



BODA E-Newsletter

29th February 2024

Issue No 48

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Welcome

The response to the club survey has been overwhelming with 40% of the membership replying on line and 2 further replies in hard copy. Perhaps the committee's expectations were very low, however we will be discussing the outcome shortly and will then report on the findings to you, the members.

The events calendar has filled up nicely, there is no shortage of events, plus the Ireland trip, Silverstone lunch and the Welsh weekend.

The co opting of Paul Smith as interim Chairman has gone smoothly and he introduces himself in the newsletter

We reproduce Jonathan Bradburn's research in to the identification of Bristol engine blocks This represents long term data collection. As you can read, the subject is complex and difficult to categorise and knowing how foundries used to operate I am not surprised that the foundry mark and date are difficult to follow. This is a great piece of work that moves the Bristol engine identification knowledge on, so I am sure that comments and additional information would be welcomed. This article is shared with the BOC and will I am sure appear in their Bulletin.

I am surprised that the 450 replica is for sale, the sales link is included in the news letter

The weather in the frozen north has broken at last, the rain started in mid October and continued until last week, with the only breaks being three days of snow and road chaos plus a week of hard frost. We have had three good days so far perhaps I should not complain, we chose to live in the Lake District .

Andy

Andy Gibbs 07739 461086

Editors: Andy Gibbs and Richard Sanderson

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Yorkshire Yarns

Dear All,

I am Paul Smith and I will be assuming the role of the acting Chair of BODA. I would like to say thank you to James for all the work he has done and it will be a challenge to follow his example. I will be pleased to follow up on the work James has started regarding greater cooperation and joint events with various car clubs along with our own events.

BODA has recently emailed our membership to make sure we are on the right track. We are still receiving responses to the questionnaire. When we have compiled the results, we will be in a position to gear our activities more accurately to what our members would like.



I am the proud owner of a Bristol 412 designed by Zagato and over the years have enjoyed its capability to cover large distances (60.000 miles) in comfort and style. I first saw a Bristol in the late 60's and was completely smitten by both the looks and the noise a big difference from my first car a Ford Anglia. My father worked at BAC Filton during the war years and his many stories about BAC have played a great part in my interest and enthusiasm for Bristol Cars.

I look forward to meeting as many people as possible over this coming year.

Paul Smith



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Membership Matters

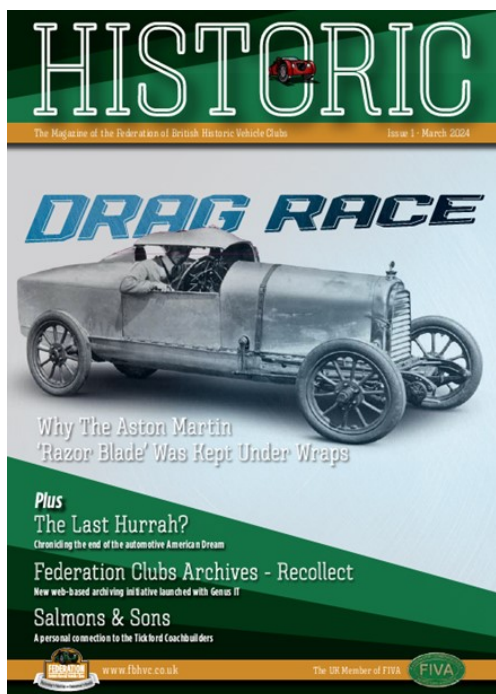
Welcome to New Members

594	Geoffrey	Widdup	geoff@widdup.co.uk	07889000644	West Yorkshire
595	Terry	Martin	terry.martin1947@hotmail.co.uk	07733534348	West Sussex

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

FBHVC March News



To download either click on picture or on [Download](#)



INSURANCE VALUATION SERVICE

BODA is pleased to announce the resumption of the provision of insurance valuations. These take the form of a written report on BODA letterhead for a fee of £50 per valuation. They are based upon submission of suitable supporting documentation and photographs. Members should note the following:

- Valuations will be for insurance purposes only and are not market valuations. They cannot be used for probate purposes, for example, nor in connection with dispute resolution.
- No physical inspections of vehicles will be undertaken. Valuations are based upon the owner's representations and are caveated accordingly.
- Most insurance underwriters will respect a valuation provided by BODA, but it is worth double-checking this with your insurance broker or insurance company.

Footman James, one of the leaders in the classic car insurance field, has already confirmed that it will recognise the Club's valuations for their purposes. The viability of the service depends upon the demand for valuations proving to compensate for the associated costs (most notably, an increase in our insurance premium in respect of professional liability).

In the first instance please contact Michael Barton via mwb0605@gmail.com or 07801 538170

We will then issue the relevant valuation questionnaire for you to complete and return with photographs.

Michael W Barton

25th February 2024



Know your Bristol 2 litre engine.

We all know the basic history of Bristol engines and the BMW ancestry but I guess not many people are aware of all the actual variants of blocks and heads, casting numbers, batches, part numbers, casting dates etc. for Bristol's own engines. Blocks for instance were cast by Sterling Metals of Coventry although initial work may have been carried out at Nuneaton as the Coventry plant had been heavily bombed during the war. I think heads were initially cast by Sterling metals but later made in house by Bristol but doubtless someone can put me right on that point. Blocks also had the letters SM cast by the casting number.

We have no actual production records or job sheets for engine production so I am trying to gather more information for the engine register to try to establish production sequences. We assume that the production process followed a route such as blocks cast in batches – dated with date inserted in a 'triangle' on early engines and way of a 'date tab' inserted into the mould on later ones - and after a certain amount of time to weather would get to the production line for first stage of machining. Blocks first 'decked' ie top and bottom machined so as to be perfectly parallel. After this main caps fitted and line bored. At this point block and main caps were numbered. Probably cylinder bored at this point. Blocks also had a number and or letters painted on rear of block for ease of recognition/identification as the production process continued. Heads also had a painted number on the front where the water pump would eventually be fitted. In a few cases these painted numbers have survived but unlikely to have done so if the blocks and heads have been extensively cleaned or acid dipped at some later date. As we don't have day work sheets or job cards it is unclear as to when the actual engine number was applied but almost certainly prior to final assembly. May have been during the machining process.

Probably at this point engine build sheet with identifying engine number would have been issued giving specification for build. It was likely that competition engines were then built separately from production engines up until December 1954 when competition engine department was closed. Early engines were built up in small numbers and batches but as things progressed over the years this process 'normalised'. A good example of this was the production of 100D and D2 units for AC cars. AC would order on an annual contract basis say 100 engines at each time which were then delivered along with gearboxes at a rate of 5 or 6 engines per week. We have been lucky to get hold of the engine sales records which detail engines going to customers other than Bristol's own car production line eg AFN, Cooper, Arnolt, Lister, AC etc.



Know your Bristol 2 litre engine (contd.)

Blocks normally have the engine number stamped on the web protrusion where the starter motor bolts on except for some very early blocks where the number was stamped on a protrusion above. Also on blocks should be a casting number and date. Sometimes there is a pattern number such as an 'X'. Occasionally there will still be the painted number at rear. All blocks and main caps were stamped with a corresponding series of numbers. Heads had a part number, date and engine number. Heads also had a number painted on the front as described above. Some blocks and heads sold as replacements through the spares department did not have engine numbers applied. Also blocks and heads used in house for later replacement or rebuild could have original engine numbers added but usually only when the rebuild was a genuine in house rebuild by Bristol. Note that early 85 and 85A blocks were not fitted with liners. Another point: the 85 blocks with heat exchanger were based on the industrial version of the BMW engine (probably similar to BMW 319 spec.) but AFN specified blocks without heat exchanger ie a copy of the BMW 328 block.

Geoff Dowdle has for many years been logging engines and where possible their whereabouts. I have been adding to his list such other information as referred to above plus factory dyno test results and any other bits collected and we should be indebted to Geoff for such diligent works. So here is the list of blocks so far identified:

Engine type	Part number	Casting number	casting date	
85		N33360	1946	Round core plug to rear plus heat exchanger
85	N312730	N311560	1946/7	
		N311569	1946	
85	N312760	N311563	1947/48	? 3222663 ? with heat exchanger A2
				pattern number
		N311562	1947	
		N311663	1947/8	with heat exchanger
85A	N322030	N311563	1947/48	with heat exchanger
	N322040	N311563	1947/48	with heat exchanger
85B	N322030	N31160	1946	with heat exchanger pattern TH23
sometimes				
85B	N322030	N312400	1949	no heat exchanger 1948/9/50/51



Know your Bristol 2 litre engine (contd.)

85C	N322030	N312400	1948/9/50/51	no heat exchanger
		N331156		no heat exchanger
		N312400 PT/2	1952	no heat exchanger
		N312890	1951	
FNS		N312400	1948/9	no heat exchanger, pattern number X
sometimes				
100A & 100AB	N313370	N312400 PT/2	1952/3/4	
100B	N313370	N312400 PT/2	1954	
100B2	N313370	N3124009 PT/2	1954/5	4 core plug
100B2	N313370	N314460	1955	5 core plug
100B2	N313370			5 large core plugs 2 small
100B2	N313370	N314460	1956 onwards	7 large core plugs
100C	?N313370	N312400 PT/2	1953/54	
100C2	?N313370	N312400 PT/2	1955/56	4 core plugs
100C2	?N313370	N314460	1956	7 core plugs
100D	N314610	N314460	1955/6	
100D2	N314610	N314460	1957	
		N312480	?	possible error
BS1 Mk2	N314340	N312400PT/2	1954	Late one had N314460 dated 1956 but may have been a later factory change of block as this one had been dyno tested in 1954.
BS1A SC	?	N312400	1950	
BS1A	?	N312400 PT/2	1952	
BS1 Mk3	?	N312400 PT/2	1952/3	
BS4	?	N312400 PT/2	1953	
BSX	?	?		
110	110-1-1102	N313360	1958/9/60	

Many of the above casting numbers have been taken off actual engines but in some cases are hard to read or incomplete. Note that this is probably not an absolutely complete list but is based on information that I have managed to gather over the years in many cases from actual physical inspection of engines.

To recap we can identify general types of blocks which are:

- Earliest blocks with round core plugs to rear and originally unlined;



Know your Bristol 2 litre engine (contd.)

- 85A and similar blocks with heat exchanger cavity now with rectangular plate to rear;
- 85C and AFN blocks with no heat exchanger eg. N312400
- 85C and 100 series including BS blocks N312400PT/2 which can be line bored for 2 inch or 2.125 inch mains;
- Certain 100B2 blocks with 4 or 5 or 7 core plugs;
- 100B2/D/D2 blocks 1956 onwards with 7 large core plugs N314460;
- And 110 series blocks.

And here is a list of heads:

85 head with single Solex. I do not have any numbers to include here so if anyone has any numbers to add please let me know.

85C	N320883	
85A	N320888	SU balance pipe
85C	N321880 (one with additional factory number N322080 – 100A)	SU pipe
	N321940/120	1949
85C	N321950	1949 no pipe
85A	N322030	SU pipe
85C	N322030	1949/51 balance pipe blocked off
85C/FNS	N322040	1951 no pipe
100A	N322080	1952
100B	N322690	
100B2	N322080	1954
100C	N322690	
100C2	?	
100D	N322080	1956/7
	N322910	
100D2	N322950	
110	110-1-2002	
110?	N 322810	24/9/58 new head still in grease as bought from Bristol in 1972. Numbers 110 or 011 on front face.



Know your Bristol 2 litre engine (contd.)

BS1 Mk2	N322810	1952
BS1 Mk3	N322050	
BS4	?	
FNS	N322040	1951
FNS	N320920	
12 port	N322370	Feb 1953
12 port	N322370	April 1953.

Often the first N32 or N322 is cast and the last 3 or 4 numbers stamped.

There are probably errors and omissions in the above and I would appreciate any updates, additions or corrections.

The engine register itself is a large piece of work in progress and currently extends to near 650 pages on my PC. As a complete document it cannot be sent out but should anyone want info on a specific engine then please contact the writer on info@jbradburn.co.uk

Finally we are constantly seeking info on any Bristol engine to add to the list and require where possible:

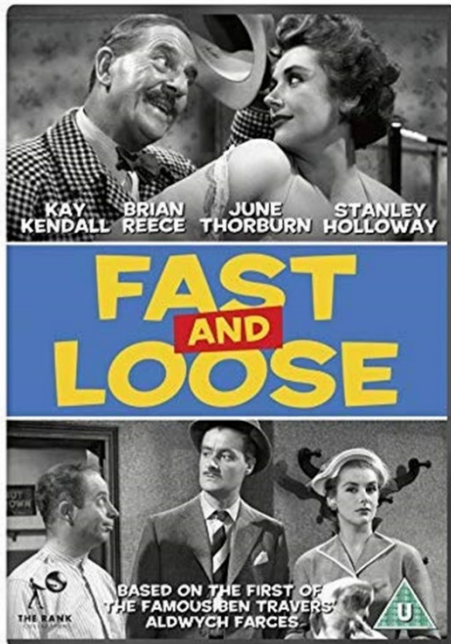
- Cylinder block. Engine number. Casting number and date. Main cap numbers. Location and condition – car chassis number will do. Even numbers from scrap blocks are useful.
- Cylinder head. Engine number. Part number from underside and date. Condition and location – car chassis number will do. Again even numbers from scrap heads will be useful.
- Any other useful bits of info such as history.

I hope the above will be of use and look forward to hearing from all interested.

Jonathan Bradburn



Fast & Loose, a 1954 film featuring a Bristol 402



Geoff Dowdle asked me if I knew the identity of a white Bristol 402 which is featured in this 1954 black and white film carrying the number plates MPH100.

Having a personal interest, I managed to locate a DVD copy of the film. I found it on Amazon but it was much cheaper on [Music Magpie](#). I couldn't track it down on any streaming services. There are several films, all different, with the same name. The film is a hilarious period piece featuring endless well-known faces. Watching it reminded me of just how quickly things must have changed after the war. I doubt the film would have been made even 10 years later. The film is credited as being based on an Aldwych farce by Ben Travers. Kay Kendall made the film a year after 'Genevieve' and Stanley Holloway plays his part to perfection. It is only 70 minutes long.

The plot:

A young married couple (Peter and Barbara Wickham, played by Brian Reece and June Thorburn) are travelling by train to the countryside for a romantic party weekend. Leaving his wife in the train whilst at the platform ready to depart Peter pops out to buy a newspaper but meets his old flame Carol Hankin (played by Kay Kendall) at the news stand and whilst they chat the train leaves for the country without him. Carol is also travelling to the same country party So, frantically, Carol and Peter try to catch up with Barbara, hiring a car in order to drive direct to the hotel. Unfortunately, the car breaks down and they end up having to spend the night together in a remote two bedroomed inn.

They are terrorised by the moralistic landlady and her staff. They are chased by Barbara and her parents (played by Stanley Holloway and Fabia Drake) who track them down to the inn. The mother-in-law assumes the worst whilst the downtrodden father can't wait for the next drink, chatting up every woman he meets.



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Fast & Loose, a 1954 film featuring a Bristol 402 (contd.)



Meanwhile Carol's husband, a pompous MP by the name of 'Hankin' played to perfection by Alexander Gauge (Friar Tuck in the Robin Hood TV series) is also on the trail. Although he only appears late in the film, he drives the Bristol 402 in several scenes.

I can't finish the storyline without mentioning Dora Bryan and Reginald Beckwith both of whom play supporting roles. Bryan as the maid and Beckwith a local vicar.



The car:

Anthony Crook Motors (ACM) secured the registration number MPH100 in 1949 when first issued. Tony Crook used the plates on many cars which passed through his hands. We don't really know if he bothered to change the registrations over or perhaps in this case only used them stuck on a car. There were no white or cream Bristol 402s which left the factory and sold in the UK but ACM does list a second-hand 402 in cream for sale in several their adverts

during 1953. So, the conclusion I draw? This particular car had been repainted, presumably by ACM.



Fast Loose, a 1954 film featuring a Bristol 402 (contd.)

Followers of the Bristol story will know of the pair of new 402s supplied to Stewart Grainger and Jean Simmons a few years beforehand and so perhaps ACM were well known to the film studios around London where the film was made. Faced with a request to use a car for filming purposes perhaps ACM just put the MPH100 plates on?

Geoff Dowdle and I can narrow the car down to a few possible chassis numbers but perhaps some one knows?

I don't know if the film is ever shown on Talking Pictures TV, but it is highly recommended if you want to see some very familiar faces from the past as well as admire Kay Kendall.

Michael W Barton

19th February 2024

BOHT Lecture Day

The Bristol Owners Heritage Trust will be holding its next lecture day on Friday, the 19th of April, at the Atwell Wilson Motor Museum in Calne, Wiltshire, **SN11 0NF**.

We will be hearing from:

- Oliver Nuthall of INracing about their newly developed - and improved - Bristol engines,
- Stefan Cembrowicz will present a series of workforce portraits of people and processes from the Filton works in the 1950s, and Michael Crawford will talk about the mysterious V8 chassis lists.

The day runs from 11 am to 4 pm. Please contact [John Manley](#) to reserve a seat as seating is strictly limited to 40 places.

Tickets will be a very modest £15 to include Museum entry and a lightish lunch. There may well be cake.

Hope to see you there!

Stefan Cembrowicz



BODA MEMBERS' SUPPORT OF THE BRISTOL OWNERS' HERITAGE TRUST

The great majority of BODA's members will be aware that they have the option of supplementing their annual BODA dues of £30 with a £5 voluntary donation to the Bristol Owners' Heritage Trust (BOHT). Nearly 300 of our members have kindly already opted in, resulting in a contribution of nearly £1,500 per annum to BOHT's resources. On top of this, BOHT is able to make a "Gift Aid" claim of 25 pence in the pound in respect of those members who have submitted Gift Aid nomination forms, at no additional cost to these donors.

BOHT's report on its 2022 activities was published in the last quarter of 2023 and is available for download [here](#). The report makes interesting reading and is suitably transparent about what the Trust intends to do with its substantial cash pile. From the report you will also deduce that the support of BODA's members accounted for a third of BOHT's total donation-related revenue during the year. In other words, a very significant proportion.

At present BOHT only holds Gift Aid nomination forms from a small minority of BODA's donors. Any UK taxpayer is eligible to nominate their BOHT donations for the application of Gift Aid, provided their total scheme donations are not more than four times the total sum that they have paid in UK tax in each tax year. If you are not a resident of the UK but still pay sufficient UK tax to be eligible, then you are able to participate in Gift Aid as long as you can provide a UK postal address.

If you are eligible to participate in Gift Aid, and would like to do so for the BOHT, please consider completing the very short and simple nomination form. This will not only enable BOHT to claim Gift Aid in respect of your future donations but also, if you so nominate, any donations which you have made to BOHT in the last four years. The easiest way to do this is to complete and submit the form online, via [this link](#). Submitting the form online will only take a few seconds of your time.

However, if you would prefer to submit your nomination in paper form, a PDF is available for download [here](#).



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BODA MEMBERS' SUPPORT OF THE BRISTOL OWNERS' HERITAGE TRUST (contd.)

If you do decide to go down the paper route, the appropriate return address for the form is:

Treasurer, BODA
Great Barn
Easton Piercy
Kington St Michael
CHIPPENHAM
SN14 6JT

BOHT continues to be very appreciative of the support of BODA's members, at a time when the Trust's work in preserving the heritage of the Bristol marque is arguably more important than ever. We shall include BOHT's 2023 report in a future e-newsletter, as soon as it is available.

James Calladine

Treasurer, BODA

For Sale



1954 Bristol 450 Le Mans Aerodynamic Replica Coupe

See at [Bonhams Cars](https://www.bonhams.com/cars)



BRDC Silverstone lunch Saturday 20th April 2024 70 years of the Bristol 405



Warwick Banks is hosting a private lunch for BODA members and other Bristol car owners. It will be held at the BRDC Clubhouse, Silverstone on **Saturday 20th April 2024**.

This follows the similar events over the past four years, commemorating 100 years since the birth of Tony Crook, the UK launch of "Aero-Dynamic", by Simon Charlesworth and 2023's event marking 70 years since the Bristol 403 and 404 were launched.

This coincides with the Vintage Sports Car Club's Silverstone Spring Start - Hawthorn Trophy Race Meeting which is a two-day event over the same weekend.



BRDC Silverstone lunch Saturday 20th April 2024 (contd.)

Friday 19th April sees the Bristol Owners Heritage Trust lecture day at the Atwell Wilson Motor Museum in Calne and, besides the continued racing at Silverstone, Sunday 21st April will also be 'Drive It Day'. Why not make a weekend of it?

It is 70 years since the 405 was launched and the BRDC will allow us to park suitable cars (with drip trays please) in front of the Clubhouse with separate parking nearby for anyone else arriving in a Bristol or Bristol engined car. The Frazer Nash Club have 'nabbed' the lunch-time parade slot so we will just have to enjoy that from the sidelines.

We are also hopeful that the former staff of Bristol Cars and Bristol Cars Services will use the event to hold another staff reunion.

The weather was spectacular on previous occasions but for very different reasons, so we make no promises in that department.

The event is open to all Bristol owners so if you know someone who might like to come along but isn't (yet) a BODA member just let me know to arrange an invitation.

As before I'm making the arrangements with the BRDC on Warwick's behalf so please let me know if you'd like to attend. Guests are welcome.

Costs are £50 per person including circuit passes, a welcome drink, 2 course lunch with a bottle of white and red wine on each table followed by tea and coffee. Warwick and I hope you can make it. It is a real privilege to be able to use the BRDC Clubhouse and we are hoping that we can have an outstanding turnout, hopefully matching the 100 plus attendees in May 2023.

Could you please confirm your booking by paying £50 per person directly to the Bristol Owners & Drivers Association bank account at Co-Op Bank, sort code 08-92-99, account number 65417094 marking your payment with your name followed by BRDC. If you can't make a bank transfer please give me a call and we can make an alternative arrangement via cheque or cash. Please also let me know you are planning to attend with the names of your guests and details of any food allergies. Also, with details of your Bristol or Bristol engined car especially if you are arriving in a 405. I will then be able to confirm your place and attendance arrangements.

Michael W Barton, mwb0605@gmail.com or 07801 538170



Southport Classic & Speed 13th to 15th September 2024



2024 sees the third running of this event. It is organised by the Aintree Circuit Club. Southport, alongside Brighton, Bexhill and Blackpool is one of Britain's original Motor Sports venues. The Aintree Circuit Club is working to commemorate that and of course continue to make history.

For 2023 the organisers kindly arranged a closed class for Bristol and Bristol engined cars. That attracted five entries and we were able to make the inaugural award of the Anthony Crook Memorial Trophy to the fastest car in our class. The trophy went to Ben Maeers driving Peter Mann's Frazer Nash Le-Mans Replica RPJ1. Appropriately this is the car in which Tony Crook enjoyed his greatest motor racing triumph at Monaco in 1952. For those who know their Bristol history, Southport is where, in 1926, Crook became addicted to motor racing. You could speculate that without Southport the future of Bristol Cars (and cars) would have looked very different after 1960.

At this stage BODA is seeking interest from members. The expected format for 2024 is as follows:

Discounted accommodation at a local hotel with very secure underground parking.

Friday 13th September

An informal dinner for our group at one of the local restaurants.



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Southport Classic & Speed 13th to 15th September 2024 (contd.)



Saturday 14th September

Timed sprints along closed roads on the front. To take part you'll need a Motors Sports licence (free of charge and no medical required) and hopefully a competitive car. Last year the only lady entrant came fourth and felt very pleased with herself. As we are in a closed group you will not be embarrassed, and you will have a fantastic (new to

some) Motor Sports experience. In the evening there will be a black-tie dinner.

Sunday 15th September.

A concours type event at Victoria Park, Southport. Having attended the last three a display of Bristol cars will be well received. The event finishes with a parade of all cars around Southport town centre.

If you are interested in attending and participating in some or all of the weekend, please could you let me know as soon as possible. After the success of 2023 we already have two new entrants!

Michael Barton mwb0605@gmail.com

07801 538170



South of Ireland Tour

There has been significant interest in the Tour of the South of Ireland through Scenic Car Tours. So we have committed to go ahead. The company have arranged a number of similar events for other clubs. The itinerary is to catch the ferry from Hollyhead on 14th May at 14:10 arriving in Dublin at 17:25 ready for the drive down to Ashdown Park Hotel in Gorey, a town on the East side of Ireland just North of Waterford. This is a very scenic drive and we should arrive just after 7:00pm ready for dinner which has been arranged for that night. We will be staying there for a total of 3 nights giving a chance to explore the area which includes Wells House, [Johnstown Castle](#) and Waterford which has a [great museum](#) and of course tours of the [Crystal works](#). If people are interested, I will see if we can arrange something of an event with the team at [Wells House](#). The idea is to offer suggestions but not be proscriptive.

On 17th we will drive along the South Coast road, which is a good A road, to Cork and stay at the Kingsley hotel which fronts on to the original Cork Motor Race Circuit for 4 nights. We have dinner booked for the first and last nights. The circuit, where a Grand Prix race was held in 1938, was a road circuit of some 9.6km where average speeds of 93 – 96 mph were the norm and the same roads can still be driven today. In the area is the [Titanic Experience](#) at Cobh, the last place the ship docked on its famous voyage, [Cobh Cathedral](#) designed by Pugin and [Foto Park](#), an amazing wildlife park. Further afield are [Kinsale](#), the 'Gourmet Capital of Ireland', Baltimore with its newly restored [Castle](#), [Garinish Island](#) with its wonderful gardens made possible by the Gulf stream and of course [Blarney Castle](#). We will be returning via Dublin on 21 May. There will be rally plate for each car and a road book with maps covering places of interest.

The cost is £1499 each for 2 sharing and £2198 for singles. For those seeking to use other ferry routes do speak to Scenic, one member has already been able to vary the ferry route through them. However, where people book their own ferries or live in Ireland there is a £350 discount per booking. Scenic is ABTOT registered so the event is projected financially. You do not have to come in a Bristol, though this is to be encouraged, this is about doing things together as much as anything. You can book on [line](#) or by telephone on 01732 879153 quoting IRE-BODA.

Please get your booking in promptly as we need to confirm the hotel and ferry bookings to secure the price. All the details can be found on the [BODA website](#) under the events tab.

Mike Hallssey, mikehallssey@icloud.com



North West England Events

19th May

Lytham Hall Classic & Performance Motor Show. Lytham Hall, Ballam Road, Lytham, Lancashire, FY8 4JX (sign posted from town centre). Make the most of the beautiful spring with a combination of horsepower and history in front of this classic Georgian Mansion.

27th May

40th Yorkshire Classic & Performance Motor. Ripley Castle, Ripley, Harrogate, HG3 3AY. Bank holiday Monday 27th May 2024. Packing Ripley's magnificent show field next to the lake, there will be a sweeping display of hundreds of classic cars from all eras, plus classic motorcycles, kit cars, custom, modern classics, vans, light commercials, trucks and Land Rovers.

23rd June

23rd Lake District Classic & Performance Motor Show. Hutton-in-the-Forest Classics in the Park, Hutton-in-the-Forest, Penrith, Cumbria, CA11 9TH. Set in truly stunning surroundings, Hutton in the Forest in North Cumbria, is the perfect backdrop to display classic cars, kit cars, custom, modern classics, motorcycles, light commercials and Land Rovers.

30th June

Classic & Performance Motor Show at Hoghton. Hoghton Tower, Hoghton, Nr Preston, PR5 0SH. Classic Cars, Club Stands, Motorcycles, Light Commercials, Ex – Army and Classic 4x4's and performance cars filled the tilting greens, the courtyard and the field in record display over the last couple of years and we look forward to welcoming them all back.

7th July

25th Leighton Hall Classic & Performance Motor Show. Leighton Hall, Carnforth, Lancashire LA5 9ST. Huge selection of classic vehicles, including classic cars, Land Rovers, motorcycles, vans, kit cars, custom, modern classics, trucks, 4x4s, military vehicles and commercials.

25th August

27th Ripon Clubs & Classics Motor Show. Ripon Racecourse, North Yorks, HG4 1UG. The exhibiting numbers and clubs continue to grow with over 500 historic vehicles, including classic cars, Land Rovers, motorcycles, vans, kit cars, custom, modern classics, commercials, trucks, and ex-military vehicles.



1st September

Cheshire Classic & Performance Motor Show. Arley Hall & Gardens, Northwich, Cheshire, CW9 6NA – please follow brown tourist signs to Arley Hall on approach to the venue from the M6 or AA signs. Visitors to this stunning historic house, Arley Hall near Northwich, Cheshire will be treated to displays of classic cars, motorcycles, kit cars, custom, modern classics and classic Land Rovers, as well as an exciting auto jumble and a host of trade stands. You can also feast your eyes on retro, sports, modified and supercars from any age. Arley Hall's Gardens are a place of enormous character, charm and interest.

Kevin Roberts twostrokecharlie@hotmail.com

East of England Events

Spring is apparently on its way, although not according to the forecast today. However regardless of this if you are anything like me that means getting a service completed and having an MOT in time for the various outings this year. For our road trip we are heading to the Isle of Man, which by all accounts is a Mecca for classic cars, as well as the motorcycle racing. I have heard however that the island which has the most classic cars per head of population is Malta, I was there years ago and certainly the buses fitted the classic category!

Thank you for the expressions of interest for the events this year being organised in the East of England, it is very helpful to know the level of interest so we can arrange things appropriately with our hosts. Some events are still TBA and I will let you know once dates are confirmed.

April

As our opening event, on **Saturday April 6th** we have been very generously invited by a member to visit the I S Polson workshops at Mill Farm, Ashfield Green, Wickhambrook, Newmarket, Suffolk, CB8 8UZ. We will be there for a tour, chat and coffee from 10am. They specialise in Talbots, and are experts and restorers of other spectacular cars from that period. I can vouch for the speed of their Talbots - when I used to race my Riley it would not be that many laps before I saw a Talbot in my mirror, closely followed by its rear end disappearing up the road in front of me!

Ian Polson is an enthusiastic BODA member and owns a 403.



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East of England Events (contd.)

The workshop is not far from the Queens Head pub at Rede Rd, Hawkedon, Bury Saint Edmunds IP29 4NN, where the VSCC are holding a meeting (that day) from midday. The plan is to spend the morning with Ian and then head to the Queens Head (they have a sandwich menu on Saturdays).

We are also meeting at the Angel, Larling, just off the A11 near Snetterton, on the **Saturday 20th**, from 10.30. Lunch has been booked for 12 of us, and please let me know if you will be staying for lunch so we can expand or contract the number of seats reserved. Many thanks to Peter for sorting this out.

In May we have two events, and if you have not done so please let me know if you can make either or both:

Saturday 4th May

Visit to Dedham Vineyard, Suffolk. The plan is to be there about lunchtime. Please let me have expressions of interest. Thanks, it will help our hosts too.

Sunday 19th May

Shuttleworth Collection Flying Day, Biggleswade - joint meeting with Facel Vega Club. Aircraft, Cars, Gardens - something for everyone!

We are checking accommodation - so please let me know if you provisionally may want to stay Saturday night. I have some expressions of interest, and it would be great to support the FV club with as many Bristols as possible - they approached us to join them via a BODA contact

July

The visit to Bridge Classic Cars in Suffolk, provisionally on July 17th - details to follow next month

October - we plan to visit the flying day at WW1 Stow Maries Airfield in Essex. This is on the 12th and near the time I can arrange to have a parking area together. Stow Maries have a Wings and Wheels day that is too close this year to our May events, but if we enjoy this visit we can add it to our 2025 calendar.



East of England Events (contd.)

Dates are still to be confirmed for:

The pub meet near Cambridge (possibly two meetings, June and September)

A visit to Paul Woolmer's racing car workshop near Bedford

We attended the Festival of the Dead last year which was enjoyed by all, and it may reappear some time this year. However no details are yet available, and it may not be in the East either, so news awaited.

There are many other Bristol events outside our immediate boundaries, and events organised by others that will have a motoring theme, and Bristol interest too. If you know of any externally organised event you are going along to I can add it to the newsletter if you let me have details.

So far we have:

The **Letchworth GC C&VCC** picnic event has shifted forward a week this year and is now on **8th June not 15th**

If you fancy a trip to Kent in April - a regular meeting of the **Kent Classic and Sportscar Group**, which takes place every other Saturday morning at The Moat House, Wrotham TN15 7RJ from 9 to 11.30 a.m. The venue is near the junction of the M20 and M26. Liz Lucy, the organiser likes to feature particular marques at each event and on **27th April** it will be the turn of Bristols and Bristol engined cars.

If a **trip to France** in spring tickles your fancy then I am told by a member that Hogan Travel have an opportunity for a trip to the Loire valley near Angers on 20th May. It costs a bit over £250 pp for 8 days based on 12 people joining the tour. They suggest the Portsmouth to Caen ferry journey to avoid motorway tolls. It is then 3-4 hours to the Gite. I have more details, and if you would like these just let me know.

Barrington Classics, Regular meeting on first Friday of month, April to October, 20 mins south of Cambridge on A10. Lovely old pub, good food, c.100 cars on village green (if the weather is nice!)

Chris Dady cmdady@btinternet.com



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Llangollen Weekend in October

I am arranging another weekend visit to Llangollen in North Wales.

Some of you will remember the marvellous time we had in 2017 in and around Llangollen.

So, the proposal is as follows:

Weekend 4th October, 2024

1. A boat trip across Telford's Pontcysyllte Aqueduct
2. A visit to Chirk Castle (National Trust)
3. A journey on the Llangollen Heritage Railway

The Hand Hotel in Llangollen can offer the following rates

B&B £110.00 per room (double or twin)

Saturday night dinner in the Denbigh Room is £35.00 per person.

The proposed rates are as above and may be subject to slight changes.

Please let us know by **25th February** if you are interested in these trips, and how many nights you would like to stay.

Can you also indicate which of the outings you would be interested in.

Please contact me via e mail mgdmurray@aol.com if interested.

Mike Murray

New Models from Rialto Models 1:43 : British cars



*Rialto Models 1:43
Bristol Beaupighter 1980*

These are strictly limited and exclusive models, maximum 100 made (Bristol Beaupighter 60 models only), completely handmade in Europe. In general Rialto produces model cars of which no model was ever available in 1:43.

See Rialto website for details of the available models but note that order enquiries are best sent by email to rialtomod@hetnet.nl for the time being, as the website is brand new.



Save the Date! Plan your Bristoling Year 2024 Updated BODA Events Schedule

➤ Caffeine & Machine Gatherings – Tuesday 9 April, 11 June, 13 August, 10 September & 12 November

Caffeine & Machine is an eatery just south of Stratford which is described as the Ace Cafe of the Midlands. It has a great reputation as a place to go with your car. Whilst the venue is immensely popular, and getting in at the weekend requires a pre-booked ticket, these Tuesday gatherings will not require advance reservations. Arrangements are informal, with vehicles normally arriving in the early afternoon so that owners can meet up for lunch.

It will be helpful if those planning to attend can let Mike Hallissey mikehallissey@icloud.com know in advance.





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2024 Updated BODA Events Schedule (contd.)

➤ Silverstone Spring Start - Hawthorn Trophy Race Meeting Saturday 20th April



Warwick Banks has very kindly agreed to host a lunch for BODA members, friends and other Bristol owners on Saturday 20th April at the BRDC Clubhouse Silverstone. This coincides with the Vintage Sports Car Club's Silverstone Spring Start - Hawthorn Trophy Race Meeting which is a two-day event over that weekend.

(For full details see separate article above on page 15/16)



Some of the former staff of Bristol Cars May 2023



Turning in after parade laps May 2022



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2024 Updated BODA Events Schedule (contd.)

- **Sunday 12 May - joint meeting with Facel Vega Car Club at Shuttleworth Best of British Air Show, Biggleswade, Beds SG18 9DT**



The Best of British Air Show commemorates the history of aviation and automotive technology in Great Britain, as well as the influence it has had across the whole world. Shuttleworth promises thrilling air displays from both the Shuttleworth Collection of vintage aircraft a host of visitors. Shuttleworth air shows also offer various ground attractions and an RHS Partner Swiss Garden for a more relaxing change of scenery.

Contact Chris Dady cmdady@btinternet.com for details



- **Friday 14 to Sunday 16 June – Invitation to attend Standard Motor Club International Rally at Norton Park Hotel, Sutton Scotney, Winchester SO21 3NB**



BODA members have traditionally been invited to join the SMC's annual rally and we hope to be able to support the event in greater numbers in 2024, as this year will mark the Golden Jubilee of the club.

Further details can be found [here](#) and an entry form is available [here](#). It will be helpful if anyone planning to attend could also drop a line to events@bristoloda.org



2024 Updated BODA Events Schedule (contd.)

- **Sunday 14 July – Invitation to attend Armstrong Siddeley Owners Club National Day at Charlcote Park, Warwickshire CV35 9ER**



The ASOC have indicated that they would love BODA members to join their National Day, which in 2024 will also be attended by the Daimler & Lanchester OC and the Alvis OC. The ASOC are intending to have a few light-hearted driving tests (nothing against the clock) to add some interest. For those of a “Concours” mindset, there will be a class for other classic cars and judging will take place in the morning. An application form is available [here](#). Will those planning to join this event please also let us know via an email to events@bristoloda.org

- **Southport Classic & Speed – Saturday 14 & Sunday 15 September**



2024 will see the fourth running of this event, organised by the Aintree Circuit Club.

Southport, alongside Brighton, Bexhill and Blackpool, is one of Britain’s original motor sports venues. The Aintree Circuit Club is working to commemorate that and of course continue to make history.

For full details see separate article above, page 17/18



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2024 Updated BODA Events Schedule (contd.)

➤ Castle Combe "Autumn Classic" - Saturday 21st September



The Bristol Owners Heritage Trust is once again planning to invite BODA members to participate in this famous event at Castle Combe Circuit near Chippenham, Wiltshire, and further details will follow.

➤ NEC Classic Car Show - Friday 8th to Sunday 10th November



BODA will again be represented at the NEC in 2024, and volunteers will most certainly be required to help resource the stand over the three days. We have yet to be informed by the organisers of the theme for the 2024 show, which may influence our choice of cars for the stand. Please will anyone interested in volunteering to assist on the stand please contact events@bristoloda.org.



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