



BODA E-Newsletter

31st October 2025

Issue No 68

Welcome

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Last run in the late Autumn sun before the winter



The 401 buck now in the Aerospace Museum

Editors: Richard Sanderson, Andrew Gibbs

October 2025



Membership Matters

New Members

<u>Member Number</u>	<u>Given Name</u>	<u>Family Name</u>	<u>E-Mail Address</u>	<u>Phone Number</u>	<u>Location</u>
667	Colin	Appleton	mail@colinappleton.com	07774123855	United Kingdom
668	Alex	Vazaios	Scuderiapiccolino@yahoo.com	+306977644209	Greece

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



Progress Update on the 411 Prototype – A Continuing Story!

And now for something completely different!

The car went to the auto electrician almost on time but before letting it submit to the mysteries of the rewire, I removed the interior including the door cards and the rear parcel shelf.

I had decided to reuse the trim. The rear seat and the front passenger seat were very dirty with cracked door cards and the driver's seat showed quite a lot of damage.



Professional help would be needed to repair the seat insert, the other damage could be carefully reinforced, filled and recoloured.

The door cards are held to the steel frame with

spring steel clips as in (left). Unfortunately, one door had been installed with no window seals hence the door card was rotten, most of it lying in the base of the door (above, right) The lower spring clips had rusted out, along with the window support rail. The rail is the same as fitted to the 403. Luckily, I have a source, these can be shortened in a way to replicate the originals.

I experimented with various cleaning products and methods, settling on simple soap and warm water and super fine scotch bright scouring pad. The seat was attacked in small sections rubbing in small circles, trying to use the minimum of moisture. The amount of dirt removed was surprising! The leather was allowed to dry out naturally. The cracks were treated with leather paint mixed to match the original.



Progress Update on the 411 Prototype (contd.)



The very dried out leather was painted with Neatsfoot oil, a leather reviver usually used on saddles and bridles not to mention horses' hooves. Care needs to be taken to protect edges which will need to be glued on re assembly see pics.

The door cards had to be replaced; this has seen off the remnants of my birch through plywood this is water resistant and very dense. The new panels have been cut to the originals. However there is so much missing that I have had to estimate the sizes and leave wriggle room so that a perfect fit can be obtained when I get the car back.



Progress Update on the 411 Prototype (contd.)

Stop press: Wiring update

Virtually all the wiring has been replaced or inspected, evidence of overheating and melted insulation is widespread.



The miserable Lucas 2 fuse system has been replaced. A rear view camera and high-level brake light have been added, the electric aerial was dead, the rotted outside repeaters have been replaced and the miserable plastic front indicators replaced with A Healy items. To accommodate the indicators, the bumper has been lowered to UK ride heights, this revealed blanking plates for Lucas 406 side lights (as fitted to 2 litre rears)

I have also had great fun cleaning and straightening the exhaust system this is manufactured from 2 mm thick stainless and should still be around when I am long gone. Has anyone a spare offside exhaust down pipe? Mine is made up of various bits and pieces welded together by Heath Robinson on an off-day. Andy

Andy Gibbs



Some Bristol Videos to Entertain!

(Just click on the titles to see the films)

[Bristol 409 - Plus luxe qu'une Bentley, plus rare qu'une Aston](#)

This is a French film about a 409. Don't worry if you don't understand French. Just enjoying listening to these French guys discussing Bristols and the 409. Unfortunately, the film comes to a rather ignominious end for the 409.

[From the archives: The Bristol 410 car keeping the 'flicking flame of tradition' alive](#)

ITV West have recently posted a lovely little film from the archives of the new Bristol 410. Lots of shots of early 410s in the factory.

If you don't live in the UK and don't have a VPN or similar, you may not be able to see the film ie it is geo-blocked.

[Amit's Bristol 400: The Incredible Resurrection.](#)

A film about an enthusiast restoring a badly rotted 400 in India. Dedication, perseverance and some money brings this 400 back to life.

[Brian May - Bristol Car Collector](#)

[Bristol 405 walk around.](#)

[This Incredible 1955 Bristol 404 Is The British 300SL That Time Forgot](#)



BOHT News



The Isle of Man Motor Museum has just provided a home for the Heritage Trust's 412 Zagato buck. This will be on a long-term loan. It went across the seas to its new home last Saturday. When on the island DO visit the museum.

The Heritage Trust's other bucks have gone to the National Motor Museum at Gayden, the Science Museum in Wroughton, the Atwell Wilson motor museum in Calne, and the Bristol Industrial Museum.



Moretonhamstead motor museum is sadly closing and our 410/411 buck there has to be found a new home shortly. Negotiations are underway - please watch this space!

Meanwhile, the Heritage Trust never rests. We are busy in our work room in the delightful Restoration hanger at Aerospace Bristol, tucked away behind the mighty Bristol Freighter and the Bristol Bolingbroke, which was brought back from California, after giving wartime service on two fronts, both over the Pacific and over the Atlantic against Axis submarines. It is lightly riddled with bullet holes, but these appear to be postwar from passing Californian pedestrians.



BOHT News (contd.)

Members of the Aero Collection are seen above, raising one of its mighty radial engines into place with a block and tackle. And our 401 buck has now been presented to the Museum, so it is rightfully back in its birthplace.

Pictures show the Zagato buck complete with factory label, and the front end bare, then fitted with a complete new nose section, kindly loaned by Graeme Payne.



Our archives contain an enormous amount of new material related to the design, testing, construction and maintenance of our Bristol Cars, which has not previously been seen. The erudition and quality of the design and engineering is very apparent from the original documents of D W. Sevier and Dudley Hobbs. For example, Sevier worked out the engineering of the Rotomaster turbocharger from first principles and we have his design drawings.

There is material here for much future research and new erudite publications. Setright, where are you?

Storage costs (some £700/month at the moment) and our casual but busy part time workforce who are paid Real Living Wage are eating into the Heritage Trust piggybank, which many of you have generously donated to individually, and to which BODA kindly gives us an annual levy. Without gifts like yours, none of our work would be possible, and - rest assured, we will soon be shaking the collecting tin for more.

Stefan Cembrowicz



Edelbrocks and so on

WLO957S, the 603E I use as regular transport runs very well on an Edelbrock Performer four-barrel carb on an Edelbrock aluminium intake manifold. My other 603E which we have recommissioned also runs well except for an incident on a very hot day in August when after a 30-mile round trip it kept stalling and was difficult to get it to run so that I could park it up after it blocked my access lane. It is fitted with a two-barrel Carter and this was obviously what was playing up again, a few days later my mechanic pal and I got it started again quite easily but it was obviously running rich. As the Carter has given us quite a bit of trouble previously despite being purchased as a fully rebuilt unit, I decided not to waste any more time or money on it and thoughts turned to an Edelbrock Performer four-barrel conversion.

As luck would have it David Crownshaw was able to supply just such a unit taken off his 410 when he fitted fuel injection. The Edelbrock manifolds are quite expensive now and as I didn't want to risk a cheap knock off, thoughts turned to using a standard 360 Chrysler cast iron intake manifold and reading several Mopar forums this seemed like an option that would work. Graeme Payne was able to supply what was needed and thus far all we have done is checked it over, cleaned it and fitted the adapter plate for the carb.

When I first got it onto the bench and turned it over, I was surprised to see a rather crude metal plate which appeared to be riveted to the underside covering the area under the carb.



Back to the Mopar forums and it turns out that this is a deflector plate fitted at the factory, these intake manifolds have a cross over port directly under the carb to aid heating up after a cold start, because of this that area of the manifold tends to be hotter than the rest and any oil splashing onto it tends to burn and the plate reduces this and the risk of carbon falling back into the engine. Over time I read there can be a build-up or

carbon and crud behind the plate and as twist rivets have been used to secure it, often mechanics take them out, clean the plate and area behind and tap the intake to fit securing bolts for the plate, others on the forums said they just left well alone.



Edelbrocks and so on (contd.)

As the edges of the plate were raised my pal Mike was able to get scrapers and cleaning brushes in behind it and blow out any residue of carbon/oil with an airline, it now looks all good and clean under there and no need for modifications. Progress is a bit slow, and I am not sure if the actual conversion will be the next job on the list as we need to change the rear suspension spheres on my Bentley and may do that first, but I hope we will make sufficient progress over the next few months to do a full write up. One thing I will mention however is that David said it was essential to fit the thick heat insulator gasket between the carb and the intake, this is Edelbrock part number 9266 and initially I found it difficult to source in the UK. I ordered one through Amazon who proved useless in this case and after cancelling that order I spoke to John Woolfe racing who as luck would have it had just had a delivery of some as a new line, they were not on their website yet but just what I needed, so worth a ring if you need one.

Geoff Kingston

Some Observations from the BOC Concours

Having only managed one local vintage event in the early summer due to a bad back I was really looking forward to the BOC Concours at Manley Knoll on the 30/31 of August.

Still suffering with the back on the Wednesday before, we spent a day in the workshop which was not the wisest move as I developed a pain across the underside of my right foot which by the following day had progressed to seized and painful joints in the foot and pain behind the big toe, Gout possibly but no swelling just pain.



On the Saturday morning despite the 603 being ready and already loaded for the trip it rapidly became apparent I was not going to be able to drive it far because of the pedal arrangement.



Some Observations from the BOC Concours (contd.)

My stepson wanted something from the workshop so I got him to put some air in the one of the back tyres of the Bentley Brooklands and despite the car not being used for a few months it started and as the throttle control is very light and the brake pedal much larger, I decided to give it a go. By the time we had transferred everything into that car, I left an hour late and not sure if I would make a planned rendezvous with Joe and Becky at the Riverside Cafe near Llanidloes. I did with about 15 mins to spare, to order an excellent all-day breakfast. I had not realised how good the lumbar support in the Bentley seats is until I did this trip with a bad back, no discomfort, proper support and no jarring.

We were staying at a lovely B&B about 15 mins walk from Manley Knoll and despite the bedrooms being on the first floor the stairs were narrow with rails both sides, so I managed them. The foot was not so bad, the back about the same so we decided to walk to the Concours venue for the BBQ being put on by the hosts, Lord and Lady Timpson.

It was a lovely event, the house has an Irish themed bar, and the food was absolutely superb, the evening was very well attended and everyone I am sure enjoyed themselves, though I was glad eventually to be able to sit to rest my back.



Friends old and new were met and after a good night's sleep and excellent breakfast at Stonehouse Farm it was a short drive to the Concours the following morning, and what a perfect venue for the event. The Concours was held either side of a lake in the large grounds behind the house and parking for the non-competitors was to the side of the field in easy walking distance of the house, the

garage where tea/coffee and light snacks were provided throughout the day and apart from one shower after lunch the weather was superb.



Some Observations from the BOC Concours (contd.)

The turnout of cars was excellent, much better than the previous year, there were a few interlopers in the members car park, a lovely prewar Bentley to keep my Brooklands company, a superb Frazer Nash, a lovely 50's Sunbeam Alpine in my favorite blue and a Volvo. Sadly the River Simple that arrived was parked in the visitors car park in the next field despite its owner and designer being a club member. There was a great selection of cars though I didn't see any Blenheims, one that stood out was our hosts early 404 with the detachable tail fin. This is a lovely car, I am not a great fan of the 404 but the fin really set the car off well and for me at least transformed the car into something rather special, deservedly it won a prize. The Touring bodied 401 again was a lovely car deserving of its cup despite stiff opposition from some lovely 401's and 403s. The 400's were keeping them company above the lake, again some



superb examples. On the other side of the lake, it was mainly the preserve of the V8 but with a sprinkling of 404's and 405's and not only the 407 Viotti present but the splendid and recently restored Beutler 406. Oh Mr Setright, how wrong you were with your description of the styling of this car.

Needless to say, there were a lot of BODA members at the event, many who are joint members of both clubs like me and there was great banter during the excellent buffet lunch put on by our hosts.





Some Observations from the BOC Concours (contd.)

My personal view is that this was probably the best BOC concours event I have attended over the years and the hospitality of Lord and Lady Timpson, their family and everyone who helped them made it a weekend to remember for years to come.



The BOC judges had their work cut out as well, as there were some very fine cars competing for the silver cups and trophies and the lineup of the winners at the end was a very pleasing sight.

Geoff Kingston



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](#)



BODA E-Newsletter

31st October 2025

Issue No 68

NEC 2025

7-9 NOVEMBER | NEC, BIRMINGHAM

LANCASTER INSURANCE
CLASSIC MOTOR SHOW
2025

THE UK'S PREMIER CLASSIC MOTOR EVENT

3000 CLASSIC CARS	LARGEST INDOOR AUTOJUMBLE	310+ CLUBS
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£4 DISCOUNT OFF ADULT DAY TICKETS ONLINE WITH OUR CLUB CODE* **CCCNOV5570**

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SCAN ME TO BOOK TICKETS

*Discount code is for club members, friends and followers use only. Quote the club code online to save £4 off single-day adult tickets or £2 off family, child & multi-day tickets. Club discount applied to advance ticket prices before midnight on Thurs 6 Nov and show open ticket prices thereafter. Full ticket information: www.necclassicismotorshow.com/tickets. Book by 16 Oct to help your club earn extra benefits.

NECCLASSICMOTORSHOW.COM

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 October 2025

Regular Club Meetings

- The final 2025 meeting of the Midland section at the Caffeine & Machine (near Ettington) takes place on the 26th November.
- The 19th November sees the final 2025 meeting of the Eastern Section at the 5 Miles from Anywhere pub in Upware, Cambridgeshire.

The Lancaster Insurance Classic Car Show – The NEC, Birmingham

This takes place from the 7th to the 9th November and you can use the club code to get a discount on the tickets. (see attached flyer above)

The Great British Car Journey – Ambergate, Derbyshire

We have received from the GBCJ their planned event calendar for 2026 which is attached. The GBCJ is located approximately 12 miles north of Derby and is located in some stunning countryside. I am sure Bristol owners will find something in the listed events that will be of interest.

Andrew Sait

Events Coordinator

Motor Sport Marshal Training

BODA is a member of the Association of North Western Car Clubs and they, in association with the British Rally Marshals Club are organising a practical marshals training day on Saturday 29 November 2025 at the National Centre for Motorsport Engineering, Bolton. Places are limited. This event is open to all marshals. To take part, please [REGISTER AND SIGN-ON HERE](#).

Anyone can attend; however accredited marshals will get more from the day as they will have experience to draw on.

Registration with Motorsport UK is straight forward-once registered new marshals will need to complete the marshal accreditation online training before they will receive their welcome pack.

Many of the foundation and introduction modules are now available via the Learning Hub on Sport:80 so new marshals can learn at their own pace.

Delegates can choose 2 sessions from the following list:



Motor Sport Marshal Training (contd.)

Session Modules

Radio RY01B (Communication in Theory), RY02C (Rally Radio), RY02D (Introduction to Rally Radio) and RY03D (Advanced Radio)

Timing RY02B (Introduction to Rally Timing), RY02E (Rally Timing) and RY03E (Advanced Timing)

Pathway Level 1 & 2 GE01D (Working Together), GE01G (First on Scene), RY01A (Introduction to Rally), RY01C (Spectator Safety & Management), GE02A (Supporting Your Peers) and RY02A (Incident Response)

Pathway Level 3 GE03A (Leadership), GE03B (Developing Others), GE03C (Giving & Receiving Feedback), GE03D (Report Writing), RY03A (Incident & Safety Management), RY03B (Event Organisation & Structure) and RY03C (Stage Set Up)

Training will take place ~ 8:30 - 16:30. Tea/coffee will be provided-please bring your own mug. Lunch will not be provided but food is available to purchase on site.

If you have any queries about this training or need more information, please email training.admin@brmc.org.uk.

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!



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

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

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.



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

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?

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.



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

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/>

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 boggiess! 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.



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

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. All thanks to the great enthusiasm and dedication of the few.

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.



BODA in the Regions (contd.)

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. Owning a Bristol opens doors to event invitations such as Hyde Hall RHS Gardens this year.

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.

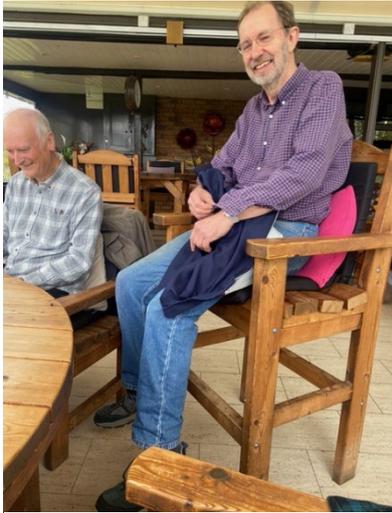
So if you can pop along to support something on the calendar it would be great to see you. If you can help organise something that would be great. Better still, if you can spare an hour every week and if a regional rep is needed in your area, please volunteer - it will be very much appreciated.

If you would like to volunteer your services please contact Andrew Sait, events@bristoloda.org

Chris Dady



East Area News



Our revered BODAcious Editor

The First and Last in the East!

The Last - our final get together this year will be at the 'Five Miles from Anywhere, No Hurry Inn' in Upware near Ely (Old School Ln, CB7 5ZR). This is on Wednesday 26th November - everyone welcome whether or not they are in a Bristol. Arrive late morning for coffee and stay for lunch. Thanks to Mark for instigating this event.

The First - Many thanks to David for this - 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



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