



Welcome

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Mike Brook's 403 and AA box no. 472, on the A93 west of Aberdeen

*Editors: Richard Sanderson, Andrew Gibbs
August 2025*



Membership Matters

New Members

656	Rob	Meredith	meredith239@hotmail.co.uk	07875336748	Worcestershire
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658	Tommy	Abdy Collins	Tabdy48@gmail.com	07875336748	Gloucestershire
659	Andrew	Bell	andrewjohnbell@andrewjohnbell.co.uk	7471234567	E Yorkshire
660	Edward	Bass	Ed.bass416@gmail.com	7887503725	London

Go to www.bristoloda.org/members if you just wish to access your Membership record. You can amend any of your details here. You can setup a Direct Debit for your Membership fee or pay via PayPal. Bank details are here if you prefer to make a bank transfer. If you wish to pay by cheque, details of where to send your cheque are also here. Any difficulties please contact me.

Or if you have difficulties logging on to the main BODA website at www.bristoloda.org also please don't hesitate to contact me.

Simon Kinder, Membership Secretary, memsec@bristoloda.org

Reader's Rides in BODAcious

We've got some beautiful cars in the club, that have been restored to, and kept in, the very highest of standards. We've also got some survivors in regular, even frequent, use, that proudly wear the patina and battle scars of their many miles. We've got some in between, too.

Irrespective of their shine all have the elegant proportions virtually unique to Bristols. They're all wonderful in their own way and worthy of greater exposure to other members.

So if you want to see a picture of your car in BODAcious, now you can! Whatever the model is, absolutely fine, from 400 to Fighter.

Send a picture if it to Bodacious@bristoloda.org, preferably in jpeg format please, and I'll print it as space allows (the magazine has to be a multiple of 4 pages). Put 'Reader's Rides' in the subject line, too.

Many thanks to those who have already submitted photos of their cars.

Mark Stuart

BODAcious Editor



The Membership Secretary

Jane Smith says Good-Bye as Membership Secretary

After 5 years as BODA Membership Secretary I am handing my duties over to Simon Kinder. I have very much enjoyed being Membership secretary. It's been a pleasure taking your phone calls and helping with your queries. It has been a great privilege to have met and spoken with so many BODA Members.

I am stepping down as I now have two new grandchildren who are claiming all of my free time, but I have no complaints about this change in my life!

I am still myself a member of BODA and will still be involved with the club for many years.

Jane Smith

Our New Membership Secretary, Simon Kinder introduces himself.

I am a retired RAF engineer officer with a long-term interest in classic cars having had Rileys and Triumphs in the past before buying my Bristol, a 1973 411 Series 3. In addition to taking on the Membership Secretary role I'm also a volunteer Blood Biker, spending many hours on the road at night and over weekends in all weathers ferrying bloods and supplies for the NHS.

I recognise I have a hard act to follow in taking over from Jane and would like to thank her for her assistance and patience in handing over the role. I probably won't get everything right straight away so please get in touch if you have any queries. I'll endeavour to answer as quickly as I can - provided I'm not out on a bike!

Simon Kinder

memsec@bristoloda.org



Arnold Bettess 7th January 1942 to 30th June 2025

An appreciation



Arnold and Rosa Bettess at Le Manoir aux Quatre Saisons Autumn 1991

Many Bristol owners will remember Arnold Bettess who sadly died recently. He was often accompanied by Richard, his son, to many Bristol and other car related events.

Arnold was born in Fleetwood to a sailing family. His grandfather was a fisherman, then an important industry in Fleetwood and his father a merchant seaman.

By 1953 the family were in Bristol and Arnold attended Fairfield Grammar School, unusual in those days as it was a mixed school. Besides starting his interest in Bristol cars, he also met Rosa at the school who later became his wife and then mother to their two sons, Richard and Jonathan.

Whilst Rosa went to University in Southampton, Arnold went straight into teacher training at St. Luke's in Exeter where he qualified as a primary school teacher. From Exeter Arnold started his teaching career at a school on

Canvey Island whilst Rosa completed a PGCE in London.

Arnold & Rosa were married in Bristol on the 10th of April 1965 and shortly afterwards, wanting to avoid the Midlands and having lived in the South East, and the South West, the lure of the Lancashire hills brought Arnold 'home' to the North-West and Rosa became an adopted Lancastrian.

Arnold progressed quickly in his vocation becoming Deputy Head at Mount Pleasant Junior School in Clayton-le-Moors. Friends recall how he loved the job and had particular patience with the less academic students. Nevertheless, he was promoted into school management and spent the remainder of his career in reprographics at Accrington & Rossendale College. Neighbours remember his efforts to keep open the local primary school at Barrow, near Clitheroe, close to their home.



Arnold Bettess (contd.)

He enjoyed a wide range of outside interests besides Bristol cars. He was a long-term volunteer at Bancroft Mill Engine Museum running the steam boiler at weekends. He led the delegations to and from Whalley's Loire Valley twin town at Vihiers and he had serviceable French. Rough shooting was another hobby where he became an integral part of the syndicate.

Having bought his first Bristol (a 411) in the early 1970's he went on to own several more (another 411, a 405 and the first 406 saloon), as well as a Riley Merlin, a Mark VI Bentley and a Mercedes SL.

Arnold led the Bristol Owners' Club M62 section from the early 1980's until it sadly became defunct in the early 2000's. He served as Reprints Officer then Regalia Secretary for the BOC and was awarded the Sir George White Trophy in the early 2000's.

He was an early supporter of BODA and served as our Regalia Secretary long into his retirement. Members will recall that became a family affair as Richard served as our Treasurer for six years in the late 2010's.

Arnold always said he retired too early, but he was kept busy with his hobbies and taking care of Rosa and Jonathan. He particularly enjoyed cooking and wines often featured as part of the processes of food preparation, serving and then enjoying hospitality.

Arnold himself was a quiet retiring type and was universally liked and respected. Both Rosa and Arnold made a real impression on Gale and me, when they made us so welcome at many events from 1989 onwards. I can't recall meeting anyone who had anything but kind words for Arnold. He is survived by Rosa and Richard and will be missed by us all.

Michael W Barton

13th August 2025



Progress Update on the 411 Prototype

The mystery of the alternator mounting was solved with a nudge from a real Mopar man. I would never have thought of using a bolt hole and facing on the end of the head to support the mass of the alternator. I have tied the mounting point together to reinforce the fixings.



The power steering pump is mounted in its original position on a much simplified and modified bracket; I can now add power steering fluid without moving the alternator.

A crankshaft pulley with three grooves has been added to allow the two drives to be adjusted independently. However the OEM part was just too large in diameter and locked with the water pump pulley, a few minutes on the lathe will sort the problem.

The air filter housing had been abused in several areas; the shape was restored using the plain shiny hammer and dolly. Painted in metallic silver it looks the part.

The engine goes in next week and the original exhaust fitted; the fuel and the brake lines have all been replaced. All the old under bonnet wiring has been removed so these need to be replaced and insulated and the new 12v ignition system installed.

An interesting week's work!

Andy Gibbs



70th Anniversary of the 1955 British Grand Prix

Saturday 9th August saw BODA's participation in the celebrations to mark 70 years since the first British Grand Prix at Aintree, the first win of a British Grand Prix by a British man, Stirling Moss, on 16th July 1955. This was also Stirling's first ever Grand Prix win anywhere. Stirling drove a Mercedes W196, narrowly and controversially beating his teammate Fangio into second place. Students of history will know this race was the last for the Mercedes Team for over 30 years coming as it did straight after the disaster at Le-Mans in June.

Built in 1954 the motor racing the circuit hosted the [Formula One British Grand Prix](#) five times, in [1955](#), [1957](#), [1959](#), [1961](#) and [1962](#).

In addition to the Grands Prix, which were organised by the [British Automobile Racing Club](#), the circuit held eleven non-championship Formula One races, known as the [Aintree 200](#), first won by [Stirling Moss](#) in 1954 with the last winner being [Jack Brabham](#), in April 1964 (Brabham had made his Formula One debut at the circuit in the 1955 British GP. Two years later, Moss and [Tony Brooks](#) became the first British drivers to win the British Grand Prix and a round of the Formula One World Championship in a British car, the [Vanwall](#). The 1957 Grand Prix, titled the "[European Grand Prix](#)", was the premier Formula One event of the season, attracting 150,000 spectators.

The full Grand Prix circuit was last raced on in 1964, but part of it – the Club Circuit – remained open,



The BODA table

and was operated by the Aintree Circuit Club from the mid-1960s to the late 1990s.

The celebrations started with sprint demonstrations on the start finish straight by period racing cars, we were then permitted three parade laps of the (just about intact) original circuit in our Bristols before enjoying a private dinner in the Princess Royal Suite within the circuit facilities.

Whilst we were limited to an official 30mph on parts of the circuit the motor bike marshals took a much more relaxed approach on the less visible parts around Valentine's Way, Canal Curve and Sefton Straight where 80 mph appeared on the speedometer of the 406S momentarily.



70th Anniversary of the 1955 British Grand Prix (contd.)



High Sheriff of Merseyside, Billy Hui and his consort Kerry Berrisford

The dinner was great fun, attended by the High Sheriff of Merseyside with his consort and we were entertained later by several guest speakers including Jason Plato.

It truly was a great honour for BODA to be invited to take part in the celebrations and to be allowed to drive around the original hallowed tarmac.

Michael W Barton

BOHT News

1) Treasures from the Archives

The Bristol Owners Heritage Trust is busy, sorting, conserving, collating and archiving, the haystack of paperwork we had at last acquired from the sad wreckage of Bristol Cars Ltd. Two or three of us convene once a week in a really useful workspace in Aerospace Bristol Museum, just behind the Bristol Freighter and Bristol Bolingbroke that Aero Collection engineers are busy fettling.

With the help of several students and others on Real Living Wage, we are producing Car Heritage folders with a full provenance of each car each vehicle. Bristol only made 2700 odd cars and we are assembling build sheets, warranties, letters from owners, and, where we have any, service history in one place to confirm the heritage of every Bristol made.

I have to say Bristol owners are not easily pleased and there are a number of solicitors letters as well!

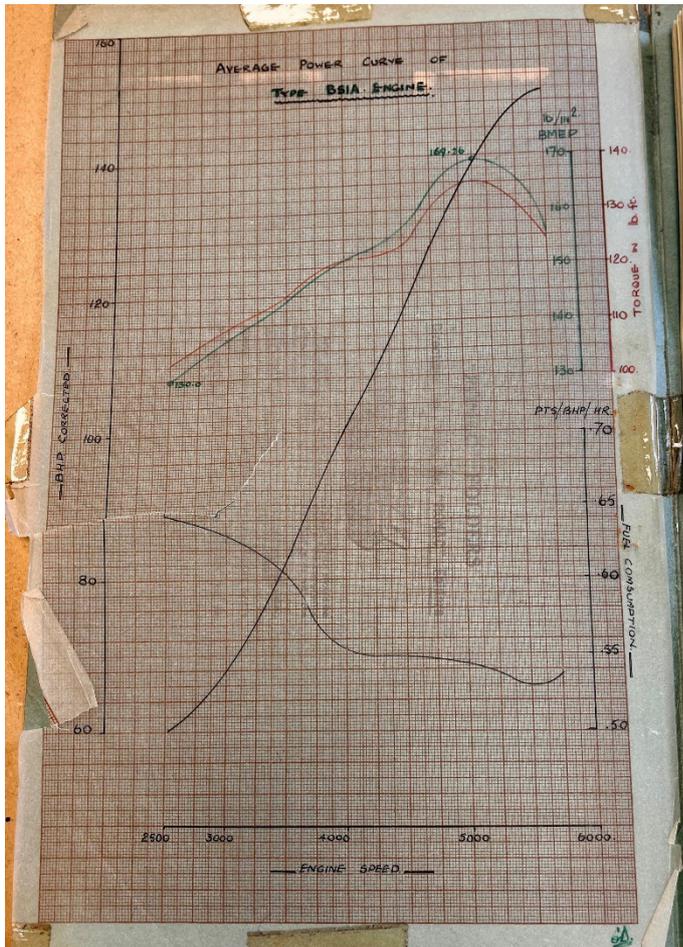
All sorts of things are turning up and we are able to sell spare duplicated material which we already have eg original manuals, handbooks, and brochures ([see price list for details](#)).



Treasures from the Archives (contd.)

Here's an example of how Bristol did things back in the day:

A 1950s chart from the brake dynamometer of the Type BS1A engine. As it runs up to 6000 rpm, I'd suggest only the boldest 2 litre owners should try this at home...



Yours in Bristol

Stefan Cembrowicz

2) BOHT and Bristol Cars Commercial History

You will know that the Bristol Owners Heritage Trust, under the leadership of Stefan Cembrowicz have pulled off the deal of the century by obtaining large swaths of the records of the Bristol Car company. The purchase includes all office documentation, engineering data sheets, several plan chests of drawings and some of the original bucks used to manufacture the bodies.



BOHT and Bristol Cars Commercial History (contd.)

As a relatively recent volunteer with BOHT I was introduced to the enormity of the task by Michael Crawford. There are many facets to what the Trust is doing on behalf of current and future owners of Bristol cars. My menial task has been to help collate the customer files into chassis number order. This is perhaps not quite as simple as it sounds as the chassis number, if at all, is often hidden in a sheaf of documents. These documents will be of great interest and value to owners who want to know more about the history of their cars. For me it is like looking into the very commercial heart of the Bristol Car Company.

Documents include customer's letters both complimentary and some not so complimentary with occasional legal communications. There are letters sent by Mr Crook some ingratiating as was one to The Sultan of Brunei and some very "brisk". There are several photos of owner's cars. Interestingly there are a few originals or copies of brown/green logbooks along with more recent DVLA registration documents. One DVLA document I saw read "Keeper: King Hussein of Jordan". Other documents relate to Anthony Crook Motors prior to Anthony Crook taking over the company.

There are several documents relating to customers wishing to trade up their Bristol for later models showing loyalty to the brand. Other documents relate to changing of registration numbers which again could be of interest to current owners. A Jensen Interceptor handbook we found was the very one for a friend's car, what are the chances of that. It is now reunited with the car.

You will have read that BOHT are already selling duplicate copies of some documents which bring in some funds. Some thought needs to be put into ongoing funding of BOHT so they can keep up their good work. At present BODA (Bristol Owner Drivers Association) make a welcome annual contribution but this only represents a proportion of the total Bristol owning community who will benefit from the work of the Trust. Bristol owners owe a great debt to Stefan, Michael and his team for the work they are doing to uncover and preserving the history of our cars.

Clive Perry



3) Vintage mid-century Industrial Furniture up for Grabs!



The Heritage Trust is condensing the contents of its paid storage space, currently running at nearly £700 per month and is sorting, categorising and archiving the contents of all the 15 Filing Cabinets, and the 40 or 50 storage crates first, before we tackle the dozen tall plan-chests containing the drawings, plans and sketches.

Two or three of us spend a day a week in a very nice workspace in Aerospace Bristol in the company of worthy ex-Aero engineers busy assembling the Bolingbroke fighter

bomber, which they brought back from California, and then the Bristol Freighter which they brought back from the Antipodes. (Resourceful guys...). So we are in goodly company.

We also employ three or four outworkers who are sent home with as many hanging files as they can carry to categorise and sort followed by indexing on a gigantic Excel spreadsheet (which, due to my own IT incompetence) I am kept well away from. Luckily, we have found three bright students (Durham, Cambridge, and NYU) who are very quick and accurate.

So -we are now freeing up space and have three empty Bristol Cars filing cabinets up for grabs. You would've seen these in the basement of the Kensington showroom, if you were ever able to penetrate into the heart of the beast. They invoke the era of the car division, the birth of Bristol Cars Ltd, and the era of Sir George, followed by his partner the charismatic TADC.

These are free to collector, or I can even help deliver locally (unless the Land Rover Head gasket goes again).

No charge, but the Heritage Trust is never offended by any offers of modest (or otherwise) donations.

Please contact Stefan Cembrowicz or Michael Crawford, if you'd like one or more pieces so evocative of our Bristol car heritage.

Yours in Bristol

Stefan



Some thoughts on the Bristol Fighter

Anyone fancy a chat about The Bristol Fighter super car (not WW1 aeroplane)?



I expect those of you who are interested in its conception will have already found much (if not repetitive in the motoring press) information on the subject including Toby Silvertons' excellent video about its design and production. Maybe some of you have seen the amateur videos on the internet showing people who sneaked into the ex BOC factory after the Bristol company closed and filming the abandoned cars and equipment prior to its sale/auction.

So I'm not going to preach to the initiated, but if you are not? Then here are some details which I have found but I welcome comments and corrections! So here goes...

Speculation continues about how many of these amazing cars were actually made or incomplete? So far, I have estimates of between 9 and 20 with at least 4 unfinished! The current figure seems to be 14.

I have been working on the prototype cars' electrical system, identifying wires one by one to and from locations and along the way learning more about its creation and the various manufacturers parts used. Electrically it was a huge leap forward into the world of electronics from the previous days of switches and relays systems up into the world of computer style electronics, one which must have been very costly in development.



Some thoughts on the Bristol Fighter (contd.)



To start, using ECU's (Electronic Control Units) for engine management, Traction control/ABS (Anti lock Braking System) was indeed a very bold move into "The modern world". Aston Martin were doing it too, perhaps a little earlier than Bristol with their DB7. A complete re-thinking of the way things would operate and with a lot more wiring to be utilised! Plus, the added notion of using available parts from different manufacturers and making them compatible with each other in the one vehicle, WOW! Some other car manufacturers had problems doing a similar thing at the time, it must have been a massively challenging and costly exercise for any company.

I've also worked on two other Fighters. Now I'm no stranger to the Dodge Viper V10 engine as I came across it several times in my years travelling the UK specialising in American Cars electrical systems. The V10 version Bristol used was not quite Dodge stock it seems, but had Bristol camshafts fitted, and although it used the Dodge Transmission it was again modified by Bristol using their own ratios to give high speed cruising. The original 525bhp/525ft lb torque engine was apparently uprated as an option just before the car went into production for the summer of 2004. Then there was an upgrade "tweak" which produced 628bhp and 580lb/ft torque thus becoming a Fighter S, according to my research, which may raise questions! Apparently next it was uprated again in 2006 running 1012 bhp thus becoming a Fighter T, which doesn't appear to have made it to a production run! Interesting to me now is the Engine Control Unit computer which probably has software that I may be able to access with my Dodge diagnostic equipment and wiring diagrams.



Some thoughts on the Bristol Fighter (contd.)

So perhaps now we can populate the rather vacant section of the club website with some more discussions or stories on The Bristol Fighter. Anonymity and location can of course be respected.

All comments, corrections, criticism gratefully received!

Phil James

<http://www.classiccar-electrician.co.uk>

NXT 655 403-1402 - Tuning and running in

After a few hundred miles of running in, the 403 was performing OK, but I felt that it was a bit down on the power I had been expecting. Suspecting that I had not done a very good job setting up the timing and the carburettors, Andy Gibbs very kindly offered to come and show me how to do it properly. At the same time, he had expressed an interest in coming up to



Scotland to see one of the Highland Games. We have one of the best here in Aboyne (The “Traditional” Highland Games – first Saturday in August every year), so we arranged for Andy and Gill to come up to stay for a few days around that time.

We used three Gunson Carbancers to balance the three Solexes. One of the Solexes was way out. Balancing three carburettors is quite a tricky job, as each carburettor needs to be adjusted individually, which means that the common linkage from the accelerator pedal must be set up so that it doesn't alter the settings on the other two. This was achieved by temporarily taking the three springs out of the linkage and just using the linkage to hold the three throttle pivots against their respective back stops. We also checked the contact breaker gap (it had settled and was too small) and then re-checked the timing. There are no timing marks on this engine, so the timing was set simply by advancing it to give smoothest and fastest running at 2000 revs, then backing off a fraction. We then went for a run. The performance has been transformed, and NXT 655 now runs very nicely indeed. It is tough keeping to the under-three-thousand-revs rule whilst running in – the engine is wanting to rev further!



NXT 655 403-1402 - Tuning and running in (contd.)

The 403 has now covered a further 300 miles. It has become clear that the suspension is somewhat under-damped. The shock absorbers I bought do have the correct physical dimensions, but they certainly do not have the correct damping rates. I will see if I can get the adjustable Spaxes that came off the car rebuilt.



Another issue that has surfaced is the top hose. I have had two attempts to make one of the new available top hoses seal properly on the radiator stub. Both have been unsuccessful. So, I ended up putting an original design hose back on. It failed on a run a few days ago. It is certainly decades old, and a small lengthwise split at one end opened up further, which dumped coolant on the garage floor after the run earlier in the day (the temperature climbed above the thermostat setting after the engine was switched off, building up the pressure in the cooling system – it had been a very hot day). Doing some research and taking some

measurements, I have come to the conclusion that these modern hoses are always going to be at best a marginal fit. The original hoses have a 1 and 7/16" bore. This equates to 36.5mm in metric measurement. The hoses now being supplied have a bore of 38mm. When the hose clamp is tightened, there is too much rubber to try to squash onto the pipe stub. On my 403, this seems more of a problem at the radiator end than at the thermostat housing end, probably because the thermostat housing has a larger diameter annular bulge which helps to seal the hose. At the time of writing, I don't have a solution to this problem. I would though like to suggest that this could be a BODA project to make a batch of correct 1 and 7/16" bore hoses with the original "corrugated" form, which would enable the hose to bend to the correct angle, as well as being a better fit on the pipe stubs.

One of my recent "running-in" trips took me past one of only a very few AA boxes still in place and being maintained. This one, number 472, is on the A93 west of Aberdeen and is looked after by a small team of volunteers. It is believed to be one of only seven remaining in place in Scotland. I couldn't resist stopping to take a photo of the 403, maybe taking us back to a quieter, simpler time.



NXT 655 403-1402 - Tuning and running in (contd.)



Mike Brooks

(Addendum – I have now just received in the post another possible replacement hose from a different supplier. It is a fraction smaller in ID, and the rubber is not nearly as soft as on the ones I had tried before. I have also had a “tip” to stretch a piece of bicycle inner tube over the pipe stubs to increase their diameter by about 1mm. Something to try.)

Alloy Wheels just fitted to my 603.

I now understand what people mean when they talk about a reduction of the unsprung weight on a car and the effect it has on its ride and handling as this afternoon a change from steel to alloy wheels on WLO957S brought this into stark contrast. I found myself recently with a set of Jaguar ‘pepperpot’ alloy wheels which were not needed for my other 603 together with a properly modified set of wheel nuts to fit them to a V8 Bristol. I thought they would look smarter but had given little thought on what it would do to the ride and handling.



Alloy Wheels just fitted to my 603 (contd.)



Before



After

Since we removed the LPG tanks from the boot last year the ride at the back end has been a bit skittish over poor road surfaces and defects like pot-holes and covers. I knew that the shock absorbers were set on the firm side, and I had been thinking about trying to adjust them or replacing them with softer units to improve the ride on some of our poor local roads. With a bad back over the last few months the issue had become more acute especially driving to the local garage where several defects were quite jarring which was not helping the old hip and strained muscles. You may imagine my surprise this afternoon after the wheels had been fitted to discover the ride especially at the rear had been transformed, the suspension taking it all in its stride, no thumps no jarring just comfortable progress. On the open road handling seemed more precise and given it was good before is now exceptional for a 1976 car. Obviously I had to investigate why, and the internet gave the answer but it was nice just to experience what a change from heavy steel wheels to lighter alloy wheels can have on a car first hand.

I think I need to do something about the paint! Several areas have been touched up in the past with the use of a brush and in one or two the paint has been applied far too thick and not always in the correct shade of green. Now I know what it should be I have bought Crafts Master coach paint in the correct conifer green so I can carry on with the tradition.

Geoff Kingston



For Sale

..1). Pegasus Pedal rubbers



We have a great number of these pedal rubbers produced from the new tooling Pegasus have financed, an economic batch!

Available at £30/pr for rectangular shape

£28/pr shield shape

Andy Gibbs

pegasus@bristoloda.org

2). Bristol Gearbox

A Bristol gearbox complete with Laycock de Normanville overdrive. The overdrive unit is fitted with MGB GT ratios so it does provide a genuine fifth gear rather than overdrive gearing. First gear in the box is fixed (no freewheel mechanism). The gear lever is missing as it is currently in use in my 328 BMW. I used this gearbox and overdrive in my 328 BMW for several years. The box has been checked over by Stanton Motorsports and is in excellent condition.

I require offers over £7,000.00

Contact Details

Ken MacMaster e-mail : kenanddimacmaster@btinternet.com Telephone 01562 730798

Worcestershire



DVLA Reveals Changes to Historic Vehicle Registration Policies

We are pleased to bring you the below news of DVLA's announcement (see link below).

The Federation comments on the announcement:

"Following an extended period of lobbying and consultation by the Federation of British Historic Vehicle Clubs (FBHVC) culminating in the Call for Evidence to which Members responded in record numbers, the Federation can now share this Registration Policy Update from DVLA.

The Federation is very encouraged by these outcomes, not only with the revised policies but also with a clear change to a more sympathetic and pragmatic approach to the registration difficulties sometimes faced with older vehicles.

We also acknowledge the considerable time and effort Agency staff have obviously devoted to this matter and are grateful that they so carefully listened to our submissions.

<https://www.fbhvc.co.uk/news/article/dvla-backs-classic-car-industry-and-driving-enthusiasts-with-updated-registration-policies>

When the updated policies are published on Tuesday (see news link above), we will update the above news with the appropriate links. Please note that these changes encompass all types of historic vehicles

Kind regards

Mel Holley

Secretary, Federation of British Historic Vehicle Clubs Ltd

See also [HCVA Community Insights - Late Summer 2025](#)



BODA E-Newsletter

31st August 2025

Issue No 66

NEC 2025

We have been able to show off the joy of Bristols for a number of years and had a great stand again last year. We do not have a theme this year from the organisers but if you would be willing to show your car do let me know.

The show will run from 7th – 9th November. If you are considering offering us your car, please remember you will need to bring it to the NEC on 6th and you can retrieve it either on 9th or pick it up first thing on 10th .

Club ticket offer:

The club code CCCNOV5570 unlocks a £4.00 discount off single-day adult ticket prices or £2 off family, child & multi-day tickets. The club discount will be applied to the advance ticket prices before midnight on Thurs 6 Nov and the show open ticket prices thereafter. Full ticket

information at:

www.necclassicismotorshow.com/ticket-information . Encourage your club's members, followers and friends to purchase tickets before 16 October for your club to earn additional benefits.



Events Update – 28th August 2025

- **Regular Club Meetings**

The final 2025 **Caffeine & Machine** (near Ettington) meeting will be on the 26th November.

The 24th September sees the next meeting of the Eastern Section at the **5 Miles from Anywhere** pub in Upware, Cambridgeshire. The final 2025 5 Miles meeting will be on the 19th November.

- **Lytham Hall's Autumn Classic Vehicle Show - Saturday 13th September 2025**

The show will be open to all Classic Vehicle owners and they are very deliberately interpreting the term “Classic” loosely. Last year they had cars ranging from Pre-1930 vintage cars to modern supercars, from AC’s to Wolseleys.

Lytham Hall is the finest Georgian House in Lancashire - once the ancestral home of the colourful Clifton family - and has featured on “Antiques Road Show”. It is set in 80 acres of parkland about 1 mile from the town centre of Lytham itself. There are three floors with over twenty rooms, providing an insight into a fascinating past, which can be explored at your own pace.

We are told there will be ample on-site catering facilities and close proximity to the town centre offers the opportunity to enjoy all that “The Opal of the West” has to offer. For those wishing to make a weekend of it, there are numerous shops, restaurants, cafes and hotels nearby.

The show will be open to all eligible cars on a first-come first-served basis. Trade Stands will be in attendance.

The entry cost is a very reasonable £5 per car.

This cost covers show entry for the vehicle, driver and passengers - and includes a voucher allowing you to purchase two discounted tickets for hall entrance at £5 per person – normal price £9.50.

For more information, please contact Kevin Roberts, Event Organiser for the BODA North West region (twostrokecharlie@hotmail.com)



Events Update – 28th August 2025 (contd.)

- **2025 The Cataclean Southport Speed Sprint Revival 2025.**

We have been contacted by the ANWCC on behalf of Aintree Circuit Club with regards to their event, The Cataclean Southport Speed Sprint Revival 2025.

It will be held on Saturday 13th September 2025. This will be the 4th time this has ran, the 3rd as a full competitive closed road event.

They will be using the same stretch of Marine Drive as they have for the past 4 years but changing the start and finish locations and double running by using it in both directions, to create a 2Km course.

Andrew Sait

Events Coordinator

events@bristoloda.org

We need more Regional Coordinators

While we are very fortunate to have a number of dedicated event organisers around the country there are some regions where we are lacking and event organiser. These are:

- South East – covering the area from roughly Horsham in the west up to the Thames and down and across to the coast
- North East – covering the area from roughly Grimsby in the south up to Bamburg in the North
- Wales
- Scotland

If anyone in those areas feels like volunteering for the event organiser or would like more details, please let me know. In the meantime, if members are aware of any events local to them that they believe may be of interest to others, then please let me know and we can bring them to the notice of the wider membership.

Andrew Sait

Events Coordinator

events@bristoloda.org



BODA E-Newsletter

31st August 2025

Issue No 66

East Area August News

13th September - the 'pedal and drive' Suffolk churches car run - if you want to enter please contact Geoffrey on pedalanddrive@gmail.com or 07966 590619

Sep Wed 24th & November 26th - back to Five Miles from Anywhere Inn, Upware, 11 am onwards

October to be advised!

March or April 2026 Visit to P&A Wood in. More ideas for 2026 welcome.....

Chris Dady

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