



Welcome

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Benn Faulkner's 450 recreation being put through its paces in the capable hands of one of the Heritage apprentices, a former go-karter by the name of Gemma.

*Editors: Richard Sanderson, Andrew Gibbs
April 2026*



Membership Matters

Member No	Name	Contact Email/Tel No	Location	Car
683	Sanford	Sanford002020@gmail.com	Chesterfield	411 S5
	Sloan	07715120456	UK	

We welcome one new member this month, Sanford Sloan from Chesterfield. A warm welcome Sanford and we look forward to seeing your car when it is back on the road.

Aside from Sanford it has been a very quiet month on the membership front. I continue to be very grateful to the many members who successfully pilot their membership renewal through Crossmember and take the time to provide their consent to our Data Protection policy on the membership website. I appreciate that the renewals process can sometimes appear to be a maze so please give me a call or an email if you get stuck and I'll do my best to help.

Simon Kinder

Membership Secretary

07981 579048

Pegasus News

The spring is here so all those little jobs are coming in the agenda. Just a note to remind everyone that the technical team are here to help where we can. While Pegasus has a range of the tricky to source consumable items, the individuals involved have a huge experience of all matters Bristol and if they do not have the answer they will do their best to find someone who does.

At present most of the stock we hold relates to the 6 cylinder cars but we are hoping to have the exhaust system for the later cars crafted shortly, details to follow. We are open to suggestions from members about bits that they would wish the team to look in to, so all suggestions gratefully received. Also if people have sources they use do let us know as well, we are here to facilitate keeping the cars in the road and are not precious about being the source of supply.

Keep fettling and driving

Mike



Progress Update on the 411 Prototype – in the Doghouse!

The month has been spent trying to tidy the body work and improve wing hatch and door fit but the question is how far do you go? It is now clear that the body had never been finished, that is the alignment of trim and shut lines.

The chrome trim on the mid-body line is 1/2 inch out of alignment and the body has a haunch over the rear wheels. It's a good job that both sides cannot be viewed together.

The investigation has made it very clear that the body must be left as it is, the time and cost to correct the issues are out of the question.

I shall correct where possible and patch-repair the paint work and leave it in white.

I needed to move the 411 from the service ramp so that I could service and check over the XK for a 250-mile classic tour. The 411 had other ideas. The front near side wheel was locked solid, it's definitely in the doghouse.

After a cooling off period, my examination found that the brake caliper was under pressure and released the brake when I opened the bleed screw!

First idea is that the brake line has been trapped, fluid will pass the obstruction under servo pressure but will not allow the fluid to return to the brake master cylinder, I am yet to find the damage.



Haunch over rear wheels plus joint to door trim

Andy Gibbs





Report on BODA Visit to the Heritage Skills Academy and Armiger Foundation Heritage Engineering Hub – Tuesday 14th April 2026

“What does the future hold for our cars, when the skills of yesterday have been lost?”

With automotive technology in a state of rapid and transformational change, who is going to maintain today’s classic cars in the years to come? A group of 20 BODA members and friends came away from a fascinating day at the Heritage Skills Academy’s facilities, at Bicester Motion in Oxfordshire, with a much clearer and more hopeful understanding of the answer.



The HSA was founded in 2015 with a view to creating an apprenticeship standard that would meet the needs of the classic car industry. From an initial cohort of just a handful of youngsters, and a high degree of scepticism within the industry, the Academy’s subsequent success can be measured by the fact that it now has nearly 180 apprentices under its wing and operates two distinct 3-year

apprenticeship programmes out of two UK locations; Bicester Motion, for mechanical students, and Brooklands, for coachbuilding.

Demand for places is so strong that the Academy selects only about one in eight who apply. All apprentices must have an existing employer, with whom they split their working time during the three years that it takes to graduate.

We spent the day touring the Bicester Motion campus of the HSA and witnessed apprentices at every stage of their education, ranging from a pre-selection examination to a technical drawing class and their first exposure to turning materials on a lathe.



Report on BODA Visit to the Heritage Skills Academy (contd.)

The pre-selection examination illustrated just how much the world has changed, since most of the attending BODA members were of the same age as the would-be apprentices. The test in question comprised the wiring of a domestic electric plug, which had to be undertaken to very specific written specifications. Asked how many of the students had ever wired a plug before, only two raised their hands.



The BODA visitors were encouraged to ask the apprentices questions and took full advantage of the opportunity. Strikingly, several commented that their exposure to truly “heritage” skills meant that they returned to their places of work with a genuine advantage over their peers. Such colleagues might, for example, be familiar with the output of an engineering process, but have

typically never been exposed to the physical workings of that process itself, let alone the design of it. Handling a component that has come off a lathe is one thing but actually shaping, machining and facing a piece of metal on the lathe itself, having first produced the associated technical drawings, quite another.

As Michael Barton has explained in recent e-newsletters, BODA’s connection with the Heritage Skills Academy is through The Armiger Foundation, a charity of which he is a trustee. The Foundation was founded by the late Adrian and Hannah Berry, who were both long-standing and passionate BODA members, and is being used to deploy their estate for the benefit of various worthy organisations within the classic car world.

Whilst the HSA is a private company, its aims are exclusively educational in nature and the company relies upon charitable, as well as commercial, funding. Through the Federation Skills Trust (the charitable arm of the Federation of British Historic Vehicle Clubs, FBHVC, of which BODA is a member) The Armiger Foundation has channelled material financial support to the HSA. This has most recently enabled the Academy to equip a third building near the Bicester site, which has been named the Armiger Foundation Heritage Engineering Hub.



Report on BODA Visit to the Heritage Skills Academy (contd.)

We were able to tour all three of the Academy's premises at Bicester, of which the Armiger Hub is the largest and best equipped. Ongoing funding from the Foundation has also enabled the HSA to recruit a member of staff to support the recruitment, monitoring and mentoring of the apprentices, many of whom are teenagers who have never previously lived away from home. The provision of such pastoral support was a specific concern of both Hannah and Adrian.

The HSA's founder and CEO, John Pitchforth, devoted the greater part of the day to engaging with his BODA guests and conveyed an obvious passion for his business. Attendees also benefited from the insights of Karl Carter, Chair of the Federation Skills Trust, and Philip White, grandson of the founder of Bristol Cars, who spoke about the history of the Bicester Motion site and its Bristol aviation connections. We also heard from two of the HSA apprentices themselves about their experiences at the Academy.



The day ended with those brave enough (namely everyone except the author) being given an opportunity to try out the Bicester Motion test track with their cars. It was a special treat to see Benn Faulkner's 450 recreation being put through its paces in the capable hands of one of the apprentices, a former go-karter by the name of Gemma.

Many thanks to Michael Barton for having arranged this most interesting, enlightening and encouraging day. Michael deserves considerable credit for having got the Armiger Foundation into its current shape. As someone who knew Hannah and Adrian Berry well, I am sure that they would be proud of the legacy that their funds have helped to develop.

Thanks are also due to Bicester Motion for having granted BODA use of their private clubhouse on the day. Unsolicited donations received from attendees after the event have allowed BODA to remit £300 to the Federation Skills Trust. It remains the HSA's aspiration to offer an apprenticeship programme which combines the mechanical training presently offered at Bicester with the coachbuilding skills available at their sister site at Brooklands. A follow-up visit to HSA Brooklands is a possibility, should sufficient BODA members express an interest.

James Calladine



A Personal Impression of the BOHT Lecture Day.



The Bristol Owners Heritage Trust lecture day was held on 28th March at the Aerospace Bristol Museum with the imposing Concorde display forming a dramatic backdrop for the lectures and trust updates

The weekend commenced with a dinner at the hotel with 36 Bristol enthusiasts attending.

The day itself commenced with a viewing of the members' cars, which were arranged either side of the entrance walkway—a very nice touch.



Inside, the Zagato Evocation was well lit and looked very imposing. It has a more purposeful presence than the standard Zagato design, as we were to learn from the owner and builder, Nick Toplis. The car was inspired by the late Peter Mann's car and is built on a shortened 406 chassis.

Nick explained the exacting standards applied to the build in his presentation. After the car was completed, INRacing suggested that it would suit one of their 2.454-litre engines, which it now sports. It was a well-presented lecture, revealing the technical expertise and persistence required to achieve a remarkable result.



A Personal Impression of the BOHT Lecture Day (contd.)



The trust update was delivered by the BOHT team. Progress has been substantial since the records were purchased, and examples of the achievements to date were on display.

Of particular interest to me was the project to provide a portfolio for each car produced throughout the Bristol Car Company's history and examples were on display. It was explained that some portfolios

would be more comprehensive than others, depending on specification. The service records will differ, especially if the car was not maintained by Bristol.

This is now well established, and the aim is to complete these as a high priority.

Finally, there was a question-and-answer section, which quickly turned into: what do the members want from the trust, and how is it to be funded?

The vast volumes of paper records that need to be curated and preserved from further deterioration represent a massive project in themselves, and it was questioned whether the data would be relevant to members of the clubs.

Of course, the amount of work carried out needed to be funded. Stefan Cembrowicz explained that several people skilled in conservation and data sorting had been on loan but this is not expected to continue.

Currently, there is a funding gap if the trust is to continue of £1,000–£2,000, depending on the activities undertaken.

BODA members contribute. However, to date, BOC members make individual donations, but no formal contribution is requested. Stefan informed the group that BOC were considering asking their members to make an annual contribution—let's hope there is a positive response.



A Personal Impression of the BOHT Lecture Day (contd.)

Mike Hallissey and I were asked what we would like to see from the trust and we made it clear that our comments were personal. Our joint view was that BODA had funds that might be available for projects that would benefit our members, and that any proposal must be relevant and have a defined outcome and timescale.

The meeting ended on time, my impression from the day is that the Heritage Trust's work on the records to date has been worthwhile, and the volunteers should be commended on their efforts. It is a good start, but the next stage will be critical.

The Trust must bear in mind that a very limited number of cars are yet to be restored, and that the data held in the portfolio files are a "nice to have". But what demand would be generated? Teaming the details with a heritage certificate to assist DVLA applications might stimulate interest and become a source of income.

Andy Gibbs

(Thanks to Stefan Cembrowicz for the photos)





Reflecting on the Bristol 400's 80th Anniversary

The Autocar Article of 1946: Early Bristol Car Developments

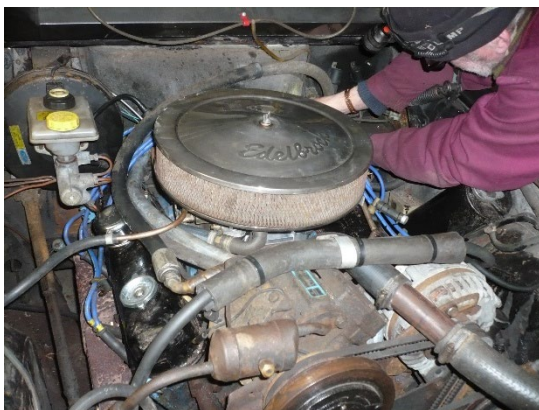
In the year marking the 80th anniversary of the Bristol 400, it is fitting to revisit The Autocar, published on 6th September 1946. At that moment in time, the Bristol 400 had yet to be introduced. Instead, the article describes a new car built by the Bristol Aeroplane Company, which was referred to as the Frazer Nash-Bristol. There was no mention of a model number, and the bulk of the four-page feature centres on the design of the chassis, engine, and transmission.

The accompanying photographs of the car were heavily retouched, showing it without any bumpers. Notably, towards the conclusion of the article, it was stated: "There are to be two models, one a four-seater saloon, the other a drop-head coupe."

One detail that stands out is found within the section discussing brake horsepower (BHP) figures. The article notes: "On a Froude brake, the engine without its gear box but with its dynamo and running on normal fuel develops 100 b.h.p. at 5000 rpm." This indicates that, when the car entered full production, a reduction in output was considered prudent.

Geoff Kingston

Edelbrock carb conversion on 603E.



Following on from the initial report on the carburettor and inlet manifold change to my 603, and after further work last week, we are hopefully now on the home straight. Of the four pictures, the first shows Mike attaching the rear of the kickdown lever. Everything else was already in place and the car had been run, but we subsequently found a better fitting for the end of the rod.

The second photograph shows the bottom water hose, which proved particularly troublesome as it was the source of several leaks. The blue hose is a silicone reducer from the pump to the metal pipe; in this instance it replaces the original longer, curved pipe with a straight section. The next section is black rubber, cut from a Ford Econoline or Cadillac hose that I had in stock.



Edelbrock carb conversion on 603E (contd.)



The metal pipe is a section cut from a new-old-stock Ford Escort exhaust system. The reason is shown in the third photograph: the upper pipe is the original metal pipe from the car. Although it appeared satisfactory after cleaning, it was found to have several pinholes around the area where it enters the rubber hose that connects to the radiator.



The second pipe, again cut from the Ford Escort exhaust, was the correct diameter but would not align satisfactorily with the short length of black hose connecting it to the tank. The unusual shape of the original pipe is necessary to pass beneath a steering rod.

In the end, with an alternative straight section of pipe and a further section of Ford/Cadillac hose, everything aligned correctly. However, one of the reused hose clips on the bottom hose was not quite up to the task, resulting in a persistent minor drip, and we did not have a Jubilee clip of the correct size available at the time.

As the day was drawing to a close, we undertook a first short test run, which was very encouraging: only a small amount of water was lost. Photo four shows the car on its return, still running. There was no visible smoke; any trace present was barely apparent in the photograph.

A few days later, a new hose clip was fitted and the car was moved out of the workshop to allow attention to be given to its sister car, WLO. Later that day, both cars were taken for longer test runs. Prior to 4981H's run, Mike set the idle speed slightly higher.

I prefer approximately 850–900 rpm (a little higher than the manual suggests), as it improves drivability when cold.



Edelbrock carb conversion on 603E (contd.)



On our return, the idle had risen to a steady 1,100 rpm; as the engine was fully hot by then, further adjustment will be required. This car has a manual choke, whereas WLO has an electric choke, so it is simply a matter of fine-tuning.

Driving the cars back-to-back from cold provided an interesting comparison. In addition to an Edelbrock carburettor, WLO also has an Edelbrock aluminium intake manifold. By contrast, 4981H uses an intake

manifold from a 360 engine, with the heat-transfer plug removed; from what I have read, this gives a slower warm-up but offers advantages in other areas.

WLO is noticeably quicker off the mark and feels more responsive. 4981H initially feels a little more restrained, but it soon builds power and speed, and both cars climb the long, straight hill near home with equal ease.

One further point of note is operating temperature: WLO warms up quickly and stabilises at just over 90 degrees, whereas on the same run 4981H did not exceed 75 degrees and often settled around 50.

For anyone considering a 603, it may also be of interest that the suspension is set up differently on WLO: the torsion bars are adjusted so that the rear sits slightly higher, and the rear dampers are set firmer than those on 4981H. Both cars handle and corner very well, albeit with a subtly different feel. 4981H also has a non-standard, smaller-diameter steering wheel, which gives slightly quicker steering at the expense of marginally greater effort. Neither car exhibits any noticeable play in the steering, and both feel very stable on the road, although I suspect neither would match the pace of Joe Farler's 405 on tighter bends. Tyres are Toyos on WLO and Blockleys on 4981H; the Blockleys have slightly firmer sidewalls and a pronounced tread pattern, which results in more road noise.

On a recent return trip to Bristol, WLO achieved 19.8 mpg. I am hoping 4981H will match this figure, as it would represent a modest improvement over the Carter carburettor we removed. All that remains now is to take advantage of some warmer, drier weather to complete a few longer runs.

Geoff Kingston



Ireland Trip 2026

There are still a couple of rooms available for the Irish trip, but these will have to be released in the next 2 weeks so this the last call. There are currently 9 cars booked so it should be a great adventure and any others joining will be set for a great time. If anyone else is keen to come Scenic will need to know asap so they can sort the hotel bookings.

This will be BODA's 3rd trip to the Emerald Isle and the 2 previous ones have been great fun.

- BODA 7 day Ireland Tour from 24 to 30 September 2026
- Return Stena Line crossings from Holyhead to Dublin (0900-1215 out and 1445-1820 back) – other crossings available at differing costs on a request basis (24 and 30 September)
- 2 x nights Half Board at Broadhaven Bay Hotel, Bellmullet (24 & 25 September)
- 2 x nights B&B at Allingham Arms Hotel, Bundoran, with dinner included on the 1st night (26 & 27 September)
- 2 x nights B&B at Waterfoot Hotel, Derry/Londonderry , with dinner included on the 2nd night (28 & 29 September)
- 4 x hotel dinners included – as stated above (24, 25, 26 & 29 September)
- 6 x hotel breakfasts included – each morning at your hotels
- 1 x rally plaque, per car – keepsake / memento
- 1 x road book guide, per car
- 24 hours on tour helpline
- All bookings ABTOT protected
- All administration including booking and paying of all suppliers and collection of all member monies

Confirmed pricing – including all above items within in the package :-

£1199 per person sharing a car and a twin or double room throughout (£2398 total)

£1698 per person in a double room for single use and their own car throughout (£700 reduction vs total 2 person cost).

Mike Hallissey mikehallssey@mac.com



For Sale

1967 Bristol 409

I've been tasked by a friend (who's not very well at the moment, hence) to sell his 1967 Bristol 409 MK II (Crimson),



Registration: VGK310F

Car was purchased from Bristol Car Services Ltd, Kamkorp Park, Windlesham GU20 6HZ

After purchase it was worked on by Mark Coleman to make it even better than it was before, this is a good car!

Extensive file including original press release and brochure.

I believe these came as standard but it is worth mentioning the unit comes with:

- Upgraded front brakes
- High torque starter motor
- Electric windows
- Upgraded power steering
- Webasto sunroof.



1967 Bristol 409 (contd.)

It can be seen from the attached purchase invoice the car was bought from Bristol Car Services Ltd, Kamkorp Park, Windlesham GU20 6HZ and works carried out in addition to the purchase price to make the car as good as possible. As previously mentioned, this is a good car.

Car is located in...Bristol (of all places)

Invoices, list of work done and more photos available on request.

Please contact Erik Bos, 07710 987787, sixthegreen@aol.com

April Events Update – 2026

Salon Privé

A reminder that Salon Privé will be celebrating 80 years of the Bristol cars and have invited the owners to enter their Bristol cars in the event. The Concours takes place at Blenheim Palace with the concours taking place on Wednesday 2nd and Thursday 3rd September.

As well as the class in the Concours, they will also be inviting BODA members to come along on Saturday, the 5th September and participate in the Salon Privé Club Trophy presented by Lockton Insurance. Saturday is the 'club' day, when selected single-marque clubs are invited to come along, park in their own designated club paddock, spend the day visiting Salon Privé and have the opportunity to take home some silverware. Details are on the Salon Privé website: -

<https://www.salonpriveconcours.com/>

Tickets for the Club Day are as follows:

- £55 each for adults (a discounted price to club members)
- £27.50 for children aged 5-16.
- £137.50 for a family of 2 adults & 2 children.
- Parking is free.
- Entrance includes access to the Salon Privé event and unlimited access to the grounds of Blenheim Palace.
- Food and drink will be available for purchase from concessions or from Blenheim Palace sources.

Every club with over 20 cars in attendance is entered in the Salon Privé Club Trophy presented by Lockton who provide a trophy for the club to award to their best car on the day. It would therefore be fantastic if BODA can get over twenty cars to qualify the club for this award.



Standard Motor Club 66th Standard International Rally

Bristol owners have once again been invited by the Standard Motor Club to attend their 66th Standard International Rally which will take place between Friday 26 June and Sunday 28 June 2026. The event is based at the Cheltenham Chase Hotel, Shurdington Road, Gloucester GL3 4PB, offering 4-star accommodation including fitness centre, pool and spa.

The SMC has planned a programme of activities as follows:

Friday 26 June 2026 - Meet from 12 noon at Painswick Rococo Garden GL6 6TH. Park in reserved area in free car park.

Tour the fascinating 18th century gardens (group rate £10.95 person, payable when booking) and refreshments in the cafe. Visit duration 2 -3 hours. Suggested departure time 4pm on a guided road run of 6 miles to Cheltenham Chase Hotel. Dinner - in the evening those staying at the hotel will sit down to a buffet dinner. This is included in the hotel package, but is also open to non-residents who should pre-book online.

Saturday 27 June 2026 - Staggered start, leaving the hotel from 9.30am at 1-minute intervals. Guided road run for approximately 24 miles to the Hopewell Colliery Museum. The Surface Museum Cafe and Shop have free entry. Optional underground tour (approx £12 per person, pay on the day, but include on online booking). Continue on guided road run to Dean Forest Railway, Norchard Station, for 6 miles, to arrive by 2pm. Optional train ride and optional refreshments to be booked in advance. Then follow the guided return route of approximately 25 miles to the hotel at your leisure. In the evening those using the hotel will sit down to a Gala Dinner. This is included in the hotel package, but is also open to non-residents, who should pre-book online.

Sunday 28 June 2026 - Assemble on the hotel rally field at 10am for the static rally. Self-judging for most entry classes. Day entries welcome. Refreshments available from the hotel. Bring and Buy stall for spare parts. Raffle, drawn around 3pm, then Prizегiving, with the aim of finishing around 4pm.

For full details and to book please see <https://tinyurl.com/smc2026>



The Moat, Wrotham, Kent

Bristols will be a featured marque at this breakfast meeting of the Kent Classic and Sportscar Club at The Moat, Wrotham, Kent TN15 7RJ from 9-11 a.m. We will share the limelight with vintage cars on this occasion. These events are usually well attended, especially in the summer months.

Afterwards I propose a drive through Kent to the historic Cinque Port of Sandwich where we will park on the quay and have lunch in a local pub restaurant, with an opportunity to look around the town. In the afternoon, on the way back we have been kindly invited by a BOC member to view his extensive car collection which includes Bristols, rare and interesting Peugeots, Lancias and Rovers. This promises to be a treat for all car lovers and in a special setting.

Please let me know if you would like to attend so that I can have an idea of numbers for lunch and for the afternoon visit, to iain.johncock@gmail.com.

Bloomsbury Classic Car Show

The Waterloo Classic Car Club have will be celebrating 50years of the Bristol 603 at their Bloomsbury Classic Car Show held in Bedford Square in central London. They have extended an invitation to all Bristol owners and specifically to owners of 603 (and later models, Brigand, Britannia and Blenheim) to attend. They are aiming to put on a decent display of these beautiful and rare cars. At the same show they will also celebrate 60 years of the Jensen Interceptor.

Cars will be displayed on the gravel surrounding the square or in the private garden.

A few points to note:

- Tickets are £20 per car.
- Ticket holders have access to the inner garden, whether parked on gravel or inside the central garden.
- Entry to the garden also gives access to refreshments, food and portaloos available to ticket holders in the garden.
- Bedford Square is within the London Congestion Zone and the London ULEZ zone. Any cars attending will have to pay the congestion charge and cars not in the Historic VED category would have to pay the ULEZ charge.

Tickets can be purchased via their website <https://bloomsburyclassiccarshow.co.uk/>

See the attached flyer produced by the organisers.



Haynes Motor Museum Classic Car Show

The club has been invited to have a stand at the John Haynes Classic Motor Show taking place at the Haynes Motor Museum located just outside Sparkford, Somerset. The show is scheduled for the 6th September.

If there is sufficient interest from members we will reserve a space for a club stand.

Andrew Sait

Chiltern area



I have become a regular attendee at the gatherings of the Hellfire Motor Vehicle Club in the walled garden on Church Lane below the church and mausoleum at West Wycombe on the A40. It would be good to see some more Bristol cars in attendance.

Meetings are every Wednesday morning between around 9am and noon. It's just across from the National Trust West Wycombe Park. Gardens now open and the house will probably be open by the time of the next Newsletter.

The Walled Garden has a cafe and plenty of undercover space. There is a car park beyond the Walled Garden for anyone visiting in daily driver cars and there is no immediate need to join or book, just show up.

Usually a decent mix of cars from pre-war to present

David Crownshaw, david.crownshaw@lineone.net



East Region Events



With fabulous dry weather I hope everyone has had a chance to be out and about in their Bristol, or indeed any other classics they may have in the garage.

We joined the Alvis Club for their Suffolk Drive It Day run in Suffolk, starting in Monks Eleigh and ending up at the Hare in Long Melford for a fabulous lunch. There were 10 Alvis cars in attendance, including Colin's new purchase, a 1965 TF21.

Upcoming events are:

Five Miles from Anywhere meeting - our East equivalent of Caffeine and Machine! Very informal - coffee from 11ish, albeit first arrivals are generally around 11.30. Lunch available too if required. No need to book and non Bristols welcome. The pub can be found at Old School Lane, Upware, CB7 5ZR. Dates are the following Wednesdays (last in the month) - May 27th, July 29th, September 30th, November 25th

Alvis Earsham Hall 14th May

Alvis Club again, who have a three day event in Suffolk. They have invited us to join them for Visit to Earsham Hall in Suffolk on Thursday 14th May. As part of this we can also join them on a leisurely scenic run to the hall - from the Angel Hotel, Wangford to arrive at Earsham around midday for a soup lunch and house tour (about 2.15) and tea/coffee afterwards (there will be a charge for this). You can join them at the Hotel for tea and coffee around 9:30-10 am prior to the run, or just at the hall.

Please confirm your interest if you would like to join in.



East Region Events (contd.)



Fenland Classic Vehicle Show 31st May

We will organise a parking area together at the above - but we will need to book in. Please let Mark know if you are intending to go, via bodacious@bristoloda.org

Clocks & Wheels! 2nd July – 5th July

If you fancy a day out, and love clocks and similar, we have been invited to the open weekend of 'Olde Time 'in Wacton, Norfolk. Times are 10.30 - 4.30 Thursday 2nd July to Sunday 5th July. Classic cars with Tea on the Lawn (if you spill it presumably!) with complimentary refreshments. As well as over 500 antique clocks they have many other scientific instruments, barometers, lamps, mirrors, fine art etc. (they tell me). Sounds interesting and I will try to get along - Oak

Bank Farm, Sallow Lane, Wacton, Norfolk, NR15 2UL

Friday Food Truck at Dedham Vale Vineyard July 17th

Friday July 17th - 4:00 PM – 8:00 PM

Dedham Vale Vineyard, Green Ln, Colchester CO4 5TS, UK

Kick-off the weekend with Food Truck Friday - a fun, family-friendly evening set in the beautiful surroundings of our vineyard. Live music from "Electric Ladyland", food trucks, serving up a delicious street food and of course our delicious wines and local beers.

If you wish to attend you will need to register via myself, no charge to attend - just pay as you go for food and drink. There will be a Bristol parking area.

2nd August - Helmingham

The Festival of Classic and Sports Cars at which I have requested a space for us, please note they are very strict about pre-booking cut off dates, so final call if you have not registered an interest

Also. (Nothing organised for these as yet ...)

30th August - Stamford Car Show

10-5 Town Meadows



East Region Events (contd.)

Redbourn Classics Motor Show 2026

Saturday 5 September

This event is between noon to 5pm, which is quite helpful - no early start! Please let me know if you would like to be added to the list for this - I have requested a space together but will need to know numbers -Thanks

Chris Dady east@bristoloda.org



Bristol cars under the Concorde at Aerospace Bristol Museum



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