BERKELEY ENTHUSIASTS CLUB BULLETIN

Chairman's Report

Having held the stand-alone BEC AGM earlier in the month, we were left with more scope in organising the Annual Rally at Wingfield on the 19th-20th May. We therefore decided on a 'pick-n-mix' style weekend, offering members choice over which elements they could attend if unable to commit to the whole weekend. There were three basic elements: firstly, a short Saturday road run up to Crawley Park House (where we joined the classic vehicles display at the country show); secondly, the Saturday evening social event (a pub meal at The Plough Inn followed by Will Bazeley's talk on his epic T60 Mongolian trip); and thirdly, the Sunday road run to Biggleswade. The format worked well with members attending both what they could manage (time wise), and what they found most interesting.

We saw twelve Berkeleys over the course of the weekend, on average eight cars each day. The evening social event was supplemented by five members without cars who came to dine and hear Will's presentation. The awards were presented on Sunday at the Biggleswade Market Square: Best Four Wheeler: Kevin Kalman (accepted by Malcolm McKay as custodian of the car which Kevin will be driving on the L-B-L next year), 2nd Best Four Wheeler: Alex Ferrada, Best Three Wheeler: Geoffrey Dabrowa, 2nd Best Three Wheeler: Charlie Jeffreys, Best Conversion: Will Bazeley, 2nd Best Conversion: Charlie Jeffreys and Excelsior Endurance Award: Geoff Dabrowa.

My next outing will be the Chiltern Steam And Transport Rally at Prestwood. This event was cancelled last year due to torrential rain making the ground too boggy - oh, how things can change weather wise!

Also, see attached the flyer for the Wingfield Car Show on Sunday 19th July (the same venue as our recent rally). This is an excellent little one day show held in the larger field just down the lane from the pub. I can recommend it to all, especially if you live in the locale. No fees - just phone Ken out of courtesy and turn up - you won't be disappointed. This will also be Caroline and Chris's last as hosts of 'The Plough at Wingfield', as they will be leaving the tenancy in September.

Another forthcoming show is the Bristol MicroCar Rally over the weekend of 7th-9th July (see *Events* column and May bulletin for details). In recent years, this event has seen a decline in the number of cars attending, so much so that it has put its continuance in jeopardy. Please give this long standing micro car event your support, if at all possible.

Looking forwards to next year, we have received a proposal from members Alan and Christine Broughton in Wales for a BEC co-ordinated presence at a reasonably large annual event which takes place in a Park in Swansea on the May Day Bank Holiday weekend (run by his local car

club and the local council, etc.). I won't go into further detail here/now, but it would be most helpful to get some idea of how many members would be able to support such an event, so far away from the usual venues - please let me know if you think it sounds interesting.

Lastly, I have to report that we've had no response to our request in the last edition for someone willing to take on the post of BEC Magazine Editor. The committee will therefore be discussing and putting into action a temporary solution, so as to re-establish the printed quarterly publication as soon as possible. In the meantime the position will remain open.

Keep Berkeleying!
Geoff (Bill) Toyer *geedadtee@ntlworld.com*

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NEWS

Gould's Microcar Classic, Boston, Massachusetts, USA, 7th-9th July

Apologies for the short notice of this event which is held in Newton (near Boston, home of the wondeful Juliana Hatfield!) and, according to the organisers blurb, boasts activities, great food & beverages, strange cars and even stranger people! Hopefully all locals interested in driving their cars were already aware, but it sounds as though it could also be worth going along to spectate!

The Saturday activities commence with well over 60 microcars expected to take part in a 120 mile round trip Micro Tour to Wachusett Mountain. This is described as a thoroughly enjoyable drive through beautiful country roads, with plenty of scenic stops, culminating in a leisurely restaurant lunch before the optional ascent of the 5 mile mountain road to the summit. A crew of certified competent Microcar mechanics will be strategically placed along the route, along with tow vehicles to cater for any problems which can't be fixed at the roadside. Dinner will be followed by a 10 mile scenic tour to a local ice cream shack and a late night party.

On Sunday, following a short parade to the oldest car museum in the country, the cars will be lined up on the lawns for public display. Rides around the field will be on offer to spectators thoughout the day, with the end-of-event awards ceremony followed by a short trip back to base in readiness for the farewell dinner. See website *www.bubbledrome.com* for details.

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UPDATE: Bristol MicroCar Rally, 7th-9th July 2017

It looks as though there will be at least 3 members attending this event with their cars (two T60s & a B95) for the whole weekend, plus a couple more joining them for the Saturday road run and/or the Sunday show. So, even if you can't make it in your own Berkeley, why not pop along to see them and the other microcars on the Sunday.

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ADVANCE NOTICE: 2018 Birmingham BEC Excelsior Rally

Early planning is now taking place for this long awaited joint Berkeley & Excelsior Motorcycle rally in Tyesely, Birmingham (at the original Excelsior factory) and, provisionally, afterwards at the nearby steam railway depot. Target date is late-Spring/early-summer 2018.

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OTHER EVENTS

If you know of any worthwhile events which you feel other members would be interested in, please contact Dave Perrin (*dp_berkeley@yahoo.co.uk*) with the details, so that they can be included in the bulletin.

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Sports SE328 and early-SE492 Bench Seat Upholstery Sets

These have been out of stock for some time and we know there is a demand for them in the UK and the USA, Australia & New Zealand. The last batch were made in Canada (because this was the only place with a genuine original pattern, there being none in the UK), but since then we have been lucky enough to increase our knowledge of their detailed construction and have identified the correct Grey Ambla textile.

Having made an expensive master pattern a while ago, we have now identified an upholstery company to make a batch up for us. We anticipate a provisional price of £250 for a set (seat squab and back rest). We have already ordered a bulk delivery in the original grey colour, but a second batch in black (or other colours) may be possible if there is a demand from members.

If anyone is potentially interested in a set for their restoration at any time over the next 4 years, please let us know immediately, so that we can consider extending the existing order as appropriate. There is no obligation to purchase at this stage.

Fuel Gauges & Sender Units

The original Berkeley systems were made by AC. The sender units have 5 fixing screws, whereas the more readily available Smiths units have 6 screws (so are not compatible with the standard fuel tanks) and Lucas gauges are not compatible with the AC senders. To add to the complications, several electrically and cosmetically different versions of AC gauge were made over the years, so it is now virtually impossible to find genuine parts.

The sender units tend are often found to be faulty due to wear/damage to the resistor windings and/or associated mechanism. Arch Berkeley restorer Graham Higgs (having run out of space to restore more cars!) has now turned to component restoration and is currently examining the different versions and investigating how they can be repaired.

If you have any surplus parts, or maybe even a complete system in need of repair, you may care to contact Graham at 5 Bream Close, Worcester, WR5 3HU to see if he can assist you.

BEC Publications: The Manual and The Maintenance Handbook

The two versions of this new BEC publication have proven so popular since their launch in March, that having taken delivery of our second batch of 20 last Tuesday we had sold more than 7 by Saturday! At the rate they are selling, we may find it difficult to meet orders later in the year, so if you are tempted we recommend that you order soon to avoid disappointment.

We are also considering revising and expanding the complete 'Manual' package to include the

republished Berkeley Roadtest collection (detailed below). As indicated previously, it already contains the recently published Berkeley Maintenance Handbook, plus the BEC Parts Identification book and our reproduction print of the Excelsior engine manual (which covers gearbox, dynastart, carburettor and clutch).

Berkeley Roadtest Compilation

This volume was published by Brooklands Books in the late 1990s with the help of the BEC. It has proven to be a very handy reference book for restorations, but was a limited edition run of 1000 copies and has been very hard to find for a few years now … and therefore generally commands high prices when a copy does appear on ebay, etc..

The BEC is now working with Brooklands Books again, with a view to printing a further batch exclusively for the club, so 'watch this space' for updates.

Nigel Halliday



Jul 7th - 9th: Bristol MicroCar Club Rally, Keynsham Rugby Club, BS31 2BE.
See May bulletin and above. *www.bristolmicrocarclub.com*

Aug 13th: Historic Specials Day, Cotswold Wildlife Park, Burford, OX18 4JP.
See April bulletin for details.

Aug 19th/20th: Classic Car Show & Autojumble, Tatton Park, Cheshire.
See December '16 bulletin. *www.cheshireautopromotions.co.uk*

Aug 26th: Classic & Retro Festival, Gloucester City Centre. See November '16 bulletin.

Aug 27th: Ormskirk MotorFest, West Lancs. See April bulletin. *www.ormskirkmotorfest.com*

Sep 7th-10th: NMCR, Grasmere, Cumbria, LA22 9SL.
See May bulletin. *www.national-microcar-rally.co.uk*

Sep 23rd/24th: Pistons & Props, Sywell Aerodrome, Northamptonshire, NN6 0BN.
http://www.sywellclassic.co.uk

MARKETPLACE

FOR SALE: Two 'Sports' 328s and a 492 (Eastern Ontario, Canada)

All three are left hand drive USA export models and need to sell as a package. I am a long-standing club member and imported them into Canada almost 20 years ago (GST was paid). They are located near North Augusta (about an hour south of Ottawa). Bills of Sale, Parts lists, Manuals, Wiring Diagrams, etc. are included. Tires are original, some better than others.

Car #1: Complete Red SE328 (Unrestored)

1957 SE328 chassis #1129 was walled up in a garage and forgotten for many years, but following its rescue was licensed and put back on the road in New York state in 1997. The engine and HJR (3-speed+reverse) gearbox have been rebuilt, but not run. The original steering wheel has been replaced by a smaller one. There is a bodged repair to the front end of the punt, the aluminum sidewall adjacent to the Dynastart requires attention and I suspect that the 1990s respray is also hiding gel coat crazing and/or numerous body cracks. The braking system, engine mounts and rear suspension definitely also need attention. Basically, it needs a complete strip down and full restoration.



Car #2: Blue SE328 (Restoration Almost Complete)

1957 SE328 chassis #913 came from the same source and was considered ready for the scrap yard. The fiberglass parts were in dreadful shape, with many cracks, splits and holes, but the body has been totally dismantled, all fibreglass repaired, and all the rusted/cracked/damaged chassis parts replaced. The top of the front suspension was punching its way through the bodywork and tilting the aluminum sides of the engine compartment inwards, but this has all been repaired and the aluminum around the engine bay is reasonable with no apparent fatigue

cracks (although there is some damage from battery overflow). The bodywork was painted professionally with automotive paint and the body parts reassembled using stainless steel bolts.

The original engine was not present, but the unit now fitted is of the correct type and has original HJR 3-speed+reverse gearbox - it has been rebuilt, but not run. Where necessary, all sub-assemblies were completely dismantled and renovated. The steering column was sad, but salvageable. The brake shoes and universal joints appear to be original, and are like new. All lights and switches are present. It has a windscreen frame, but there is no glass and it needs bonnet hinges, headlight covers and wiper motor/mechanism.



Car #3: Partially Restored White SE492

1958 SE492 chassis #360 came from Syracuse, New York and has the later body style with vertical leading edges on the doors and internal hinges. Sadly, the original Excelsior triple engine was long gone, but it came with two rather nice 1970s Honda CB350 air cooled four cylinder four-stroke motorcycle engines. These are complete with all electrics & carburettors, and I ran one on a test bed before managing to squeeze it in, with just a small bonnet modification.

The original tank had virtually rusted away, but I obtained a used one from the BEC (it will need to be treated internally with sealant such as POR-15 fuel tank sealer). The body has been totally dismantled, all fibreglass repaired and all the rusted/cracked/damaged chassis parts replaced. The bodywork was painted professionally with automotive paint and the body parts reassembled using stainless steel bolts. Where necessary, all sub-assemblies were completely dismantled and renovated, but all the parts you would expect to be worn out look like new! Non-standard steering wheel. All lights and switches are present. There is no windscreen assembly and it needs bonnet hinges, headlight covers, and wiper motor/mechanism. It is now about 95% restored, essentially just needing the wiring to be finished off and installation of the

fuel system.



Offers invited for all three cars as a package (further details available).

Contact: Colin Overy, North Augusta (Canada), e-mail: *colino29@xplornet.com*

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NOTE: Event News, For Sale/Wanted, etc.

If you wish to place a News Item or an Advertisement in the BEC Bulletin, or have any queries about an item or advertisment that has already appeared, please contact Dave Perrin (*dp_berkeley@yahoo.co.uk*).

Please DO NOT contact Geoff Dabrowa, as he only e-mails the bulletin to you.

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'Berkeley-USA' Yahoo Group: *https://groups.yahoo.com/neo/groups/Berkeley-USA/info*

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'BerkeleyCarOwners' Facebook page: *https://www.facebook.com/groups/berkeleycarowners/*

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Berkeley Enthusiasts Club

www.berkeleycarclub.com

Website for BEC members and anyone interested in our cars.
Webmaster: Peter Smyth

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The June 2017 BEC Bulletin was compiled and edited by Dave Perrin