



# BODA E-Newsletter

31st March 2026

Issue No 73

## Welcome

### Contents

- *Welcome*
- *Membership Matters*
- *Progress Update on the 411 Prototype*
- *Bristol 411 S3 Wiring*
- *BRDC Silverstone lunch*
- *Pegasus Update*
- *Ireland Trip 2026*
- *BOHT News*
- *BODA Visit to P&A Wood*
- *Conversion of carburettor on 603E*
- *The Armiger Foundation Heritage Engineering Hub Visit*
- *For sale*
- *March Events Update*
- *East Region Events*
- *Contacts*



*Richard Wade's 411 last year at Brooklands, at a celebration of life for Julian Grimwade. Credit Cliff Bolton*

*Editors: Richard Sanderson, Andrew Gibbs  
March 2026*



## Membership Matters

### No New Members this month

### Membership Matters - An Ode to an Analogue World

A large majority of our cars and our members, me included, come from an analogue world: The only thing digital in our cars might be something in the distributor; Music, from the gramophone, was real – sometimes with pops and crackles – but sounded pure; And telephones were connected to copper landlines that worked in power cuts!

Sadly, much has changed in recent years and not always for the better – a case in point being the switch over from copper landlines to fibre optic. Yes, internet speeds are faster, but treasured, well remembered, telephone numbers have been lost - and the fibre connection is now useless in a power cut.

It's becoming clear that many BODA members have been 'digitised' in this way and have lost their old landline numbers on the Member Contacts list. This makes it difficult for us to make contact.

Please can I ask that you help me keep our records up to date by checking your details on the Member Contacts list and letting me know any changes.

It's easy to do this on the BODA website – just hover your 'mouse' over the 'Membership' tab. Select 'Your Membership Details' in the drop-down, and click on the 'List of Members Contact Details' tab. This produces a table ordered by member number but can be ordered alphabetically by last name if you click on the 'Last Name' header tab. I can be contacted by email ( [memsec@bristoloda.org](mailto:memsec@bristoloda.org) ) or phone if you see the need for any changes to the telephone number, or for that matter, email address listed.

There have been no new members this month – hence my ramble. Thank you in advance for checking your details – and to those members who I've been in touch with over the last month or so, it's been a delight dealing with you.

Now to eke out that last drop of fuel!

**Simon Kinder**

Membership Secretary

07981 579048



## Progress Update on the 411 Prototype – Getting Close!!



The number plates have arrived, not as nice as Ace plates but acceptable.

The body work has very little paint, the plan is to remove as much surface oxidation as possible, and patch repair the paint using rattle cans matched to the original paint.



The near side front hatch has now been restored.

The panels have not been finished the folds have not been planished square. These show as a bulge all around the edge which needs to be planished flat

**Andy Gibbs**



## Bristol 411 S3 Wiring Part 2 – Fuse Boxes and Radiator Fan Controls

*This article first appeared in the Spring 2026 issue of Bodacious but unfortunately had an incorrect fuse listing in it and was missing a picture. Here is now the corrected article.*

*The differences are:*

- *The fuse identification chart, Fig 2, in the original article was incorrect - the corrected version is now reproduced.*
- *Fig 3, identifying the relays on the engine valance, was missing in the original article.*

One thing invariably leads to another! I started looking at the wiring and electrical system on my 411 Series 3 because I was intrigued by the three Lucas relays clearly visible on the right-hand engine bay valance and thought they were involved with the engine starter circuit. Well, as my last article showed, I was wrong: the starter circuit relays are in the wing bay compartment. I subsequently found that the relays inside the engine bay are for the Horn and Radiator Fans, but when I started looking at the circuits powering these it was clear each was fused, but I couldn't find any information on which fuse boxes within the wing bay compartment were involved or, for that matter, what each fuse did. That led then to my investigating the fuse boxes in the car.

In this article I give you the result of my investigation and identify the fuses within and around the fuse boxes in the right-hand wing bay and the circuits they protect. Then I finish by briefly looking at the Radiator Fan Control circuits and the engine bay relays controlling them.

It was not uncommon for the simple electrical circuits in cars built during the 50's and 60's to be protected using two fuses, one for permanently powered circuits and the other for circuits powered through the ignition switch. Not all circuits were fused, and it was normal practice to leave lighting circuits without fuse protection. This appears to be the case for earlier Bristol's up to and including the 410 (I believe), with the two fuses shown as A1-A2 and A3-A4 on the wiring diagrams.

The 411 marks a transition with additional fuses being introduced. My 411 Series 3 has two 4-fuse Lucas 7FJ fuse boxes mounted within the right-hand wing bay with four in-line fuses below as shown in the photograph at Fig 1. This gives a total of twelve fuses. The right-hand fuse box is connected to the battery to power 'Permanently Live' circuits, and the left-hand fuse box is powered through the ignition switch to provide 'Switched Live' circuits.



## Bristol 411 S3 Wiring Part 2 (contd.)

The fuse boxes are supplied from the looped wiring in the centre with the outputs on the outside i.e. the right of the 'Permanently Live' box and the left of the 'Switched Live' box.

The 411 owner's handbook doesn't provide details of the circuits powered by each fuse – and the circuit diagrams for the 411 still show the earlier two-fuse designation of A1-A2 and A3-A4. So to fill in the gaps I determined the use of each fuse in my car by trial and error. The results are shown in Fig 2 which shows the electrical systems protected by each fuse and identifies the appropriate circuit diagrams (these are attached to the 411 Owner's Manual in the BODA Website Technical Archive). I must stress that Fig 2 shows what I have found on my car - there may well be variations between cars.

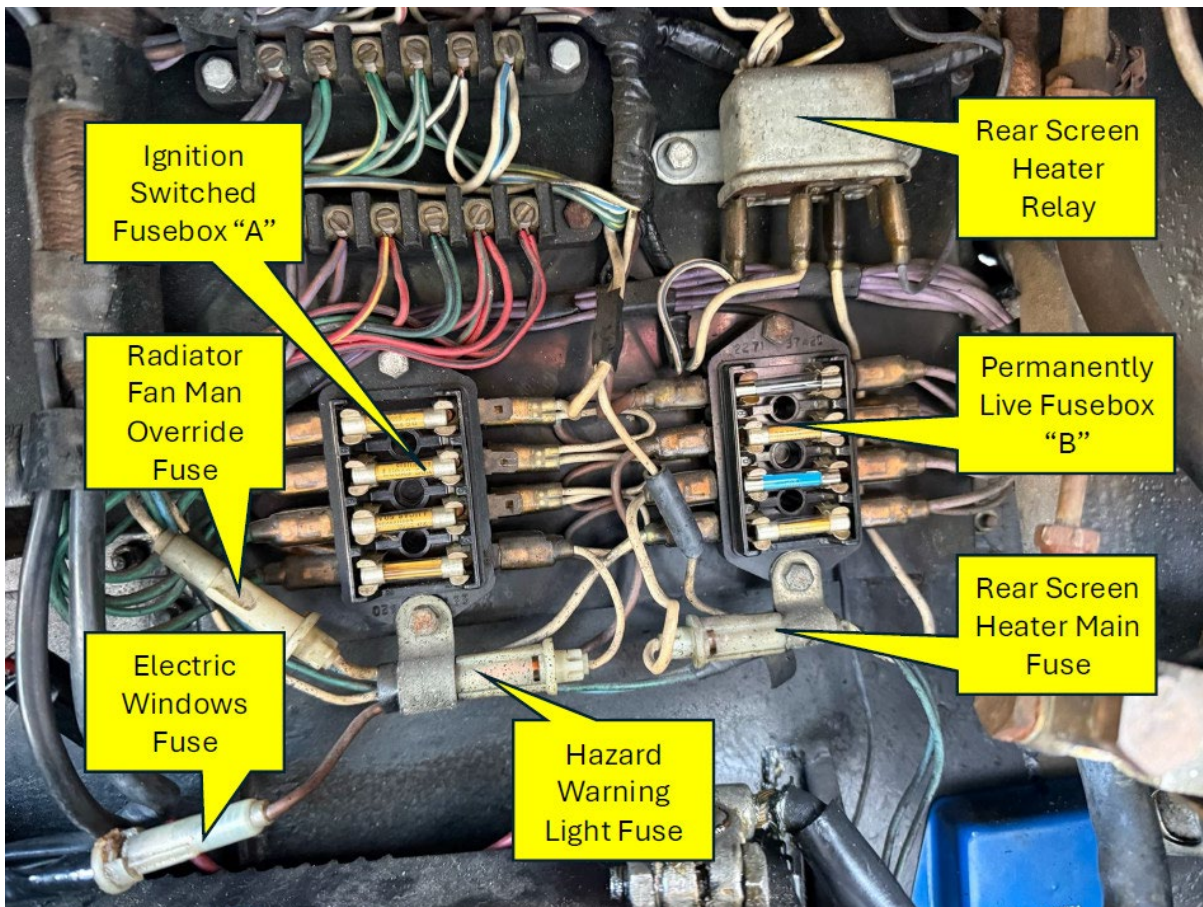


Fig.1. Fuse Layout



## Bristol 411 S3 Wiring Part 2 (contd.)

Ignition Switched Fusebox "A"			Permanent Live Fusebox "B"		
A1	Wiper Motor Reversing Lights	SKN6074 SKN6170	B1	Horn Radiator Fan	SKN6172 SKN6163
A2	Heater Fan Handbrake Warning Light	SKN6173 SKN6172	B2	Cigar Lighter Clock	SKN6174 <u>SKN6174</u>
A3	Radiator Fan Auto Control Dash Gauges Brake Lights	SKN6163 SKN6172 SKN6170	B3	Accessories	
A4	Heated Rear Window Control Indicators	SKN6173 SKN6170	B4	Headlight Flasher Internal Lights	SKN6176 SKN6173
In-Line Fuse	Hazard Warning Light	SKN6170	In-Line Fuse	Radiator Fan Manual Override	SKN6163
			In-Line Fuse	Electric Windows	411-2-68119/68126
			In-Line Fuse	Heated Rear Window	SKN6173

Fig. 2. Fuseboxes Final Version

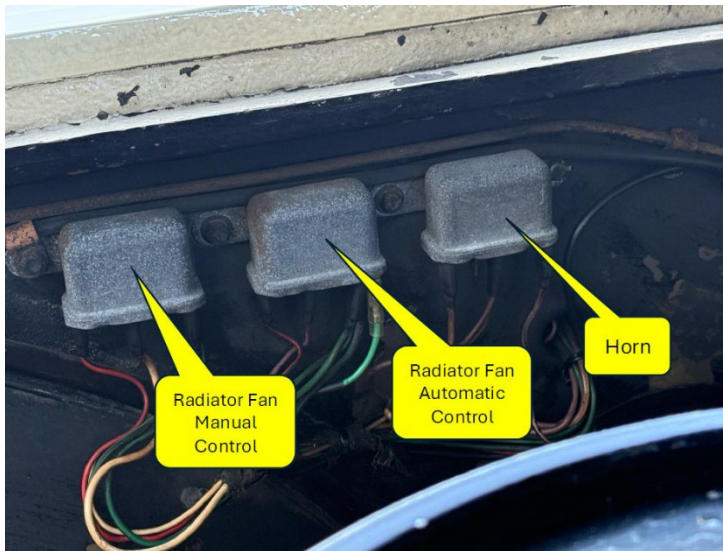
Another detail missing was the approved value of each fuse. Here I must give credit to Shawn at Spencer Lane-Jones who kindly sent me an extract from a Bristol drawing they hold, which specifies 50A fuses for all the ways on both fuse boxes and 35A for the in-line fuses. This helpfully ties in with my car which has Lucas 50A fuses fitted.

At this stage it's worth considering the differences between Lucas glass fuses and the American 'AGC' glass fuses that became more common in later years. The fuses are physically similar, with AGC fuses 32mm long as against Lucas fuses which are 29.4mm long. The fuses are interchangeable in Lucas fuse boxes but they are designed to operate in very different ways. Lucas fuses were designed to be 'slow blow', with a 50A rating designed to handle a 25A continuous load, accommodate instantaneous current surges, but blow within a second at 50A. AGC fuses are designed such that a 50A rated fuse is capable of handling a 50A continuous load and will not fail until a higher current - approximately 110% continuous load but can be more. It follows therefore that Lucas fuses provide a better protection within the systems they were designed for.



## Bristol 411 S3 Wiring Part 2 (contd.)

Lucas fuses were often labelled with their 'blow' rating and 'continuous' rating e.g. 50/25 is a 25A fuse that will blow at 50A, and a 35/17 fuse has a continuous rating of 17A but will blow at 35A. Given the very different characteristics between the types of fuses it's well worth sourcing and using Lucas fuses or their modern equivalents - using AGC fuses could result in fried electrics!



Now to the relays on the right-hand engine bay valance and the Radiator Cooling Fan Circuit. There are two relays controlling the radiator fans and shown in the photo at Fig 3: one an 'automatic' circuit controlled by a radiator sensor, and the other a 'manual' circuit operated by the 'Fan Override' switch on the dash.

*Fig.3. Engine Bay RH Valve Relays*

The circuits are documented in Bristol Drawing SKN 6163 an extract of which is at Fig 4, and their operation is very straightforward. For automatic operation, power to the fans is supplied from fuse B1 in the permanently live fuse box through the 'automatic' relay. This relay is switched by a supply from fuse A3 in the ignition switched fuse box linked through to the radiator sensor. When the radiator sensor reaches temperature, it shorts to earth operating the 'automatic' relay and powers up the fans. Manual operation is the same, with the dash switch operating the 'manual' relay. The circuits are designed such that no relay will operate without the ignition switched on.

The circuit for the manual override in SKN 6163 caused me some confusion when I worked through it as it shows that when the 'manual' relay is activated the radiator fans derive their power through the ignition switch. This was a surprise as this would increase the current through the ignition switch and shorten its life – something I would not expect from Bristol engineers.



## Bristol 411 S3 Wiring Part 2 (contd.)

However, after looking at my car I am firmly convinced that the circuit diagram SK6163 has been incorrectly drawn, as the in-line fuse on my car is connected to the 'permanent' live side of the fuse boxes rather than the 'ignition switched' live.

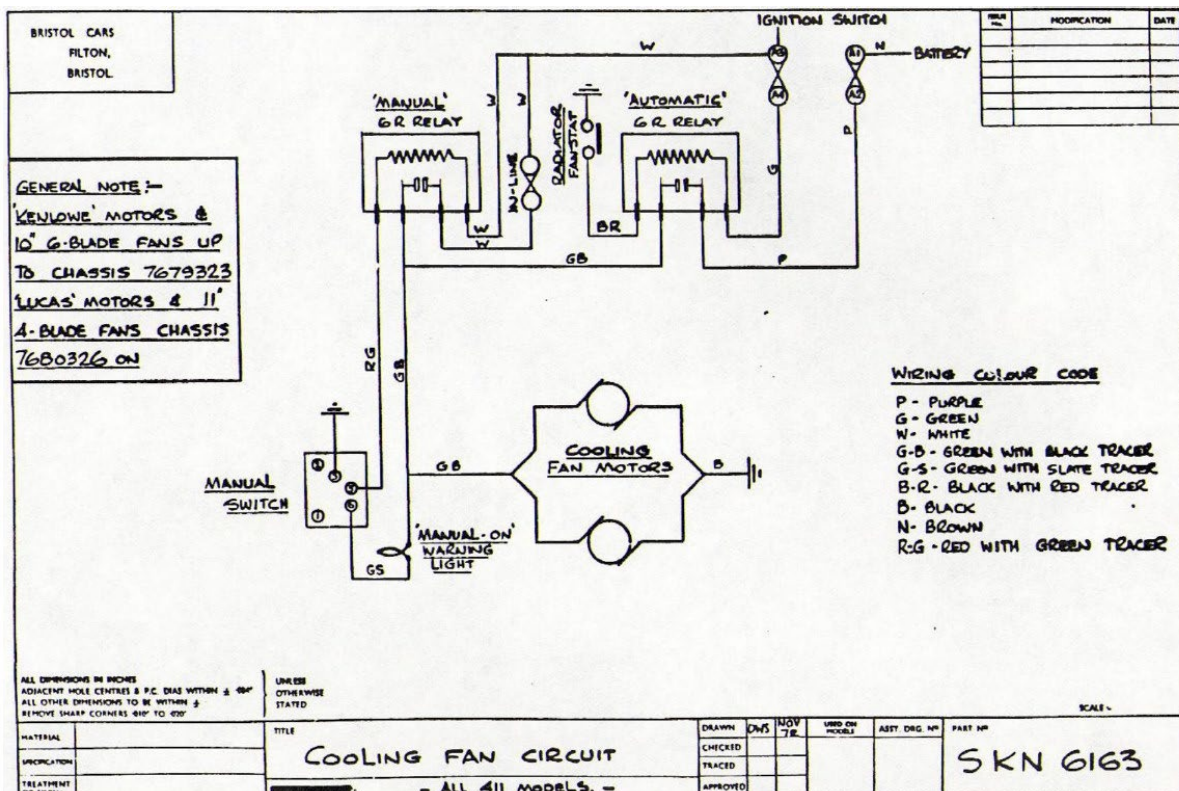


Fig. 4. SKN6163

Fault finding the cooling fan circuit is very straightforward. Assuming that all the fuses have been checked, the 'automatic' relay can be tested by disconnecting the radiator sensor (top right of radiator) and touching it to an earth (the bodywork around) with the ignition on. If nothing happens the relay is faulty; if the fans now operate but haven't been working when the engine is excessively warm, then the radiator sensor is faulty. It should be noted that some cars (the Editor's!) have two wires to the radiator sensor one of which provides an earth – if this is the case touch the wires together to check the relay operation. The 'manual' relay can be checked in a similar way using a short length of wire to short the red/green wire on the relay to earth. If the fans energise then the 'Fan Override' switch has failed; if not, then the relay has failed.



## **Bristol 411 S3 Wiring Part 2 (contd.)**

This concludes my look at the fuse boxes and fan circuits, but I have at this stage to add a caveat. Everything I have written is based on my car and my understanding of the circuit diagrams and available information. Bristol were good engineers and it is unlikely that there were significant variations between cars of the same type. However, I have found variations between my car and the circuit diagrams: firstly with the power connection to the manual fan override identified earlier; and secondly with the supplies to the brake lights and reversing lights which are separately fused through fuses A1 and A3 rather than rather than being supplied with the indicators through fuse A4 as shown in SKN6170.

In the next article I plan to map out the wiring connections to the connector blocks mounted above the fuse boxes within the right-hand wing compartment. An understanding of what each connection does here should help with fault finding and making modifications to modernise the systems – such as adding relays to the headlight circuits to reduce the load on the light switch. However, given the space constraints in my garage, and the current interminable rain in the UK, that will have to wait until warmer, drier weather.

*Simon Kinder*



## BRDC Silverstone Lunch, Saturday 2nd May 2026

- **80 years of Bristol Cars and the Bristol 400**
- **50 years of the Bristol 603 and derivatives**

*(We have 122 places booked against an extended capacity of 126 but there are inevitably last minute drop outs so if you haven't yet registered it is worth trying)*

Warwick Banks is hosting a private lunch for BODA members and other Bristol car owners. It will be held at the newly refurbished BRDC Clubhouse, Silverstone on Saturday 2nd May 2026. This follows the similar events over the past six years, commemorating many anniversaries for our cars and some of the personalities involved.

It is 80 years this year since Autocar announced the Frazer Nash-Bristol (6th September 1946) and 50 years since the same journal announced the Bristol 603 (Autocar 14th October 1976). Both models were in their own different ways to play such important roles in the story of Bristol Cars (and cars).

Our gathering at the BRDC aims to commemorate both car models, the company itself as well as the people.

The Equipe Historic Championship returns to Silverstone, this time tackling the full Grand Prix Circuit, for Round Three of its inaugural 2026 season on Saturday, 2nd May 2026. The perfect stage for the finest Pre-1966 GT, GTS, and Touring Cars to show their pedigree.

The BRDC will allow us to park suitable cars (with drip trays please) in front of the Clubhouse with separate parking nearby for anyone else arriving in a Bristol or Bristol engined car.

The former staff of Bristol Cars and Bristol Cars Services will use the event to hold another staff reunion. Mark Coleman encourages as many as possible to come along and share their stories of the cars, the company and the owners. An honour and a treat.

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

BODA has not awarded The Anthony Crook Memorial Trophy since Southport 2024 so although we generally would award for sporting efforts, we are planning to award it for this year to the 'most interesting 603 or derivative' which attends the event. All very light touch.



## BRDC Silverstone Lunch, Saturday 2nd May 2026 (contd.)

As before I'm making the arrangements with the BRDC on Warwick's behalf so please let me know if you'd like to attend. Guests are welcome. Costs are £58 per person including circuit passes, a welcome drink, 2 course lunch with a bottle of white and red wine on each table followed by tea and coffee. It is a real privilege to be able to use the BRDC Clubhouse and we are hoping that we can have another outstanding turnout. We've had to turn people away in the last few years.

So please also let us know if you are hoping to attend with the names of your guests and details of any food allergies. Also, details of your Bristol or Bristol engined car, especially if you are arriving in a 400, 603 or derivatives. Model & registration number please. We will then be able to confirm your place and attendance arrangements. After that we'll let you have the payment details to guarantee your booking, by paying £58 per person, directly to the Bristol Owners & Drivers Association bank account.

**Michael W Barton**, [mwb0605@gmail.com](mailto:mwb0605@gmail.com) or 07801 538170

## Pegasus Update

As we move to spring the hope of getting our cars out and about, I thought it worth updating people on what Pegasus has to offer to get your 6 cylinder car in fine fettle. In terms of getting that spark in best order, we have a set of contact breakers, condenser and rotor arm. These come as a pack and are excellent quality and together with round air cleaner elements which most cars used. As we have for many years, we continue to supply many of the gaskets required for routine service including those for the rocker covers, water pump, carburettors and exhaust manifold.

For those wishing to sort out more complex issues, there are kits which will make sure your fuel pump and fuel line E10 proof, alcohol in E10 will slowly erode standard lines with the risk of leaks and engine bay fires. The final service item for a quick refresh are re-build kits for the Solex carburettors.

If you have any concerns do reach out to the Pegasus team and we will do our best to help. We are of course just a group of volunteers and there may be a delay in response due to the other pressures of life, but we are all committed to help members keep their cars working and delivering that joy that is unique to Bristol driving.

**Mike Hallssey** [mikehallssey@mac.com](mailto:mikehallssey@mac.com)



## Ireland Trip 2026

We now have the confirmed dates and pricing for the trip from Scenic who are running the tour on our behalf. It is essential we have a commercial partner due to issues around insurance and liabilities. I have set out the details below. At present we have 8 cars committed with another member just checking things. If anyone else is keen to come Scenic will need to know fairly soon 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).

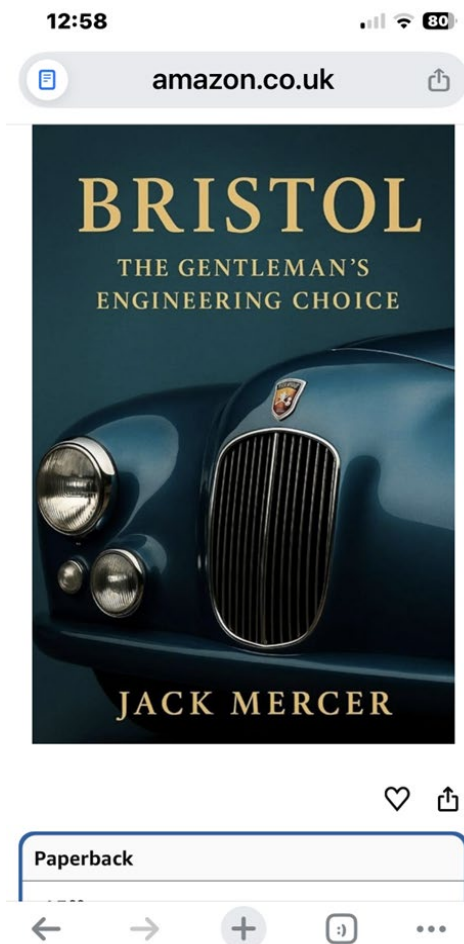
**Mike Hallissey** [mikehallissey@mac.com](mailto:mikehallissey@mac.com)



## BOHT News

**A book about Bristol cars I'm not going to buy...**

**Bristol : The Gentleman's Engineering Choice by Jack Mercer (2025, Trade Paperback)**



Having toiled for a year or more with half a dozen BOHT Trustees to produce 'Car Division' for Palawan Press, the history of the birth and progress of all the Bristol 6 cylinder models; scrupulously researched and illustrated with 300 fabulous original photographs by the Bristol Aeroplane Company works photographer in the 1940s and 50s, (just saying...), I always look out for new Bristol books.

This one caught my attention on Amazon- but I was dismayed to see the cover photo was of a Bristol that never has, and never will, exist.

Instead, it appears to be a piece of AI generated Microslop. Allegedly.

(Microslop is an exciting new word that I encountered this week. I think it will be used increasingly frequently as bad quality AI images and prose are generated by the (allegedly) idle and venial. You read it here first, perhaps.)

Having tried in an idle moment to get one of the AI apps to draw a Bristol car with wings, I was surprised to see that it struggled to produce anything with detailed resemblance to the dear familiar lines of any one of our Bristols.

I very much hope that I am wrong in imagining that the text within this reasonably priced book is also AI generated as I fear that anything previous scribes like us have diligently put together will have just been scraped, plundered and trawled by these AI Large Language Models - which, after all, have read everything ever put online.



## A book about Bristol cars I'm not going to buy... (contd.)

Jack Mercer, the author, is a remarkable man. His online biography with a list of his 140 books shows that he is clearly bionic. He was born in 1895, but despite being 131 years old, he is capable of writing several books a month. For example, in July 2025, he published books on Tesla, Porsche GT3, and Subaru...

### JACK MERCER'S BOOKS

Average rating: 4.46 · 24 ratings · 7 reviews · 145 distinct works

- Hard times - A runaway's adventures in the Americas  
4.57 avg rating — 14 ratings — published 2013 — 2 editions
- DeSoto: Chrysler's Forgotten Child  
*it was amazing*  
5.00 avg rating — 1 rating
- The Tesla Transformation: Electric Shock to the System  
*it was amazing*  
5.00 avg rating — 1 rating
- Winged Precision: The Story of the 911 GT3 RS (992)  
*it was amazing*  
5.00 avg rating — 1 rating
- Lightweight Legend: The BMW M4 CSL Reborn  
*it was amazing*  
5.00 avg rating — 1 rating
- Impreza Nation: The Subaru That Roared  
*it was amazing*  
5.00 avg rating — 1 rating
- Subaru: From Snowdrifts to Street Legends  
*really liked it*  
4.00 avg rating — 1 rating



## A book about Bristol cars I'm not going to buy... (contd.)

- Raging Track: The Lamborghini Huracán STO Story  
*really liked it*  
4.00 avg rating — 1 rating
- L'Odeur de la Maison  
*really liked it*  
4.00 avg rating — 1 rating
- Fire, Iron, and Chrome: The Harley-Davidson Saga  
*it was ok*  
2.00 avg rating — 1 rating

I bow down to the fantastic production capabilities of this marvellous author, and I'm humbled by his output, if not his access to a decent photograph of a real Bristol.

It is possible that further works by this remarkable genius are appearing, even as I pen this article on my humble keyboard in real time, just, in my ignorance, using the fingers of one or more hands.

Perhaps somebody with a stronger stomach than mine will be able to read one and tell us what lies within?

Second thoughts, please don't bother. I fear it would only upset me.

Yours in Bristol

*Z.C. Worbmec (yes, Im scared of Robots)*



## BODA Visit to P&A Wood 2026

We enjoyed a fabulous visit to the P&A Wood Rolls Royce and Bentley showrooms and workshops on Saturday 28th February in Great Easton in Essex, the first outing in the calendar in the Eastern Region. We are all truly grateful to David Austin for suggesting the visit and making initial contact, to the generosity of P&A Wood themselves, as well as the 22 who turned out on a very wet morning, with 4 Bristols' along as well (well done to those intrepid owners). Most of us were also able to enjoy a great lunch at the Vine in Great Bardwell too.

Paul and Andrew Wood started the business in 1967 in Moreton, they expanded into a new workshop and showroom in Great Bardfield before expanding once again into their extensive office, reception, shop, parts, workshops and showrooms at their current site. In 2001 they were appointed as the 'Official Rolls Royce and Bentley Heritage Dealers', and they now offer a comprehensive sales and workshop services for cars old and new from the marques.

The attention they lavish on every part of the business was apparent throughout the whole tour of the immaculate premises. Every vehicle on site has a story, and we were able to hear many of these. P&A admirably support the future by offering apprenticeships, and also support local charities. Our donations were being passed to the Essex and Herts Air Ambulance.

Gathering in the Reception area for a welcome coffee and tea, we admired the Merlin engine on display, and were then joined by Max, one of the P&A vintage car engineers (he was not vintage by any means), for the tour itself.

We started in the modern car workshops, a new building. This was where all the basic servicing and maintenance was carried out. 'Like an operating theatre' was the comment made by one of our members. From here we moved to the massive workshop for the classic and vintage cars, passing through the engineering section full of the specific engineering equipment and machinery for the differing eras of the cars. There was the bottom end of a 1920s engine that had developed a 'knock' before setting off for the Peking to Paris Rally, but the engines are so reliable it completed the route and was now having the bearings scraped to cure the issue! We saw the 'Merlin Room' where, amongst many other things, there was a Hawk airship engine and a zero hours Merlin engine from a Spitfire. P&A maintain these engines.



## BODA Visit to P&A Wood 2026 (contd.)

It would be impossible to highlight all the cars in the workshop that covered almost a century of car production. The unrestored Silver Ghost 40/50 that won the pioneering category of the Peking to Paris Rally was present - we had seen its engine being worked on in the engineering bay. Another outstanding vehicle of interest was the 1937 Rolls Royce H J Mulliner Airline Limousine. It had been ordered new by Sir Alan Butler, Chairman of the De Havilland Aircraft Company, and was used as part of the war effort (and later owned) by Field Marshal Montgomery. Sir Alan had the car built with an aerodynamic feature found to be successful on aircraft, a rear sloping windscreen. (*Probably not aerodynamic but to reduce reflexion in the windscreen from the instruments and interior lights. Editors comment.*) We also saw examples of cars from the 1920s, two beautiful Bentley Continental models, and in the middle something somewhat smaller - the original Austin 7 Ruby owned by the Wood brothers, and an inspiration for their future careers.





## **BODA Visit to P&A Wood 2026 (contd.)**

Moving to a separate building we were treated to another huge collection of cars, some customer cars and some for sale. Again far too many to mention, but the 1909 Silver Ghost in light blue was absolutely stunning in its perfection. It was parked next to one of three cars commissioned in the 1930s by Miss Florence Pickles, a 1934 3½ litre 'hidden hood' drop head coupe by Park Ward.

Downstairs were the paint bays as well as the workshop carrying out restorations. A number of bare naked bodies were present with a couple of early restorations. Despite Andy crawling around underneath one of the Bentley's, and after much deliberation with Colin, it could not be determined whether the car was an S1 (6 cylinder) or S2 (V8)! Finally we moved across to the two storey showroom, yet another fabulous display of cars in an opulent setting. A mix of display cars and those for sale, including the Gurney Nutting sports saloon with Ostrich skin interior, and a stunning continental convertible from 1956 - a Pebble Beach concours winner no less!

Thanks again to everyone for their support - what a treat it was!

*Chris Dady*

## **Conversion of Carter 2-Barrel Carburettor on a 603E to an Edelbrock Performer 4-Barrel Carb.**

Why do it ? Firstly the 'rebuilt' carb put on the car some years back has never been that good. My other 603E WLO957S with an older Edelbrock Performer conversion on it drives really well, and a conversion of my Range Rover LSE to the same type of carb with an Edelbrock aluminium intake manifold about 15 months ago confirmed how good these carbs are.

An almost failure to proceed carburettor related incident last summer sealed the Carters fate, a call to David Crownshaw confirmed he had an Edelbrock of the type I needed which he had removed from his 410 to fit a Sniper Fuel Injection conversion, this came with its air filter so a great start. The Edelbrock alloy intake manifolds had gone up quite a bit in price and after reading a lot of the American Mopar forums I decided to look for a standard 360 cast iron manifold, the 318 item on a 603E will only take a 2 barrel carb. Graeme Payne confirmed he had a good second-hand unit so both items were collected at the BOC Concours at Manley Knoll last year.



## **Conversion of Carter 2-Barrel Carburettor on a 603E to an Edelbrock Performer 4-Barrel Carb. (contd.)**

With another project on the lift, this gave me time to work out and acquire most of the parts needed to enable us to undertake the conversion, the work starting towards the end of the second week of March.

The 360 intake manifold is a spread bore design which means the intakes at the back of the mounting for the carb are larger than the pair in front. The Edelbrock performer is a square bore carb which means the intakes need to be the same size and for this reason Edelbrock make and supply two types of adaptors. In this case the one we used being part no 2996, obviously a pair of gaskets were needed for this, part no R2033, but on David's advice I decided to fit a heat isolator gasket, part no 9266.

We were going to put this on with a standard gasket either side though the fitting instructions say this is not necessary and the elongated studs in the kit don't allow for that so for now it's gone on its own. If we encounter any air leaks, I will need the 2" long studs Edelbrock supply, part no 8060, I already have the extra gaskets if needed.

Obviously, a new set of intake manifold gaskets are needed. In this case I bought a set of Felpro gaskets. During the course of the dismantling it became apparent that we needed to replace the heater hoses, plenty of the correct diameter in stock, the top and bottom hoses and the bypass hose a rather odd shape. So after a Saturday afternoons internet search for the latter I ended up ordering three from Summit Racing in America, one for each car and one spare, also got a top hose of the correct size and shape which may be long enough but if not easy enough to cut to use the metal link pipe Bristol fitted and also got a pair of thermostat housing gaskets one for each car again, the parts shipped last Monday morning and were with me at 10.30 am on Friday ( 20th March) so no delay to our schedule. The Summit part numbers are bypass hose, they call it a heater hose CEL 63735, top hose CEL 60859 and thermostat housing gaskets SNN MG38EA. That lot came to \$58.98 with \$46.42 for Fedex economy shipping, so compared with UK prices still very competitive.

John Wolf Racing have supplied several items needed and for orders over £30 and placed before 3.00 pm go free next day delivery. Some items have been sourced via established American parts suppliers who have eBay stores. I still have a few bits to order, and I need the adaptor for the throttle linkage for installing an Edelbrock carb on a Chrysler V8 part no 1481 and a set of valve cover gaskets for WLO to cure a leak.



## Conversion of Carter 2-Barrel Carburettor on a 603E to an Edelbrock Performer 4-Barrel Carb. (contd.)

The bottom hose will need replacing as well but like the top hose it uses a metal link pipe so if we don't have something in store I am sure we can get something from Car Builder Solutions, late update on that, a good section of one of the old top hoses will donate sufficient to replace the straight part of the bottom hose. The angled part (90 degrees) is actually a reducer hose as well 45mm to 38mm id. and while I thought Car Builder Solutions might have had that they only had a 51mm to 38mm, so I have ordered the reducer hose from Silicone Hoses of Gloucester. More to follow next month.



These photographs show some of the stages in the first three days' work on this project on my 603E 4951H.

**Geoff Kingston**



## The Armiger Foundation Heritage Engineering Hub at Bicester Heritage - Visit on Tuesday 14<sup>th</sup> April 2026

*(We are 'sold out' for the BODA visit to Bicester Heritage on 14th April but it is worth trying in case of cancellations.)*

We have arranged a private visit to Bicester Heritage to see The Armiger Foundation Heritage Engineering Hub, the Heritage Skills Academy itself and other facilities. Our hosts will be John & Janice Pitchforth of the Heritage Skills Academy.

**Could you please therefore register your interest with me as soon as possible as numbers need to be limited. Michael W Barton [mwb0605@gmail.com](mailto:mwb0605@gmail.com) 07801 538170**

The arrangements for the day are as follow:

11am meet at Building 123 The Club House at Bicester Heritage for coffee and tea after travels

11:15am visit to AFHEH off-site to meet apprentices, tutors etc. In two groups one group to visit the existing HSA facilities at Bicester Heritage whilst the other group are at the new AFHEH

1pm buffet lunch at the Bicester Motion Club House

2pm Very short presentations by the HSA, Federation Skills Trust and apprentices

2:15pm to 4pm or so at will to wander around Bicester Heritage site and private use of the Bicester Motion ½ mile demonstration track and paddock area, a dedicated first aid and fire trained marshal and response vehicle for the duration. Cars can use the track singly or in groups of up to five.

Per head charges to cover catering costs, venue rental and track use are £50 per head for what should be a fascinating day out.

### The Armiger Foundation

Recent BODA Newsletters have carried articles explaining the charitable purposes of the Foundation funded by Hannah and Adrian Berry, long term BODA and BOC members.

At risk of repetition the purposes are:

***“Promote education for the public benefit in the subject of classic and historic vehicles principally by promoting the knowledge and understanding of the maintenance, repair, restoration and operation of such vehicles and providing or assisting in the provision of apprenticeships or other training relating to the maintenance, repair and restoration of classic and historic vehicles for young persons”***



## **The Armiger Foundation Heritage Engineering Hub (contd.)**

The Armiger Foundation trustees have been pleased to make initial grants as follows:

### **Heritage Skills Academy (HSA)- Armiger Foundation Heritage Engineering Hub**

The trustees made a one-off capital grant of £111,000 to fund the fit out of the new workshop and apprentice training facility at 3 Wedgewood Road, Bicester, OX26 4UL. This grant was made to The Federation Skills Trust (FST), the charitable arm of the Federation of British Historic Vehicle Clubs (FBHVC) of which BODA is a supporting club. The FST have passed the grant on to the HSA who have added to their Bicester Heritage site with their new premises close by.

In recognition of this grant the HSA have named the new building:

#### **'The Armiger Foundation Heritage Engineering Hub'**

### **Heritage Skills Academy – Recruitment and mentoring support**

The Armiger trustees are committed to support the HSA by way of a revenue grant for three years at the rate of £50,000 per annum.

The funding has been provided so the HSA can recruit an additional staff member to support the recruitment, monitoring and mentoring of apprentices who are on the HSA three-year apprenticeship programme.

The new member of the HSA staff will be able to spend time visiting the workplaces of their apprentices spending time both with the employees and the employers. As you might appreciate the apprentices are young, sometimes having just turned 18, and often need help adjusting to the world of work, the requirements of their employers and their own personal lives.

### **Brookland Museum – initial funding for redevelopment plans of the existing HSA facilities**

The trustees have granted an initial £25,000 grant to facilitate the preparation of initial plans for the re-development of the existing Heritage Skills Academy facilities at Brooklands. At present the HSA have apprentice training facilities at Brooklands but these are considered too small and hidden away from visitors. The trustees are hoping to be able to make a substantial donation towards the eventual capital costs of the re-development to provide better apprentice training facilities.



## **The Armiger Foundation Heritage Engineering Hub (contd.)**

### **National Motor Museum – Beaulieu**

The trustees have made an award of £50,000 over three years to directly support the employment of an apprentice employed at the National Motor Museum (NMM) workshop. The trustees are also involved in preparation of plans to build a dedicated apprentice training workshop at Beaulieu as part of an ambitious scheme to eventually redevelop the whole site. The expectation is that a substantial capital grant will be required.

### **Rolls-Royce & Bentley Specialists Association (RRBSA)**

Rolls-Royce was just one of Adrian & Hannah's favoured marques. The RRBSA is a trade body representing independent companies working with Rolls-Royce & Bentley. They employ collectively some 40 apprentices. The Armiger Foundation has made grants totally £20,500 per annum to support those apprentices with their training. In particular allowing the RRBSA to make awards, to fund training seminars for apprentices and make hardship awards for travel costs. The trustees are working with various clubs, manufacturers and heritage trusts to provide similar funding for apprentices associated with Adrian & Hannah's other favoured marques.

### **About the HSA**

The HSA was created from the need to stem a loss of traditional engineering skills and preserve knowledge, skills and behaviours essential to maintaining classic vehicles and historic racing cars.

These traditional skills, and the supporting knowledge required to maintain and preserve classic vehicles, have been declining over the past 20 years. This has occurred in part because; modern qualifications are no longer relevant to the sector, an ageing workforce resulting in skills lost due to retirement, and young people having no knowledge of the career, progression opportunities and exciting challenges this vital and vibrant sector of the automotive economy has to offer.

Since 2018, the HSA has created two highly regarded training academies. One at Bicester and the other at Brooklands.



## **The Armiger Foundation Heritage Engineering Hub (contd.)**

HSA has to-date, recruited and placed over 200 apprentices into careers with high quality vehicle specialists, and established HSA as a world leader in heritage engineering training. Current training capacity is between 150 to 160 apprentices across both sites.

The HSA has established a reputation within the Classic Vehicle sector for attracting and recruiting high quality applicants to the industry. This has been recognised by organisations such as the Royal Automobile Club, which awarded HSA's Operations Director Janice Pitchforth a 'Historic Motoring Award' for bringing new engineering talent into the Historic Motoring sector.

It has also been recognised by employers that the calibre of applicants shortlisted for them via the HSA recruitment process is much higher than those selected solely by the employers.

The HSA is scheduled to recruit a further 50 apprentices over the next 12 months.

As the number of apprentices has increased, so have the administrative demands on the Recruitment Team and this has stretched limited resources. This has inevitably resulted in less time being available for recruitment and employer engagement which has in turn impacted on the number of initial assessments, employer contacts and employer visits that the team are able to carry out.

It is understood that several of the Bristol specialists have apprentices undergoing HSA training.

We are sure Bristol owners will appreciate the opportunity for a private visit to Bicester so owners can see and understand some of the things achieved with Adrian and Hannah's money. Of necessity this must be during a working week rather than at a weekend.

**Michael W Barton [mwb0605@gmail.com](mailto:mwb0605@gmail.com) 07801 538170**

**Trustee, The Armiger Foundation**

**30<sup>th</sup> January 2026**



## For Sale

### Bristol 400

Bristol 400 for sale with another available soon. The first car is FOW234, a December 1948 car, has a claim to fame in that the story of its collection from a yard in 1972 was reported in the BOC Bulletin Spring 1972 - a notable tale that involved it being towed along the M1 at 70mph! The car has had all welding and new panels done to a high standard. With new inner and outer sills and running boards, chassis, inner rear wings and boot floor, wings repaired and rust treated. 4 New wheels powder coated with new tyres. The engine is out for engine bay painting. Needs interior refurb and painting. Graham says all the hard work has been done, and you would have a blank canvas and can finish the car as you wish. The bumpers are missing but pretty complete apart from that - lights etc. all present. He is asking around £18000 ono, has the V5 in his name, and can supply further pictures upon request. For sale as reducing his car collection. Another 400 will be for sale when that comes back from the welders and will be in the same condition and standard as FOW 234.



All enquiries to Graham Smith [grahamandsharonsmith@btinternet.com](mailto:grahamandsharonsmith@btinternet.com). Tel 07875 689047.  
Cars are in South Yorkshire.



## 1967 BRISTOL 409 WITH FACTORY FITTED POWER STEERING



REG. OOK200

FOR SALE FOR £26,500

Car purchased with 14900 miles now only 17,500 miles and I am only the third owner from new.

It was left unrestored for thirty years before purchase and was therefore in need of complete renovation.

I took the car to Harvey Wash LTD Rolls Royce and Bentley Specialists for complete mechanical restoration, and it is now completely road legal and runs and drives beautifully. And regularly driven when weather permits.

This car now only needs the last work to be completed, namely welding of floor, interior repairs to seats trim carpets and dash, painting and some electrical work to make a rare and valuable classic.

Work completed to date:

- Complete engine rebuild and hoses and fan belt replaced
- Rebuilt brakes and suspension
- New petrol tank
- Supply and fit new core for radiator by specialist sheldrake wells
- New cooling fan
- New tyres
- New stainless-steel exhaust
- New window motors
- Rechromed bumpers and refit.
- Renew electrics for lights, horn, speedo, window motors, indicators and rev counter.
- All trims and window seals purchased from Bristol Owners Club ready for fitting once car painted
- Head retightened after 1000 miles of engine rebuild.

Please call Nick Darlington on 07748988678 or mail [Nic@Abbeygate.Holdings](mailto:Nic@Abbeygate.Holdings).



## March 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.



## Standard Motor Club (contd.)

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 Prizegiving, with the aim of finishing around 4pm.

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

## The Moat, Wrotham, Kent

Iain Johncock has arranged a meeting at The Moat pub in conjunction with the Kent Classic and Sportscar Group to be held on the 27th June. After the meeting Iain will arrange a scenic run out to the Cinque port of Sandwich for anyone who fancies an enjoyable drive.

## 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.



## **Bloomsbury Classic Car Show (contd.)**

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*

## **East Region Events**

Regular meetings at 'Five Miles from Anywhere' which can be found at Old School Lane, Upware, CB7 5ZR. From about 11.30 on May 27th, July 29th, September 30th and November 25th

### **Alvis Drive it day**

Scenic run with the Alvis club is on Sunday 26th April - Drive It Day. This will be starting in mid Suffolk and heading to the coast. Let me know if you would like to come along.



## East Region Events (contd.)

### Alvis Earsham Hall

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 let me know if you wish to join this.

### Fenland Classic Vehicle Show/Ramsey Fen Fair

Sunday 31st May, 10am-3pm

Ramsey Rural Museum/1940's Camp, Huntingdon, PE26 2XB

Mark has offered to organise, should anyone wish to attend - email your interest please

### 2nd August (clash) - Helmingham or South Woodham Ferrers

We have two potential events on 2nd August - one is organised by the Jaguar Essex Club (last year we visited Hyde Hall with them) - this time at William De Ferrers School, South Woodham Ferrers. The other choice is Helmingham Hall, and 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 ..... We can go to either or split and go to both, albeit I will be at Helmingham. Please let me know which you would like to go to, and I will keep a list for each event so I can notify the organisers - Thanks

### 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

### More pub meets

If you would like to suggest a meeting in a pub near you - please let me know and I can advertise the event in future newsletters. I plan to organise one at the Angel Inn, Larling in October. Any date fine as long as no clashes!

Chris Dady [east@bristoloda.org](mailto:east@bristoloda.org)



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