



BODA E-Newsletter



Crossing the mighty river!

THIS MONTH'S CONTENTS

- *Welcome*
- *Membership Matters*
- *The Newsletter & Pegasus Spares*
- *Progress Update on the 411 Prototype*
- *Twilight*
- *What Next?*
- *Midland Musings*
- *Product Review 1 - Xado Revitalizant*
- *Product Review 2 - DRL Update*
- *DVLA Registration Reforms*
- *BOHT News*
- *UK Lighting Requirements*
- *Events Update*

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August 2026



BODA E-Newsletter

August 2026 Issue 78

Membership Matters

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BODA relies on volunteers to function. Without the sterling efforts of the General Secretary and Treasurer, the Spares Secretary, the Newsletter and BODacious Editors and many other Club officers BODA would cease to exist.

It is in this context that I have to advise you that for personal reasons I will be unable to continue as Membership Secretary beyond Christmas this year. Another volunteer is needed, and if anyone is interested in taking on the Membership Secretary role then please get in touch and I will happily explain what's involved.

On a different note, we have welcomed a large number of new members from the UK this month as shown below. To all of you a very warm welcome to BODA.

Simon Kinder

Membership Secretary

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BODA E-Newsletter

August 2026 Issue 78

The Newsletter and Pegasus Spares

The Newsletter was introduced during the dark days of Covid and the first is dated 27 March 2020. Since then, it has been issued monthly and we have now reached issue 78. We have decided that it should now move to a bi-monthly spot, so after this missive the next one will be at the end of October. All the Newsletter are available on the website.

A large proportion of the Newsletter during the summer months is taken up with events and event reports. These are few and far between during the winter and copy is more difficult to find, especially as our sister publication appears on a regular basis and is wide ranging in its content. Mark's comment is that he will get more content for Bodacious.

The editors, Richard Sanderson and myself thank you for your support and contributions over the 70 odd editions that we, helped by a handfull of regular and irregular scribes have circulated.

The club is looking to develop our spares offering, particularly for the V8 cars. I have learnt first hand about problems of sourcing parts. It has become increasingly difficult to obtain certain spares especially as a number of relevant businesses have ceased trading. It is our intension to acquire a safety stock of parts for which we have no ongoing supplier. More information as we move forward!

If you are having difficulty in obtaining parts which are not available through our trade support we would like to hear from you.

Andy Gibbs

Progress on the 411 Prototype

The new servos are fitted and piped up, I am waiting for the modified support bracket to be fabricated, so with nothing to do "We" (Dave, my friend from across the bay who has finished his house restoration) stripped down the front suspension in order to renew the rubber bushes.

Being a professional engineer and highly driven, he cannot understand what I am playing around at, we will see.

With the front wheels removed and the cross beam jack supporting the weight, bushes could be examined, the lower ones had seen better days, the upper bushes looked better but in for a penny, it was decided that as it was all to be disassembled it would be foolhardy to leave the old ones in especially as there seemed to be a lot of play in the upper wishbone location.



BODA E-Newsletter

August 2026 Issue 78

Progress on the 411 Prototype (contd.)

The steering rack was disconnected and the track rods checked over, no play and everything moved freely, a win. Disassembly of the upright and coil spring was hindered by over tightening of the fixings, once again the breaker bar and long pipe were used on all but the smallest bolts. First lesson for my helper, the following day Dave arrived with his set of nut splitters the second side was not a problem!



Some V8 owners know that to remove the lower front wishbone, the support bracket for body and radiator, has to be cut with a disc and re welded when the wishbone is refitted, I will never come to terms with this ridiculous situation.

The coil spring has a tremendous pre-load, we were very wary of this, even with a good pair of spring compressors in place. The upright had to be removed complete as we could not split the bottom ball joint in situ, even on the bench we had a quite a tussle.

Pressing out the bushes from the wishbones was great fun, eventually I turned up bars which fitted the bush precisely, the 20t press still struggled and heat was needed and a rattle with the hammer was required for the larger bushes.

The anti-roll bar bushes are to be replaced along with the steel links, the top ball joints, ball joint rubbers and bump stops (Spencer lane Jones has all the rubber parts in stock).

The top ball joints are from Mark Coleman along with much advice together with a little sympathy.

The rubber seat which sits on top of the spring is the only part that I have not managed to source.





BODA E-Newsletter

August 2026 Issue 78

Progress on the 411 Prototype (contd.)



Andy Gibbs

Twilight

The last few months have been frustrating car and health wise and I was tempted to make my contribution to this newsletter an advert for my two 401's and a 20 ft shipping container load of spares to go with them together plus the remains of another car.

First frustration was what should have been a simple job , new radiator hoses on one of the 603's after we completed the Edelbrock carb conversion. We ran out of new jubilee clips which was the start of leaks, then cleaned up the bottom metal pipe which leaked through a few pin holes.

I then decided to order a new set of silicone hoses and special clamps and to replace the bottom metal pipe with a stainless steel one, the problem was that the hoses would not seal properly, fine when cold and clamped up, then after the engine ran up to temp after it cooled down the hoses would start to leak and the clamps could be retightened several turns. This happened about 5 times before my mechanic managed to damage the output pipe on the rad, now we had a leaking joint and the prospect of removing the rad for repair to contend with as well.



BODA E-Newsletter

August 2026 Issue 78

Twilight (contd.)

Two week rest as the mechanic was on holiday and joint pain stopped me doing much, so I read up about problems with silicone hoses as I had used them before without these problems and I found out the brand in question had a bad reputation on some forums with owners reporting similar problems with some failing to stop the leaks and reverting to traditional hoses.

I decided to buy Samco hoses from Demon Tweaks as I had used those before and some different types of constant pressure hose clips after talking to another club member on the issue. I also ended up buying new aluminium connector pipes from



them with beaded ends as the original Bristol pipes had straight ends as did the stainless steel replacement.

My friend Brian repaired the rad and while he was doing that I decided to give SLJ's a ring, Nick was very helpful and advised me they had silicone hoses made for them and he fitted those with high quality stainless jubilee clips and never had a problem so I decided to order a set, the bottom hose was a better shape and angle so

overall alignment was better, it is a reducer as well from pump to pipe and Brian put the rad back in with these for me.

On the top hose I decided to use a longer alloy link pipe I had purchased from Demon Tweaks to play around with possible hose combinations, it would not work on the bottom hoses but I thought a great improvement on the top end, with everything fitted carefully, no more leaks hot or cold so success at last and I have a good stock of silicone hoses and clamps for future projects.

What went wrong with the first hoses, basically people on other forums were questioning the quality control and the quality of the material used by the company who made them, with the hot and cooling cycle they were losing strength under the clamps and not recovering volume.



BODA E-Newsletter

August 2026 Issue 78

Twilight (contd.)

When Brian tried using the short length to the rad it leaked straight away and we could see the water was seeping out round the reinforcement indicating a structural failure or porous material as there was no obvious split or tear in the silicone.



When I checked the offending hoses on some of the link pipes, the area where they had been clamped was weaker, did not grip as well and was still compressed, they were generally inferior in strength also to the hoses I got from SLJ and Demon Tweaks. Not to be left out or out done, I noticed a water leak around the thermostat housing pipe on one of the 401's MXF, it appeared to be the gasket and around one of the studs and mindful that these old casting can be weak and

corroded where the pipe fits I ordered a new one and new studs from IN Racing. Brian changed this for me, we replaced the top hose with a section of one of the Samco silicone hoses which was a far better shape and perfect fit. The new housing/pipe was a good investment, thicker flange and perfect beading where the hose goes on, so no leaks.

Two down one to go, a small dampness round a fitting on the petrol tank on the Bentley has now reared its head, bloody motorcars! So why Twilight as a heading? That goes back to my serious thoughts of parting with the 401's, joint pain sometimes slowing progress to the point of a standstill and makes the later cars with automatic transmission and power steering far more appealing.

My mechanic is semi retired now so not always around but I am still planning some shake down runs for both cars and MXF has just had four new tyres and inner tubes but a friend may be doing the driving.

BTW has anyone fitted electric power steering on a 401?

Final bit of news LRU is back on the lift, the front bumper is off and we are tackling some small areas of corrosion in the aluminium skin above it and around the outer lamps.



BODA E-Newsletter

August 2026 Issue 78

Twilight (contd.)

Neither of us can weld aluminium so we decided on a different approach, my pal cut a repair section from a sheet of aluminium to go behind the lamp mount where it was corroded. This was bonded into place from behind and the surface level at the front built up with some of the same chemical metal. One small area about an inch long in the lip above the bumper has been filled with the same material and it cured very quickly and has resulted in a very strong repair. Bristol Cars were using lead loading on the 401's and starting to experiment with modern fillers and glues. indeed Sid Gibbons told me they used Araldite to seal cracks in the blocks on some of the two litre engines so I don't feel guilty in using modern materials on this type of repair.

Geoff Kingston

What Next?



That could well depend on you as I am thinking of possibly selling this car. Recently fitted with four new Austone radials and Blockley tubes this car is running, driving and ready to recommence the shakedown runs paused by other projects. I bought it in 2017 as a stalled project while we were working on another 401.

We fitted an 85C engine and BWCR5 gearbox from another 401.

It runs drives and stops well as we fitted a new servo as well. It was painted over 30 years ago, it appears without the proper etch primer, so while it looks good in the pictures and from a distance its not so clever close up. We put seats in from a spares car though the originals and some alternatives are available as an option.

The aim was to arrive at a sound use and improve entry level car to use enjoy and improve and to complement a more ambitious project with the other car but as i said other projects got in the way and now occasional joint problems make be think I won't get the opportunity to enjoy the fruits of those labours. For this car on its own I am looking for around £24950. It will come with an original handbook, jack and a set of hubcaps without badges which the club can supply.



BODA E-Newsletter

August 2026 Issue 78

What Next? (contd.)

All keys and locks work and I have photos of almost all the work done since we got it. If you seriously interested would prefer contact by phone, but email with contact number ok, but no texts or other messaging methods please as I don't use them.

Geoff Kingston

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Midland Musings

The area meeting at the Piston Club continues. I have messed up this year as I set the dates for the gatherings before I took on a new role and I have struggled to get there is share experiences with members.

I did manage to get to the August meeting when we had a good turn out and a great chat about a wide range of topics, motoring and otherwise. It was a refreshing afternoon and great to give the car a chance to have a good run in preparation for the Irish trip in late September. The next gathering is on 2nd September and I will again be in a Board meeting and missing everyone. I will sort things for next year.

I still need support for the NEC Classic Car show, there can never be too many people. You will gain free admission to the show plus a chance to tell people how great it is to own and drive a Bristol. As it is the 80th anniversary of the launch of the 400 and 40th since the launch of the 603 we have a real statement for the stand and I am grateful to the owners for offering their cars. We will again be paired with the Gordon Keeble Owners, so we have the common theme of a great British car powered by an American powerpack.

Let me know if you can help out on any of the days, from build-up on the Thursday through to Sunday with the breakdown of the stand which now takes only a couple of hours.

Mike Hallissey



BODA E-Newsletter

August 2026 Issue 78

Product Review 1 - Xado Revitalizant

Xado Revitalizant EX120 For Manual Gearboxes & Differentials

As well as my 411, for the last 20 years I've owned a 1990 Chevy C1500 Pickup truck with c.225k miles on it. I've changed the engine from it's original 4.3 litre V6 to a 70k mile 5.7 litre V8, but kept the original 5-speed manual gearbox and original rear axle differential unit. Both the diff and the gearbox were noisy, the gearbox especially so when in 5th. Following Toly Arutunoff's positive review of Xado products I thought I'd give it a try on my beloved but mechanically noisy truck.

So in March this year I bought a couple of small tubes of Xado 'EX120 Revitalizant for manual gearboxes and differentials', and added 1 tube into each of the gearbox and diff. Since then I've done about 1000 miles in it. It's had some effect on the differential, quietening down the whine, but much less than I'd hoped.

The gearbox treatment, however, has been much more successful. After less than 50 miles the noise started to reduce, and it continued to do so with every mile I drove. It's probably stabilised now, which in a way is unfortunate as it makes the diff seem even louder....

So in my experience it worked well on the gearbox but less so on the differential. I might buy another couple of tubes to see if it further improves things. Meanwhile the poor old diff is doing it's best impression of last of the summer whine.

At the time of writing it's available on Xado.co.uk for c.£20 per 9ml tube.

Mark Stuart

Product Review 2 - DRL Update

I ended the article in the last newsletter in a good mood because I'd done something electrical on my Bristol that appeared to have actually worked as intended. However..... Anyone who knows me won't be surprised to read that I hadn't really thought it through. I took a close look at the front lights with the dip beam on, and realised that the offside DRL had gone out but the nearside one was still lit while the headlights were on. A quick squint at the interweb revealed that here in the UK the DRLs had to either go out, or dim by at least 50%, when the headlights were turned on. So my 411 now not only had a problem with nearside and offside lights differing, but it was illegal. That was problem one.



BODA E-Newsletter

August 2026 Issue 78

Product Review - DRL Update (contd.)

Problem two was that the module I bought had a thingy in it which kept the Daytime Running Lights on for 30 seconds or so after turning the engine off. After my test drive I parked in the drive, got out, and walked round the back of the car. I noticed the sidelights were on, yet I hadn't turned them on. After a few more seconds they went out, at the same time as the DRLs did (I could see their reflection in the garage door).

Problem three was that a few seconds later they came on again, then went out again a few more seconds after that. Gadzooks! What devilry is this? But instead of panicking, or following my normal practice with electricity and Bristols by phoning Membership Secretary Simon Kinder aka Sir Knows-a-lot, and if he wasn't there sacrificing goats to the electricity Gods in a plea for mercy, for once I had a think.

My 411 is a Series 3, which has four 7" round headlights with the sidelights in the outer headlight bowl. I had wanted to use these sidelights as Daytime Running Lights, hence fitting the DRL conversion bulbs mentioned last month. What I hadn't thought about was that the front sidelights aren't independent, they're part of the same circuit as the rear lights and dashboard lights, so of course the rear and dash lights came on with the front sidelights/DRLs once the engine started and the module saw 13volts. So the module was largely pointless, as even I am capable of pressing the light switch to get what I'll now call DRL equivalent. Also the lights coming on again could only be caused by the module, so that seemed to be faulty. But although the bright bulbs are great, if I turn the sidelight/DRL equivalents on manually there's no way of dimming them.

So I took the module off again and put the standard 5w 'glow-worm's armpit' bulbs back in. But the offside one didn't light up when sidelights turned on..... I swapped the bulbs side to side in case it was a duff bulb. No change. All connections seemed secure so I took the earth connections apart, cleaned them all up, re-made a couple of the bullet connectors and Lo! I had two sidelights again, albeit ones that were no good for enhancing my 411's visibility on a bright day.

I found some 'Warm White' led bulbs which are brighter than the standard filament bulbs but less bright than the 'DRL Upgrade bulbs I'd bought initially. They are currently (intentional pun) fitted and bright enough to make my car more visible, without overwhelming the standard bulb dipped headlights.



BODA E-Newsletter

August 2026 Issue 78

Product Review - DRL Update (contd.)

So it seems to me that these modules are only suitable for completely separate DRLs which have no connection to any other lights. I still want to have DRLs hidden in the outer headlights, and am wondering if some form of dual-filament bulbs might be the solution. But designing that is a job for much brighter folk than me!

Mark Stuart

DVLA Registration Reforms



The following announcement from the HCVA maybe of interest

DVLA Registration Reforms Deliver Further Gains for Historic Vehicles

As part of the ongoing reform of the registration process for Historic Vehicles, DVLA has today introduced updates to the Reconstructed Classics Policy. These changes follow continued engagement by the HCVA both directly and through our membership of the Historic Vehicles User Group (HVUG).

The revised policy aligns the age of components used in Reconstructed Classics with the Government's rolling 40-year definition of a historic vehicle. It also brings treatment of Reconstructed Classics and Completely Knocked Down (CKD) imports into line with the wider reforms introduced in August 2025.

DVLA define Reconstructed Classics as unregistered vehicles built using genuine period major components that are more than 40 years old. This includes a chassis, monocoque or frame of the correct original specification, although not necessarily from the same donor vehicle. A DVLA VIN will always be allocated, as any existing chassis, VIN or frame number cannot be used when linked with another vehicle.



BODA E-Newsletter

August 2026 Issue 78

DVLA Registration Reforms (contd.)

For vehicles with separate body-on-frame construction, a newly manufactured replacement body may now be used where no suitable period replacement exists. The updated policy also recognises genuine period "Specials", allowing vehicles certified by a recognised owners' club as authentic examples to qualify for registration.

Where a completed vehicle has been inspected and certified by a recognised owners' club as an authentic representation of the marque and holds a current MoT certificate, it may qualify for an age-related registration number together with Historic Vehicle tax status. Once an age-related registration has been allocated, the rolling 40-year MoT

For vehicles with separate body-on-frame construction, a newly manufactured replacement body may now be used where no suitable period replacement exists. The updated policy also recognises genuine period "Specials", allowing vehicles certified by a recognised owners' club as authentic examples to qualify for registration.

Where a club is unable to support or date a vehicle, a DVLA VIN must be allocated, and the vehicle will then require the relevant type approval before it can be registered with a Q registration number.

The policy update also provides greater clarity for dating Completely Knocked Down (CKD) vehicles where neither the date of final overseas assembly nor first overseas registration can be established. In these cases, DVLA will now accept evidence of the date the component kit was manufactured for export, or manufacturer records showing when the vehicle was dispatched overseas in CKD form.

DVLA has issued updated guidance at:

<https://www.gov.uk/vehicle-registration/reconstructed-classic-vehicles>

HCVA welcomes these changes and the positive steps the DVLA have taken in recognising the specialised nature of historic vehicles. We continue to remain actively engaged with DVLA and Government on further policy development and service delivery enhancements.

Dale Keller DipM ACIM

Chief Executive Officer

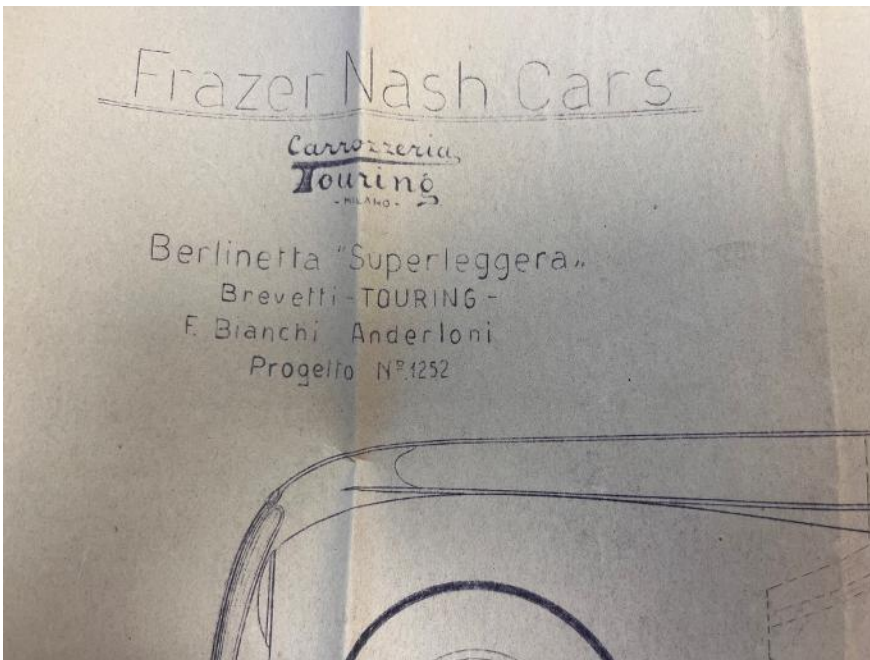


BODA E-Newsletter

August 2026 Issue 78

BOHT News - Treasures from the Archives

The skills of Italian coachbuilder graphics are well expressed in these pencil drawings from Carrozzeria Touring Milano. Note the elegant curves of the bodywork, I'll leave the rest of you to continue the analogy...



The Balilla (1934) by Marcello Dudovich: 'the most famous bottom in Italian advertising history'.

And here's another example of Italian bodywork - from the 1930s. (This one upset the Vatican)



Yours in Bristol,

Stefan Cembrowicz



BODA E-Newsletter

August 2026 Issue 78

UK Lighting Requirements

The articles about vehicle lights recently published in the Newsletter and Bodacious prompted me to look at the legal position for retrofitting modern lights to older vehicles. What I discovered was interesting and the following is my interpretation of the current legal requirements.

The requirements for vehicle lighting are summarised in the Driver and Vehicle Standards Agency (DVSA) MOT Inspection Manual: Cars and Passenger Vehicles 1 June 2026. Supplementary guidance on Daytime Running Lights was also published by the DVSA on 1 November 2010.

Throughout the explanations below the use of the term 'must' implies a mandatory requirement; the term 'should' implies a preferred but not mandatory requirement.

Daytime Running Lights (DRL)

DRLs are intended to improve the visibility of vehicles during the day and must be fitted to vehicles launched after February 2011. DRLs may be combined with other lights and activate automatically when the engine is started and remain on unless the headlights are switched on.

There is no requirement to retrofit DRLs on vehicles not fitted them as standard. If retrofitted they should activate automatically when the engine is started and switch off when the headlights are turned on. If this is not the case, you must ensure that you manually turn off the DRLs at night.

LED Headlights

The position on the use of LED headlights in classic vehicles is not explicitly stated, and their use relies on an exception in the regulations.

The regulations state that:

- "Existing halogen headlamp units on vehicles first used on or after 1 April 1986 must not be converted to be used with high intensity discharge (HID) or light emitting diode (LED) bulbs"
- "This does not refer to complete replacement headlamp units which may be constructed with HID or LED light sources"



BODA E-Newsletter

August 2026 Issue 78

UK Lighting Requirements (contd.)

Thus, existing halogen headlights may be converted to use LED bulbs for vehicles first used before 1 April 1986 – those first used after that date may only use complete replacement LED headlight units.

In addition, the regulations do not make headlight levelling devices mandatory – they may be fitted but if fitted then they must work.

Finally, the regulations state that if four headlights are fitted “the outer headlamps do not need to emit the same colour light as the inner pair” – which is good news for owners of later Bristol’s intending to retrofit LED bulbs only to the main driving lights.

Rear Fog Lights

A single rear fog lamp must be fitted to the centre or offside of vehicles first used on or after 1 April 1980 and may be combined with rear position lights. A rear fog ‘tell-tale’ (i.e. warning light) is only required where a rear fog lamp is mandatory.

Implicitly two rear fog lights may be used and there is no specific requirement for switching rear fog lights other than the switch must be secure and able to operate from the normal driving position.

Finally, the regulations state that “fog lamps are permitted to operate independently of any other lamps or ignition systems”. In other words, there is no requirement for fog lights to be extinguished when main beam headlights are selected or headlights switched off.

Conclusions

When I first started exploring the regulations I expected them to be more onerous and impose modern requirements and practice on retrofitted components. However, this is not always the case, making the fitment of DRLs, LED Headlight bulbs and Rear Fog Lights easier. We now have few excuses when it comes to improving the lighting on our cars!

Simon Kinder



BODA E-Newsletter

August 2026 Issue 78

Events Update - 19 August

Salon Privé

A last chance 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. BODA members are invited to come along with their cars 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. Currently there are over twenty Bristol cars booked for the Saturday. 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.
- To get the discounted price use the link: www.salonpriveconcours.com/car-clubs

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, so with over twenty Bristol cars in attendance we are in with a chance. Cars need to arrive between the time the gates open at 7:30 and 10:00 when they close for club cars. Any arrivals after this time will be directed to the general car park. As an added attraction member Bob Hutton has offered mugs of tea and early bacon rolls at their pub in Great Milton (10 miles from Blenheim) for those travelling and attending (generously Bob has offered this without cost) enabling Bristol cars to then travel on to Blenheim and arrive in convoy. Great Milton is just off the M40 at junction 7 or 8a, ideal if one is travelling from London or the South. The address of the Bull is The Green, Great Milton, Oxford OX44 7NS.

What3Words location is: masters.bordering.inserted



BODA E-Newsletter

August 2026 Issue 78

Events Update - 19 August (contd.)

5 Miles from Anywhere, No Hurry Inn, Upware, CB7 5ZR – Eastern Region Lunchtime Pub Meet The next lunch at this delightful riverside location is scheduled for Wednesday, 30th September. All are welcome.

The Piston Club at the Stag Inn, Alcester, BA49 6NQ – Midland Region Lunchtime Pub Meet The next scheduled lunch at this car and motor bike themed location is on Wednesday, 2nd September.

Lancaster Insurance – Classic Car Show, NEC, Birmingham

Running from the 13th to the 15th November and with a fantastic range of vehicles and club and trade stands all under one roof, the show is a great way to enjoy classic motoring indoors — especially welcome in November. Book your ticket now using code CCBRODAN6 to save £4 on a day ticket or £2 on a multi-day ticket. <https://www.necclassicmotorshow.com/> The Club discount applies to Advance prices booked before midnight on Thursday 12 November, and to Door prices thereafter. Full ticket information is available at [necclassicmotorshow.com/ticket-information](https://www.necclassicmotorshow.com/ticket-information).

See also, request for help from Mike Hallissey on page 8

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BODA E-Newsletter

August 2026 Issue 78

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