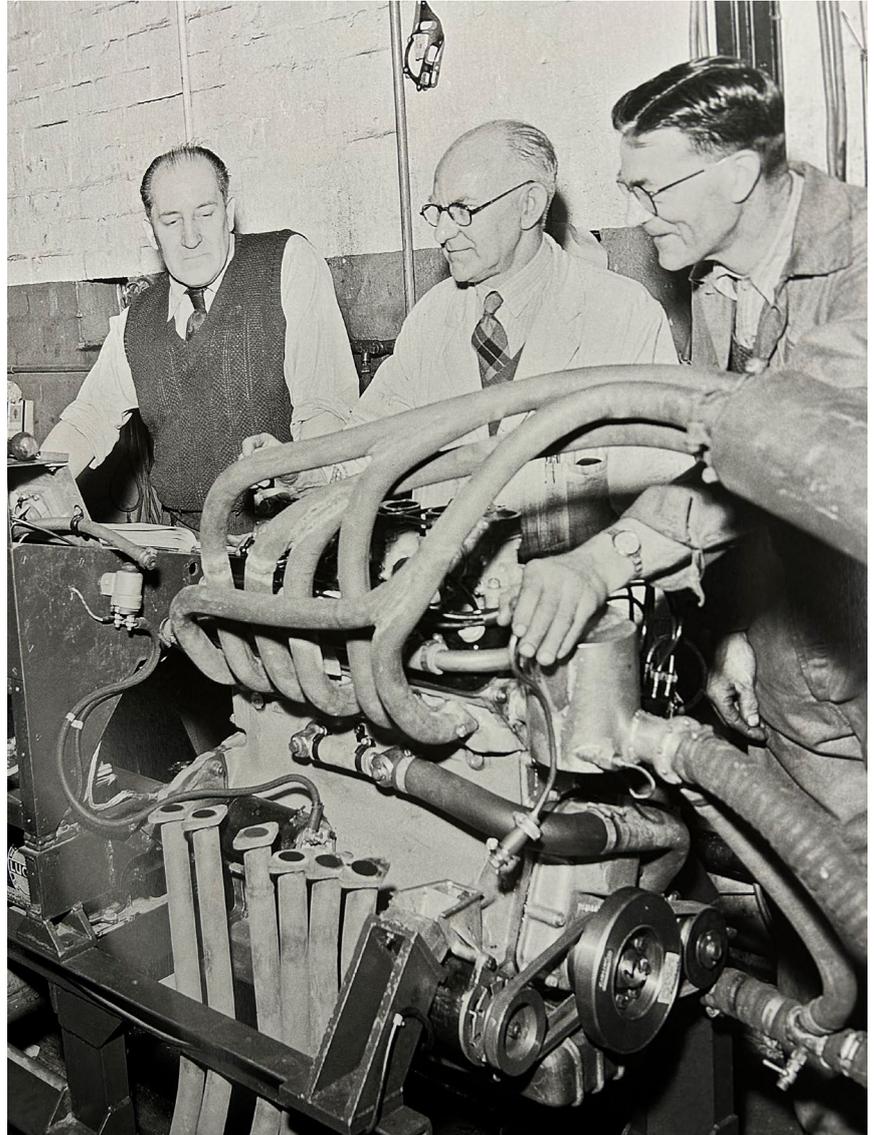




Welcome

Contents

- *Welcome*
- *Membership Matters*
- *Progress Update on the 411 Prototype*
- *NEC Report*
- *High Performance Bristol Sports Engines*
- *BOHT News*
- *603 Door Seals & Heater Issue*
- *412 wanted!*
- *For Sale: Bristol 400 for restoration*
- *Events Update*
- *BODA in the Regions*
- *East Area News*
- *Contacts*



BSX Engine

*Editors: Richard Sanderson, Andrew Gibbs
November 2025*



Membership Matters

New Members

Member No	Name	Contact Email/Tel No	Location	Car
669	Nick Stone	ntjstone@gmail.com 07836310140	Somerset UK	
670	Mike Dodd	mikedodd13@btinternet.com 07810774059	Somerset UK	
671	James Johnstone	james.johnstone13@btopenworld.com 07814154315	Invernesshire UK	
672	Michael Joseph	michael@kenmoregroup.co.uk 07860255721	West Mids UK	405 D'Head

BODA membership has continued to increase in 2025, and we now have some 356 members with new members from as far afield as Australia, Japan, the USA and Europe. However, at the time of writing 11 members are overdue renewing their membership and I think it's worth taking some time to note how Crossmember, the automated membership system BODA uses, works.

About a month before the renewal date Crossmember sends out a renewal email. If this is not responded to, and a subscription payment received, then the system issues a reminder email and after the renewal date places members on an 'Overdue' register. I endeavour to contact overdue members and establish whether their delay in renewing is intentional or not, but I cannot work miracles, least of all pay subscriptions. After a three-month grace period the system marks overdue members as 'Lapsed' and at that stage overdue members lose access to the BODA website, the Newsletters and Bodacious.

Whilst Crossmember makes the membership secretary's task simpler the emails it generates can appear impersonal and uncompromising. So, if there are reasons why you are not able to renew your membership on the required date, or you are having problems renewing then please get in touch with me and I'll do what I can to put matters straight.

Simon Kinder,

Membership Secretary, memsec@bristoloda.org"



Progress Update on the 411 Prototype – A Continuing Story!

The wiring is now complete, and I am pleased to report that everything that was originally installed now works, plus a high-level rear brake light and a rear-view camera.



The heated rear screen has never been connected but this is fine as both heated sections show an open circuit. I do not think that the screen ever worked.

The leather work restoration carries along at pace and after talking to the owner of the beautiful 411 at the NEC, whose interior was far worse than mine, I am confident that the original interior will come back to life (left)

The re-siting of the alternator has been a pain and the new water pump pulley sourced from Martin Robey (a first-class service) was obviously designed for the Jensen interceptor and as such required an 8 mm thick spacer to line up the pulley grooves (below left).



The brake hoses have arrived and will be fitted as a precaution; the whole braking system is now refurbished; the previous owner having had the calipers refurbished and new hand brake calipers fitted.

The prop shaft universal joints were supplied by Mark Coleman, but the original needle bearings fell out when I undid the retaining bridges, the retaining clips had never been fitted. Scrambling about on the floor for needle rollers is not to be recommended.

The exhaust has been cleaned and tidied up ready for refitting, and I have wrapped the silencer boxes with sound deadening tape and bought a comprehensive supply of clamps and hangers (next page)

The big start up is scheduled for next week, my Mopar man has given me detailed instruction on the breaking in procedure for the cam shaft (rotation of the cam which has a ramp profile on the lobes to cause the cam-followers to rotate as they lift).



Progress Update on the 411 Prototype (contd.)

I don't seem to be able to find the definitive reason for this, I assumed that it was to increase the wearing surface on the followers, but I am unsure.



I was told by one American supplier that they had made 3,000,000 of these engines so there was probably a good reason for the rotation, enough said!

My intension is to run the car for a season as it is, body, warts and all, as friends know I am gradually losing the use of my left(clutch) ankle, I can only manage to drive my beloved XK150 for about 2 hours before gear changes become fairly ragged, the automatic 411 is my coping strategy I hope.

This restoration has not been my usual process. I have not taken the body off and have resisted applying 1000 plus hours to the car followed by specialist paint and upholstery. This car is intended to allow us to continue to enjoy the hobby, Gill is a very competent driver we and can share the longer drives.

Foot note

I am researching the original colour scheme for the car. I have a paint sample from behind the lower chrome trim. This is metallic mid-blue with a hint of green with a silver roof.

The interior should be elephant grey with black carpets

Andy Gibbs



NEC Report



BODA was again in Hall 1 at the NEC Classic Car Show this year. We were able to put together a really interesting collection of cars to show. Benn Faulkner was kind enough to allow his 450 Homage to be on the stand and InRacing kindly provided a 12 port head and racing block which all went together wonderfully and showed off the sporting heritage of the Bristol Cars brand. Thanks



once again to InRacing for providing the Le Mans themed display for the club stand, this exhibit caused tremendous interest and kept members busy explaining the differences from a standard 2 litre engine. For members unable to make the classic car show we reproduce the notes that accompanied the exhibit (see later).

This display was flanked by the 412 prototype courtesy of James Calladine and a wonderful 411 owned by Colin Corke.



NEC Report (contd.)

My thanks to the amazing group of volunteers who manned the stand over the 3 days of the show. A special thanks to Eric Baptiste who helped with both the set up and break down of the stand. The stand is only possible with your support, and it really helps get the word out about how wonderful our cars are.

Planning starts now for next year so if you are able to help in the preparation or supporting the stand or would be happy to have your car displayed, reach out now.

Mike

High Performance Bristol Sports Engines

From the outset Bristol developed high performance versions of the pushrod 2 litre engine; in part to address the aspirations of AFN (Frazer Nash) who had imported sporting BMW's prior to the 2nd World War. The special design of the head with short vertical inlet ports and the valve arrangement allowed for the combination of a more hemispherical combustion chamber and larger valves, as usually seen with double overhead cam engines, which made the design suitable for sports developments. The first iterations known as the FNS series, with a lowly compression ratio of 7.5:1, produced 122 bhp in 1949, an excellent figure for the period.

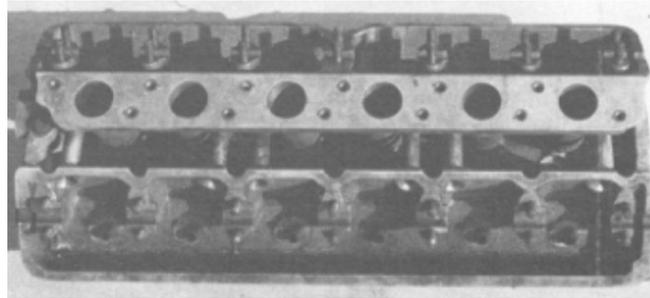
Gradual increases in the compression ratio, as fuel quality permitted, allowed a steady rise in the output BS1 Mk3 achieving 140 bhp in 1952. These engines achieved success such as Mike Hawthorn's win in a Cooper chassis against the 4½ litre Ferraris at Goodwood in 1952.

When the decision was made to race at Le Mans, the recognition that the siamized vertical inlet ports, each serving 2 cylinders was a limiting factor. The company therefore developed a head with inlet ports for each cylinder, the so-called 12 port head. This allowed each cylinder to have separate carburettor choke making for higher flow. This allowed for a reliable 170 bhp in 1955 and provided the performance need for the 450, in which it was installed, to be competitive against more famous names including Porsche.



High Performance Bristol Sports Engines (contd.)

Late type Bristol 12 port cylinder head



With long-distance, high-speed racing, reliability was essential. As the original engine design relied on thermosyphon effects to move the water in the block with only the head fully pumped. For Le Mans the water pump was separated from the cylinder head and developed to feed water into the block via two of the core plug holes. This engine design powered the Bristol 450 Le Mans car to a class and team victory in 1954 and 1955.

Further changes to the road car engine included a larger capacity magnesium sump, a gear driven camshaft (rather than a chain driven one) and the distributor running from a special timing cover (rather than a centrally mounted distributor tower). A unique 6 into 3 into 1 exhaust was also developed for the Le Mans engines

By kind permission of Oliver Nuthall, INRacing

BOHT News



1.) 410/411 Buck off to the Isle of Man

And so- after sundry false starts, red herrings, and misfires the original 410/411 buck that so many V8s were built on has found a new home across the water in the Isle of Man Motor Museum.

Sadly, the Moretonhamstead museum where it was based closed recently and those contents that weren't on loan were sold off. The buck remains the property of the BOHT and is now on a long-term loan to the IOM MM, on a standard museum loan agreement. This means that all the bucks we bought from the sad wreckage of Bristol Cars Ltd forlorn hope are now in National motor museums, in line with the terms of this Trusts charitable deed. If you visit the island do pop in to see it.

Stefan Cembrowicz



BOHT News (contd.)

2.) Original Bristol Cars Ltd filing cabinets up for grabs!



The BOHT still has a few of these characterful examples of mid-century industrial furniture - evocative of the glory days of the Car Division, and the early days of Bristol Cars Ltd, needing a new home. They are free to collector but donations to the BOHT are much appreciated.

Contact Stefan Cembrowicz if you'd like any or all of them.

3.) Save the date! BOHT Lecture Day 27th and 28th March 2026

Our next Bristol Owners Heritage Trust lecture day is Saturday, the 28th of March at Aerospace Bristol (in Filton)

We are planning a dinner the night before in a rather nice local hotel.

Fuller details will be circulated in due course, but please save the date!

Yours in Bristol

The Trustees, BOHT

603 Door Seals & Heater Issue

With the awful never-ending rain we are getting, both the 603's are suffering at the moment with damp carpets and condensation on the glass. 4981H is waiting its turn in the workshop and is suffering from a slight misalignment of the door glass frame which I am hoping can be adjusted so the top is closer to the seal. It's just a job I have never got round to, otherwise it may need a secondary seal, any suggestions on that option?

WLO957S has a couple of issues, the door seal on the driver's side has come loose from the A post so water is getting past it and the carpet is quite damp. I need to get it into the workshop dry everything off and reglue the seal to the body with the special 3M adhesive just acquired for the job. It did make me think perhaps I should fit new seals, possibly of an improved type, again any suggestions?



603 Door Seals & Heater Issue (contd.)

The third issue is an ongoing and really annoying problem with this car, the heater blower is not that powerful so does not clear condensation of the glass quickly, about on par with my Land Rover, the problem is that if I wipe the condensation off the glass it reappears almost instantly and in the worst situations it smears very badly as is there is some chemical contamination on the glass, I have tried various glass cleaners to no avail. I have a strong suspicion this may be linked to the previous use of Rain X anti mist on the screen, there were several bottles of this in the car when I got it and I remember it causing a similar problem for me in a Mk Vi Bentley years ago, when it ceased to be effective and condensation appeared and it caused smearing when trying to wipe off the condensation.

I am told White vinegar on newspaper is the way to get the glass really clean and remove any chemical contamination or residue but have never tried it, wonder if anyone here has and if so how effective is it or again any suggestions.

Going back again to the heater/blower output, I think the heat output would be sufficient to clear the screen, but the fan/blower is nowhere near fast enough to do an adequate job, anyone done any upgrades to improve output and if so what's involved.

One final thing an aside to these issues I am about to fit a pair of Phillips Ultinon Pro9200 LED bulbs to the outer lamps on WLO in an effort to fight back against the headlights on a lot of modern cars. Main beam is fine, dip just not up to it and I thought I would give these a try. It will be interesting to see how these compare to the Britpart Lynx Eye LED headlights I fitted to my Land Rover Defender which are absolutely first class.

Geoff Kingston

412 Wanted

Marcus Hardy is looking for a tidy 412 in good, useable condition. It doesn't have to be mint, but something that he can drive around a bit in the summer months.

Many thanks

Marcus Hardy 07958 333442



For Sale: Bristol 400 for restoration

A Bristol 400 complete for restoration

Chassis 400/1/539 registered in Dec. 1948 in the UK as GSF422. At some time it was exported to Denmark and remained there.

Purchased in Denmark in 2018 together with another 400. The other 400 has now been restored and so this car is surplus to requirements.

Engine 85C/1610 (not original engine) with 3 Solex carbs and ancillaries,

Gearbox, axles, brakes

Some trim removed but is included with the car, solid chassis (welding complete), intact dashboard & fittings, panels are intact but require restoration.

Car is located in Germany close to Wilhelmshaven in NW Germany.

Price: around £10.000

Contact: Volker Thran, <mailto:volker.thran@t-online.de>



For more images see BODA Forum [here](#)



In 2026 the Great British Car Shows Celebrates



Great British Cars on – 12th April

Our season opening show welcomes cars of 20 years old or more, (05 and 55 plate or older). Not only any 'British' make – such as Ford, BL, or Vauxhall but in addition it also includes any UK-built cars such as Honda, Nissan or Toyota. Gems reaching 20 years old in time for the event include the Audi R8, Ford S-Max and Peugeot 207. Being two weeks before Drive IT Day it's a good chance to blow away the Winter blues and get those classics started!

Italian Cars on 19th April

Just what it says on the tin: From Alfa Romeo to Pagani and Bertone to Zagato, we celebrate all things four wheeled from Italy. Where a Ferrari 400 sits beside a Fiat 500, that's our Italian cars day. The Alfa Romeo Spider turns 60 whilst the modern Cinquecento is now 35 years old.

Drive It Day on 26th April

Organised by the wonderful Federation of British Historic Vehicle Clubs who do so much work to protect our cars from being outlawed. The day is open house at Great British Car Journey for ANY Classic car.

Scandinavian Cars on 10th May

Here we have Volvos, Saabs and possibly a Koenigsegg? Rovers have the Viking longship badge so they are very welcome too, making this event, two shows in one! The Volvo Amazon is 70 years of age with the 850 being half that.

French Cars on 17th May

Citroen, Peugeot and Renault are the big names from our neighbours across the channel, but Alpine and Simca followed their own individual routes too. Vive La Difference! The Renault 4 is 65 years old as the Citroen C5 turns 25



In 2026 the Great British Car Shows Celebrates (contd.)

Ford on 31st May

So many legendary cars but let's not forget the lesser known models; the V8 Pilot, Consul Classic, Zephyr and Zodiac and all those massive American Fords. The Fiesta is 50 years young this year and the Ka turns 30 in 2026. Come to the party!

Japanese Cars on 7th June

Toyota are still making cars in Derbyshire and Nissan are still a major manufacturer in the UK. We celebrate them alongside Honda who made such a major contribution to keeping Triumph and Rover alive. Whilst the mighty-midget Mazda MX5 and the sublime Subarus are track-day favourites, Isuzu and Suzuki don't need tarmac at all. The Corolla celebrates its 60th birthday with the 'futuristic' Subaru SVX turning 35.

Morris on 14th June

William Richard Morris who became Lord Nuffield is one of the two founding fathers of the British car industry. His great Cowley factory outside Oxford is still producing Minis in huge volumes. The Minor was the first car to hit the magic million produced back in 1960 and for decades Morris was a marque of massive significance. Also, MG, Riley and Wolseley welcome! All can celebrate the Marina's 55th anniversary.

MG on 28th June

Morris Garages was William Morris's retail outlet right in the middle of Oxford. MG became the sporty arm of the Morris empire and went on to become the largest producer of two seaters ever in the UK. The brand has survived many changes of ownership and location with the Midget, MGB and MGF/TF all being massive sellers. Now owned by SAIC, the new MG Cyberster continues the tradition of "Safety Fast", as the MG T-Type reaches 90 years old, whilst the ZR, ZS and ZT notch up a quarter-century

Lotus on 5th July

Not just the immortal Lotus 7 and its relatives, Caterham, Westfield et al. The Elites, Elans and the Europa - which turns 60 this year, whilst the car it sired, the Esprit, turns 50, still looking great. All illustrate the genius of Colin Chapman built on race wins all over the globe. Let's hope that Hethel has a long future making cars that are true to the brand?



In 2026 the Great British Car Shows Celebrates (contd.)

Mini on 12th July

The “New” Mini is 25 years old this year whilst its classic ancestor is 67. We absolutely love them both and so we salute the late, great Sir Alec Issigonis and also Frank Stephenson without whom the Mini and all its lovable traits would not exist. The absolute hero of The Great British Car Journey. It’s our number one British car.

Jaguar on 19th July

Jaguar XKs, E type, XJS, XJ6 and the sublime XJ12C, there are too many classic big cats to list. As the brand heads toward a revolutionary new persona, we celebrate the legacy of Sir William Lyons and all his marvellous cars, roaring still. Let’s not forget the luxury as the 420 and Daimler Sovereign turn 60 years of age.

The Rootes Brothers on 2nd August

Billy and Reggie Rootes were both elevated to The Peerage for their massive contribution to the war effort between 1939-1945. They presided over not just the biggest group of garages in the UK, but also the Hillman, Humber, Singer and Sunbeam marques. Rootes Group was a global empire which made so many great cars, so come and say happy 70th, to the Singer Gazelle.

German Cars on 8th August

So many great brands and so many great cars! From Audi to Volkswagen, BMW to Porsche and the mighty Mercedes-Benz. With so many icons: Beetle, Golf, 911, M3 ...the list, like these cars, just goes on and on! The Audi 80 – which saved the company – is 60 years old and the S2, the last embodiment of the ‘Ur’ Quattro, is 35 now.

AROnline on 23rd August

The simply wonderful website created and curated by Keith Adams providing volumes of information and insight into our once great car industry. As the Summer draws to a close, we take another opportunity to celebrate all and any of the cars that were designed and made in Britain. See <https://www.aronline.co.uk/>



In 2026 the Great British Car Shows Celebrates (contd.)

Land Rover on 6th September

Keats described Autumn rather romantically as the season of “mists and mellow fruitfulness” but it can also be the season of mud and extreme bogginess! No problem if you own a Land Rover or Range Rover: These utterly British icons have sold all over the world.

Often copied, seldom equalled. Some ten years after the demise of the ‘classic’ Defender tracing its roots back to day-one we welcome all the traditional and modern sons of Solihull.

Austin on 13th September

Herbert Austin died 85 years ago, 5 years after he was ennobled Baron Austin of Longbridge, the part of Birmingham which is synonymous with “The Austin” works. For over 80 years the Austin name adorned millions of cars which brought motoring to the masses. From the Seven to the Metro with the Mini in between, Austin and Morris were the founding fathers of British mass car ownership. The A30 is now 75 years old whilst at 70, the Healey 100-6 refuses to grow old gracefully.

Vauxhall on 27th September

Vauxhall was a British company until November 1925 when it was bought by General Motors. Vauxhall cars have been ubiquitous occupants of British streets for many decades with the Viva, Chevette, Cavalier and Corsa being huge sellers often taking the fight to Ford in the battle of the Americans. Few motorists will know the significance of the Vauxhall Griffin logo but come to Great British Car Journey and find out! Meanwhile the Belmont turns 40 this year.

Contact details for more information are: 01773 317243 or 07932 584088

E-mail address: info@greatbritishcarjourney.com

Website: <https://greatbritishcarjourney.com/>

Location: Derwent Works

Ambergate

Derbyshire

DE56 2HE



BODA in the Regions

A car club does not run itself. It takes a group of dedicated volunteers to manage everything including memberships and fees, insurance, financial control, data management, publications, archives, spares, events, website and forums - the list is very long! Quite a substantial business operation in fact.

For members BODA can mean different things - socialising, a connection with other owners, information, events, meets, support with technical issues, restorations, trips away, spares, workshop recommendations and an excellent regular read from newsletters and a magazine. Events are many and will include ones providing interest for partners, families and pets too.

To help make sure members have the opportunity to get the best from their club, BODA has a number of regional coordinators to encourage more local events during the year that members can attend, from one off to regular meets. In this way the club will have a mix of international, national and regional events, communicated to members via the website, forum, magazine, newsletter and direct via email.

On a personal note, as the regional coordinator for the East of England, I have found there are many opportunities for our members to meet and interact.

Our own members have generously invited us to their homes, workshops and even their vineyard. Lunches have been held at local pubs, and we ourselves have a regular meet every other month. Groups of members have attended events organised by others, as well as BODA regional and national events. There have been opportunities to travel into Europe as well as within the UK on organised trips.

From a club and organisers standpoint, the more attendance and feedback that comes from members then the more motivated club volunteers will be to participate in running the club and put on events. Members are always encouraged to suggest and help organise these things direct. In this way we can ensure the sum of the parts of the club are much greater than the whole.

So if you can pop along to support something on the calendar it would be great to see you. If you can help organise something that would be great. Better still, if you can spare an hour every week and if a regional rep is needed in your area, please volunteer - it will be very much appreciated. If you would like to volunteer your services please contact Andrew Sait, events@bristoloda.org

Chris Dady



BODA E-Newsletter

30th November 2025

Issue No 69

East Area News

Our opening event in 2026 will be a visit to the Rolls Royce and Bentley Showrooms and Workshops of P&A Wood, Great Easton, Dunmow, Essex, CM6 2HD. This will be on Saturday 28th February 2026 at 10am, arrival 20-30 minutes prior.

The tour will last up to 2 hours. P&A Wood very generously do not charge for the tour, but they ask for donations towards supporting the Essex and Herts Air Ambulance with a suggested minimum donation of £5. Cash on the day or via their Just Giving Page <https://www.justgiving.com/page/pawood-1678281220705> (please include the name of your club on the donation). It would be great if you can let me know if you are coming, and we can arrange a pub lunch after - east@bristoloda.org

Any thoughts for events for 2026 please let me know on the above email address, and I look forward to seeing you in the new year

Chris Dady east@bristoloda.org



Newsletter Club Contacts

BODA Events

Andrew Sait events@bristoloda.org

BODA Newsletter Editors

Andy Gibbs

andrew.gibbs2@btinternet.com

Richard Sanderson

news@bristoloda.org

+49 160 99300859

Pegasus Spares

Bill Lawson

wamlawson@ntlworld.com

01642 317236

Mike Hallissey

mikehallsiey@icloud.com

BODA Committee Chair

Paul Smith

chair@bristoloda.org

BODA Treasurer & Secretary

James Calladine

treasurer@bristoloda.org

07549 919926

BODA Membership Secretary

Simon Kinder

memsec@bristoloda.org

Pegasus & Club Safeguarding Officer

Mike Hallissey

mikehallsiey@icloud.com

Bristol Owners Heritage Trust

Dr Stefan Cembrowicz

info@bristolownersht.com

07768 295084

BODA Website Manager

Richard Sanderson

webmaster@bristoloda.org

+49 160 99300859

BODAcious Editor

Mark Stuart

bodacious@bristoloda.org

07305 199827

BODA Technical Support

Geoff Kingston

geoffkingston15@btinternet.com

01348 874642

Regalia Officer

Rob Horton

regalia@bristoloda.org

07971 191730

BODA Insurance Valuation

Contact

chair@bristoloda.org

Regional Coordinators

- **South West** John Lawley lawleyjr@yahoo.co.uk
- **Ireland** Keith Pearson keithpearson1913@gmail.com
- **East England** Chris Dady east@bristoloda.org
- **North West** Kevin Roberts twostrokecharlie@hotmail.com
- **South Central** James Calladine treasurer@bristoloda.org
- **Midlands** Mike Hallissey mikehallsiey@icloud.com