BERKELEY ENTHUSIASTS CLUB BULLETIN

Chairman's Report

This issue effectively sees the club's 2017 rally season drawing to a close, with only two more show commitments in September: the National Microcar Rally, Grasmere 7th-10th and Pistons & Props, Sywell 23rd-24th.

August sported some very good shows, such as Historic Specials Day on the 13th and Tatton Park Classic & Auto Jumble 19th-20th, and this coming Bank Holiday looks promising with a choice between Gloucester Classic & Retro Fair on Saturday and Ormskirk Motor Fest on the Sunday. However, I have been pretty much 'static' Berkeley-wise this last month, retreating to my workshop to concentrate on maintenance and projects when time allowed.

Once the two September shows have passed, there will be plenty to look forward to in 2018. It goes without saying that those members who have signed up for the Liège-Brescia-Liège Diamond Jubilee Rally will have their hands full with vehicle preperation, etc., and will therefore presumably be looking for some long runs early next year so as to 'shake down' their cars (average daily distance between the rally stages is approximately 200 miles). Those still considering participation should make their minds up quickly, as places are fast filling up, especially in the authentic category!

I would also like to take this opportunity to ask you all to bear some thought towards suitable location(s) at which to hold next year's BEC Rally. The weekend of 19th-20th May 2018 was set at this year's AGM and those of you who've attended previous events already know the type of venue required - basic camping facilities are essential, plus sufficient space to accommodate the Berkeleys and a few cars & trailers AND an on-site (or nearby) room for the AGM. Please take into account costs when looking at considerations, as we do not have unlimited funds!

Production of the quarterly magazine has unfortunately hit upon further snags, but rest assured that the committee are actively addressing the matter at the time of this Bulletin going 'to print'.

Keep Berkeleying!

Geoff (Bill) Toyer *geedadtee@ntlworld.com*

❖ ❖ ❖

NEWS

2018 Birmingham BEC Excelsior Rally

As detailed last month, we are proposing to hold a joint rally at the old Excelsior factory building in Tyesley during spring time next year. We are waiting to hear back from the Talisman Telegraph motorcycle club with the results of their members consultation, but would still like to hear from any BEC members with views or suggestions on this proposed event,

particularly those who have knowledge of the Birmingham area and can suggest suitable accommodation and/or other worthwhile attractions in the vicinity which may lead to it becoming a weekend (rather than one-day) event.
Nigel Halliday

❖ ❖ ❖

L-B-L European MicroCar Rally, 11th-22nd July 2018

We have recently completed a full route check for next year's Diamond Jubilee Liège-Brescia-Liège Rally, and we're delighted to report that the route is an absolute joy to drive and that all the hotels are superb. One point I would like to stress is that the Rally is designed primarily to be enjoyable. While the competition can and does get serious among the front-runners, there is absolutely no need to be intimidated by the competitive side – plenty of people come along just for the route and the camaraderie (which is tremendous on an event full of tiny cars) and dip in and out of the competitive side as it suits them. We've worked hard to make it equally as much fun for the relaxed touring types as for the keen competitors!

Go to *www.classicrallypress.co.uk/mediapool/77/772273/data/LBL_News_Aug_2017.pdf* to view the latest event newsletter.

We already have an extremely high level of interest from 'Authentic' pre-1959 microcars (you can see the growing list in the newsletter). These will be divided into four different classes (up-to-250cc, 251-350cc, 351-425cc and 426-500cc), but we also have a 'Spirit' category for microcars of up to 700cc and built before 1969.

As explained last month, one of our main hotels can only give us 25 rooms and several others only 40. Extra accommodation will be organised in hotels of a similar standard close by, however, if you want to be in the main one and haven't booked yet, you need to get your Entry Form and Deposit off to us NOW!

For further updates as they are released, you can subscribe to the newsletter ... or check out our website *www.classicrallypress.co.uk*, Instagram account *www.instagram.com/lblrallies* and/or Facebook page *www.facebook.com/LBLRallies* .

Malcolm McKay (e-mail: *LBLrally@aol.com* … or message us on Facebook)

❖ ❖ ❖

CLUB WEBSITE INSTRUCTIONS

Login instructions for the 'Members Only' area of the BEC website have been e-mailed to you with this bulletin. Thanks to the efforts of Peter Smyth, in addition to archive copies of the bulletin, the website also now contains 'ShedTime Stories', the Berkeley restoration book written by active club member Graham Higgs. An enhanced version of the instructions will be included in September, but there was insufficient time to check them for inclusion this month.

❖ ❖ ❖

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.

❖ ❖ ❖



SPARES

COMING SOON: SE328 Seat Upholstery Sets

We have now commissioned manufacture of a batch of new MB1043 Seat Base & Back upholstery sets for 'Sports' model 4-wheelers with sloping leading edge doors and MB223 Seat Stay (the one with central support tube running down between driver and passenger). To clarify, these are suitable for SE328 chassis #251-onwards and possibly some early SE 492s.

They are being made using the original grey coloured Ambla material and are replicas of the original filled, fluted and ribbed upholstery supplied by the Berkeley factory. This production batch has been specially commissioned by the BEC and is strictly a limited run, so we recommend that you consider early purchase to avoid disappointment. The price is expected to be approximately £275 per set (plus postage & packing). Further details will be included in the September or October Bulletin.

Gearbox and Clutch Spares Suppliers

There have been several enquiries in recent times from Berkeley owners asking for spares and/or advice on the clutches and gearboxes fitted to Berkeleys. The favourite question is how to adjust the clutch and gearchange mechanisms to achieve a smooth gearbox operation!

In essence, a lot of the problems are caused by worn clutch parts and, in the case of the gearchange, can often be due to the linkage and/or gear lever quadrant from a different model of Berkeley being fitted! Each model of Berkeley essentially uses a completely different combination of quadrant, lever & linkages, link rods and gearbox drop arms. More detailed information can be gained from BEC Spares or one of the BEC committee. An excellent account is also included in BEC member Graham Higgs' 'Shedtime Stories' book which is now available to view on the BEC website thanks to the efforts of our webmaster Peter Smyth.

The BEC spares service can assist to some degree with the supply of some new clutch parts and the supply of second-hand clutch and gearbox parts across all models depending on our stock levels.

The good news is that over the past 10 years the supply of new clutch and gearbox parts has improved greatly due to the ever-increasing range of new spares being manufactured for classic Royal Enfield motorcycles. Royal Enfield motorcycles generally used Albion gearboxes and clutches which are closely related to the car units fitted to all Berkeley models and, although the motorcycle gearbox casings and many of the internal components differ, they do share some significant components.

The Royal Enfield specialists with the best selection of Albion clutch and gearbox spares is Hitchcocks Motorcycles in Solihull, Birmingham. Their website has an excellent spares section with detailed exploded parts illustration pages for all parts. They still use the original Albion part numbers to identify the components, but buyers need to exercise caution as there was some duplication of similar Albion parts supplied to different vehicle manufacturers (for example they list what appears to be an SE328 clutch basket assembly, but it has a simplex sprocket fitted, not a duplex).

Identifying parts common to Berkeleys is a little trickier, as one needs the period late-1950s Excelsior Spare Parts Book in order to obtain the specific numbers. These original red cover spare parts books are quite rare, but luckily BEC Spares has a set for reference and several BEC committee members are also able to look up the clutch and gearbox parts.

BEC Spares hopes to add a cross reference chart into its Technical publications over the next year, but in the meantime please do not hesitate to contact BEC Spares for advice.

If you are tempted to do your own research you need to study the pages of the post-1957 Royal Enfield Meteor, Super Meteor and Constellation models for the VR gearbox & clutch and the 1949 Model G motorcycle for the earlier/smaller HJR5 (3-speed) and TR (4-speed) gearboxes & clutches.

Nigel Halliday

❖ ❖ ❖

EVENTS

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 16th/17th: Kop Hill Climb, Princes Risborough, near Aylesbury,
Buckinghamshire, HP27 0LB. *www.kophillclimb.org.uk*

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

❖ ❖ ❖

MARKETPLACE

For Sale: Fully Restored 1958 'Sports' SE492





Reluctant sale due to ill health. I have owned this car for nearly 11 years, but it is now time for someone else to care of and enjoy her. She was totally rebuilt in the mid '90s by Charlie Wall,

with all new alloy bulkheads (correctly swaged). The paintwork is in first class order - just as good 'in the flesh' as it looks in the photos (and as good as any Berkeley that I have ever seen). The engine was rebuilt by two-stroke specialists Nametab Engineering - cylinders rebored with new pistons and crankshaft machined with double key ways. Electronic ignition. New SU fuel pump and new Amal Concentric carburettors. New hood (side screens are okay, but not new). Five new tyres.





Comes with full photographic record of the rebuild. Contact Dave Perrin for further photos (*dp_berkeley@yahoo.co.uk*). Serious offers invited in excess of £8,000 (NOTE: wrong phone number given last month).

Contact: Bernard Lockley (West Midlands),
Tel: 01212-919473, e-mail: *bernardlockley@hotmail.com*

❖ ❖ ❖

For Sale: Restored 1958 SE328

Its with a sad heart that I will be parting with my SE 328 Berkeley. I have owned it for a short 2 years, but my wife has arthritis and suffers from the cold - it take a long time to get her into the Berkeley and longer to get her out, so she can only enjoy rides when the weather is warm.





During its restoration, all parts were refurbished/replaced as necessary. Engine: new main bearings/seals, big-ends, small-ends and the cylinders rebored. Gearbox (standard floorchange HJR 3-speed plus reverse): new clutch plates, bearings & seals. Differential: new carrier

bearings/seals. Brakes: new linings, pipes & hoses, rear cylinders and front seals. New tyres (145/12 radials) and tubes. New shock absorbers. Steering: new bushes & track rod ends and column/box rebuilt buy ICS in Birmingham. New battery. New fuel pump (SU), fuel tap & filter. Electrics: new Wassell (Triumph) electronic ignition, electronic voltage regulator, starter relay, cylinder head temp gauge, clock, battery cut-off switch and LED lighting all round (headlights, sidelights, indicators and daylight running lights). New seat. Good hood and tonneau cover.

Can be seen/heard running in 5 minute long You Tube video "Berkeley SE 328 round Eccleston" at *https://www.youtube.com/watch?v=wRMIvuUctDg* .

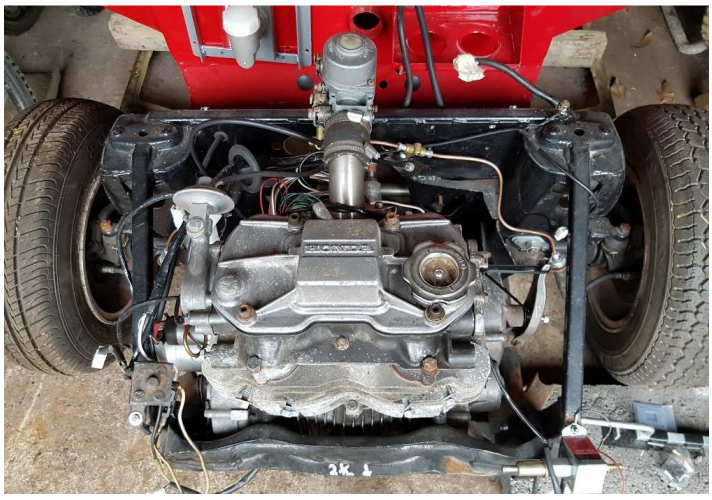
Asking £6,000 for the car, but I also have a 4-speed T60 gear box (plus matching clutch, primary drive cover and gearchange quadrant with linkage), which will be offered to the buyer (will sell separately if buyer not interested).

Contact: Barrie Holding (Chorley, Lancashire),
Tel: 01257-792338, e-mail: holding.barrie@gmail.com

❖ ❖ ❖

For Sale: Unfinished T60 Special

For sale due to passing of BEC member Pete Farman, who found it as an abandoned derelict conversion many years ago. Now near to completion, with vast majority of work undertaken by a professional classic restoration specialist (several thousand pounds worth of work has been carried out). The standard body sections fit around a new self supporting fabricated steel chassis which mimics the original Berkeley internal chassis sections, so the completed car should look like a standard T60 apart from a slightly raised bonnet.





It is fitted with a 45bhp Honda N600 engine/transmission, etc.. The suspension is believed to mostly use the Honda components and the Honda steering has been reconfigured to exit the firewall correctly. The power unit fitted has been totally renovated and runs (there is also a spare power unit, which may only be fit for scrap, but is probably still worth having as a backup source of parts). There are also several boxes of spare parts. The tyres are new and there are two seats.

The front and rear GRP sections have been restored/re-skinned and are ready for paint apart

from the dashboard which still needs to be reinstated.





Viewing essential - the car is currently located in a lock-up garage near Redditch.

£1,750 or nearest offer.

Please contact : George, Mob: 07774-807767, e-mail: george@edgington.biz

❖ ❖ ❖

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

Please contact Dave Perrin (*dp_berkeley@yahoo.co.uk*) 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.

❖ ❖ ❖

NOTE: Membership Details

Please contact Geoff Dabrowa (*BECMembership @gmail.com*) in order to update club records and ensure that you continue to receive BEC bulletins and publications when changing e-mail address, moving house, etc..

❖ ❖ ❖

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

❖ ❖ ❖

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

❖ ❖ ❖

Berkeley Enthusiasts Club

www.berkeleycarclub.com

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

❖ ❖ ❖

Club Contacts

President/Secretary
Mike Rounsville-Smith, Tel: 01932-560160

Chairman
Geoff (Bill) Toyer, e-mail: *berk2me@yahoo.com*

Membership Secretary
Geoff Dabrowa, e-mail: *BECmembership@googlemail.com*, Tel: 01638-780500

Magazine Editor
Ray Bell, e-mail: *rbell@ntlworld.com*, Tel: 01737-762305

Spares Officer, Vehicle Registrar, Treasurer
Nigel Halliday, 'Burlington', 59 Orchehill Avenue, Gerrards Cross, Buckinghamshire, SL9 8QH or e-mail via Dave Perrin (below).

Technical Editor, Bulletin Editor, Magazine Distribution
Dave Perrin, e-mail: *dp_berkeley@yahoo.co.uk*, Tel: 02392-250880

Regalia Secretary
Colin Pears, e-mail: *colin@pearsy.co.uk*, Tel: 01162-848016

Webmaster
Peter Smyth, e-mail: *banditberkeley@virginmedia.com*

◆ ◆ ◆

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