's and 60's. The 401 is one of Bristol's earliest models. It was made in a closed coupe version as well as a convertible.

While studying in England, the late King Hussein loved everything automotive. He acquired an exact copy of the exhibited car in 15/ July 1952 which he owned for a few years before trading it for something newer.

The exhibited example is only one chassis number away from King Hussein's original car and painted in the exact original color.

country of origin United Kingdom
| cylinders 6 | engine size 1971 cc | horsepower 80
transmission 4 speed manual



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Happy days of long ago. I remember it well!

Richard Sanderson



Preparing for Winter Driving

(This article is a shortened version of one on the Footman James website. [See full article](#))

More than two million tonnes of salt and grit are spread on the UK's roads each year and there is probably an army of classic car owners who are convinced that the bulk of it ends up within the nooks and crannies of the undersides of their much-loved vehicles.

Gritter lorries dispense a rather powerful cocktail. What you see on the roads is a mixture of salt and sand. The salt helps to prevent ice from forming on the road surface, while the sand grit helps to keep the salt in place and add some traction.

This cocktail is much harder on older cars that don't have the smooth underbodies that exist on modern cars. Salt's corrosive properties can lead to significant rust to essential components on the car's underside – in some cases, eating away at its vital chassis and suspension components and making cars unsafe to drive.

If you want to use your car in winter there are a number of ways to try to combat salt damage, however.

PREPARE

Owners can take a more proactive approach by preparing the car prior to the rigours of winter. Simply wax polishing the vehicle will help to protect the paintwork, while going a step further and having a permanent coating installed may be worth considering, particularly if you live close to the sea and your classic is more likely to be exposed to the elements.

Getting underneath the car to fill grommet holes and other little nooks with wax products to stop the water and salt from doing its worst, is a practice undertaken by the more committed owners, and it is well worth the effort. Products such as Waxoyl or Dinitrol can be used on the underbody to keep the rust at bay.

Wheel arches are vulnerable too since they bear the brunt of the salty water. Another worthwhile idea is to fit modern-style plastic wheel arch liners over the top of the exposed metal. Plastic liners can be sourced from breakers yards at minimal cost, and although it can be quite a time-consuming process, finding the correct sized liners to protect your vehicle's wheel arches can contribute to a major cost-saving later down the line.



Preparing for Winter Driving (contd.)

AVOID SNOW

It is prudent to give gritter lorries a bit of respect by keeping a safe distance when they are doing their work. Older cars are particularly vulnerable to splaying grit because windscreens and radiator grilles are not as hardy as those on modern cars. Glass covered headlamps on classics are also prone to errant salt chunks - another reason to give these vehicles a wide berth as they carry out their duties.

If you have been driving out in the snow, wash your car as soon as possible, ensuring that all salt residue is cleaned off. Try to jet wash the underside of the car whenever you can to remove the salt.

Because salt is corrosive, pay particular attention to any signs of paintwork damage and try to address it straight away if you see peeling, scarring or discolouring. If you park your car in a warm garage and the ice on it melts, there's a greater risk of the salt residue damaging your car. Rust forms when moisture and oxygen combine on metal and salt accelerates that process because it corrodes.

Spares

Pegasus has been approached by a supplier who produces most if not all Smiths heater replacement parts. Of particular interest to Bristol owners are the Bakelite blower fitted to V8, definitely the 409, so I would be surprised if it did not fit other V8s. Also available are the dash board knobs and heater control units. It would seem that if Smiths made it, he can repair or replace it.

This company produces parts from the original tooling. If there is any interest we will obtain samples. Let us know if you are interested.

Andy



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