BERKELEY ENTHUSIASTS CLUB
BULLETIN

Chairman's Report

This month's Report starts with the sad news that the National Micro Car Rally has finally unfortunately been cancelled this year. A full statement by their Committee is included elsewhere in this issue giving their reasons. However, the camp site at Wem is still open for those wishing to camp there. I have it on good authority that there will be some micro car enthusiasts gathering and camping at the site. It is therefore left to each individual member to decide as to whether they still wish to attend and exercise their own cognisance with regard to Covid 19 Government guidelines.

On a brighter note, as reported in last month's Bulletin, Pistons & Props, Sywell is scheduled to go ahead on the 19th and 20th of September. At the time of writing I have had enough interest from BEC members, to my appeal of interest, enabling me to make a late provisional application for a BEC Club stand. As you may be aware, in order to do this we need to have a minimum number of five vehicles on display each of the two days. After my provisional application has been accepted I will be required to forward the list of members and cars that wish to attend. As there is less than three weeks to go, I would therefore ask that those who have not contacted me to do so if they wish to be included on that list. I would point out that with the cancellation of the NMCR this event looks likely to be the last chance for Berkleteers to gather this season.

I would like to take the opportunity to give a big thank you to those who attended Wingfield Classic Vehicles Show on Sunday 23rd August. We managed to display four Berkeleys and were additionally joined by other members, whose support was much appreciated. The show was well patronised by exhibitors with a fantastic diversity of true classics. The weather initially was fine and sunny but alas rain clouds threatened around 3pm and the heavens opened in a torrential shower, whereby most exhibitors and their vehicles left in rapid succession! This unfortunately coincided with the raffle and prize giving ceremonies. I have it on authority from Ken Wright, the organiser, that £1,400 was raised for the two listed Charities. The funds were distributed as follows: £1,000 to the Keech Hospice and £400 to the Bedfordshire Air Ambulance. It saddens me to report that there would have been a further £160 for these Charities but alas whilst the raffle and awards ceremony was going on during the rainstorm, some ne'er do well opportunists took the chance to take down and steal a rather expensive display awning, which had kindly been loaned to the organisation and therefore had to be replaced.

Please also note that our member Graham Higgs (the man who can and does) has finally concluded his research into the British Anzani 322cc Unitwin engine. His summary concludes investigations of over the past two years and, although not by his own admission anywhere near

conclusive, will be self explanatory and hopefully of use to those members running and restoring cars fitted with this particular power unit. It only leaves me, on behalf of myself and the Committee, to thank him and other members who contributed information towards the project for your massive amount of input. Well done all!

In conclusion, I look forward to seeing many of you at P&P Sywell and hope that those disappointed in not being able to attend a fully official NMCR will consider this excellent venue a suitable alternative to a very much depleted show season.

Keep Berkeleying and keep safe and well

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

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NEWS

Important Update - 12th August 2020 - The 2020 National MicroCar Rally

For all those hoping to attend the NMCR at Wem this year, I have to inform you that the rally will not be able to proceed as planned. We have had to cancel as it has been decided by the committee that we can not comply with government rules relating to Covid19. We realise this will be hugely disappointing and we have really tried but this is the right decision in the current climate.

Alison McCarthy has been in contact with the Lower Lacon campsite owner who is more than willing to accept camping bookings on his campsite from anyone wishing to still visit Wem with their microcar. He has asked Alison take bookings for him and collect the fees on arrival.

There will be no increase in charges. However people will **not** be able to just turn up without booking as he requires specific numbers at least a week before the 9th of September. All current NMCR bookings will be honoured unless people contact Alison to cancel.

You can book or cancel at *alisonmccarthy264@gmail.com*. Please be aware that Alison is doing the above independently and on behalf of Lower Lacon campsite and will have nothing to do with the NMCR. There will be no Sunday display of cars. No public entry on the Sunday. No prize giving. No entertainment or catering other than that available at the caravan park. There will be no road runs but a list of suggested places of interest to visit at your own discretion.

Alison has secured booking for the same time next year when hopefully the rally can go ahead The 2021 NMCR will be based at Lower Lacon Caravan Park, Wem, Shropshire SY4 5RP

Grant Kearney (On behalf of the NMCR Administrators)

Help Wanted

BEC Spares is making very early enquiries into the possibility of re-manufacturing the special Berkeley cast aluminium chaincase as fitted to the Royal Enfield engine powered cars. In the meantime, we are looking for a set of old damaged, even broken cases. Can anybody assist? Have you get a broken set under the bench?





Nigel Halliday

Anzani Engine Update from Graham Higgs

Thinking about it, it's about time for change. As I have been playing around with it for over a year now, I plan to remove the Anzani test engine and replace it with the original 328 Excelsior, It's been fun trying for the magic 50mph. but Ive not really succeeded , I just proved (again) that they were never much good! That said, it's unique, and used in context of the day a good fun car and well worth the effort of owning and keeping the marque alive .

Any new Anzani information seems to have dried up, and as so few engines were built for Berkeley, finding the exact specification is just not happening. There are so many other versions of Anzani in use, or had been used, by unsuspecting owners, it's unlikely the actual Berkeley spec will ever be proven. So this engine which follows the spec Berkeley might have used, is currently going as good as I can get it. It is a good starter , as strong as they possibly were , and goes as fast as my 'wobble wheels' will allow, I have no 3/8" stud wheels to swap out with, but the engine in the car is good for 50 plus (speedo indicated) as is. It takes on small hills, in second gear it pulls on well enough at around 30mph. I have now driven it 350 test miles, the last 40 or so with the new Tytronic EI. It is great fun just charging around the town, where you could easily get a Speeding ticket!

The engine is fitted with lots of new bits. However, the dynastart cover is borrowed and has to be returned- best if I could find one - " anyone?". As is, and as a unit , this would drop into any Excelsior SE328 car with three speed and reverse column change - a car with the small rear engine cradle bush on the tray under the diff. I made it that way because I don't have an Anzani car. I used the Chesham SE328 as a road going 'Test Bed'. How do I know it's been a year? Because after I sorted the SE328, I got it MOT'd. That's when I put the Anzani engine in- its MOT is due again now.

The engine cradle is made from mostly Excelsior rusted out original parts , crudely crafted to fix the Anzani engine, into the front part. To make it so it will drop back into an Anzani car proper, it will need an Anzani engine cradle. I will perhaps make a copy of one, one day - but not yet. So that would mean removing my cradle and replacing it with your Anzani one.

Gear box with 15T sprocket and clutch is like new. Gear changes are nice and slick, my best spare diff with 38T sprocket - leaks as they do. Can be revved out in first and second. Temperature gauge and rev counter included. as well a replica 'factory ducting' that fits behind the grill and over the engine. New carb, new Higgy built exhaust. Dynastart and Siba regulator works as supposed to. New Tytronic EI adapted (simple wiring, only needs to fix yellow and blue wires to each coil neg terminal and one double red wire to ignition.). Makes timing and alterations a doddle, but no need to touch it.

So would anyone want to borrow this 'power unit', for a week or two, to try it out in their own car, do your own performance test, then just let me know, it will be under the bench soon. Swapping engines out is a fair bit of work to do, but the Anzani being small is much easier than most ,and what else would we all be doing just now anyway! I plan to start the transfer over shortly, but have got several MOT's due for both bikes and cars that I need to sort out first as well as the unfinished projects on the bench. But the mind is made up, its coming out!

Note - it's not for sale.

*Graham Higgs (*Contact: *higgs.graham@googlemail.com)*

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SPARES

Spares Update

Steering Boxes

As previously advised the Berkeleys use a Burman ‘worm and nut’’ type of steering box. There are two distinct lengths fitted to the different models of Berkeleys. The early Sports SA322, SE 328s and early (sloping leading edge doors) SE 492s used the longer column example whilst all other cars used the shorter one-See photo below.



The column and box is similar to but not the same as the column fitted to the sidevalve Ford 'sit up and beg' /upright Popular and Anglia of the 1950s. With this in mind we are currently exploring the availability of obtaining new gaskets and shaft seals with the help of the Ford Side- valve Club.

T60 Wiring Looms

New stock ordered but on slow delivery due to lockdown.

Nigel Halliday

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Update: Membership Secretary Report

The following figures relate to the "current" membership as of 28th August 2020. The figures exclude all members that expired at the end of July 2020 and beyond.

A good month for New Members and another Member re-joined the Club this month, overall figures only increase by one to last month mainly due to a few late renewals.

The Club currently has a grand total of 207 Members.

- United Kingdom 138 subscribing members
- Europe 22 subscribing members
- Rest of the world 31 subscribing members. (25 members in USA)

Subscribing members total 191 plus 16 Honorary and Car Clubs resulting in 207 total membership.

The BEC welcomes four new members this month:

#2745	Gary Coulton	T60	Warrington	Cheshire	UK
#2746	Nick Lowings	T60	Janailhac		France
#2747	Dave Stork	T60	Driffield	East Yorkshire	UK
#2748	Robert Etienne	SE328	Houyet		Belgium

We welcome back one member this month:

#2385 Arthur Higgs	T60	Scunthorpe	Lincolnshire	UK

Please can you keep me updated with changes of address and email addresses etc, if you have moved in the past 12 months – thank you.

If you prefer to read your Bulletin in a booklet format or don't have a printer just send me stamps for the postage and I will gladly print and post it to you each month, twelve UK members currently receive their Bulletins by post.

Happy Berkeleying..

Geoff Dabrowa – Membership Secretary

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EVENTS

Due to the current public health crisis and UK Government directives, events over the next few months are likely to be either cancelled or postponed. Please check with organisers before attending any of the upcoming events that are not currently showing as cancelled or postponed

September 2020

Local BEC Gathering: Southern Area Meetings

POSTPONED

BEC Summer Nights' meetings are generally held on the second Tuesday of the month. Due to the current health crisis, meetings are cancelled until further notice

The Carole Nash - Eurojumble 4th-5th September

CANCELLED

One of the UK's biggest bike autojumbles. Held annually at Netley Marsh just outside Southampton SO40 7GY

Website : *https://www.netleymarsheurojumble.com/*

International Autojumble - Beaulieu 5th - 6th September

CANCELLED

Europe's largest Autojumble held annually at Beaulieu Motor Museum, Beaulieu, Brockenhurst, Hants

Website : *https://www.beaulieu.co.uk/events/international-autojumble/*

The National Microcar Rally 9th-13th September

CANCELLED

Organised by the Heinkel Trojan Club at Lower Lacon Caravan Park, Wem, Shropshire SY4 5RP. Starts from 4:30 on Wednesday the 9th September through until final departures on Monday 14th at 11am. Regular updates will be made on the NMCR Facebook page.

Micro Marathon 2020 11th -21st September

POSTPONED

Microcar rally through the Pyrenees and Northern Spain run by the organisers of the Liege - Rallies and the 2019 NMCR (Malcolm & Helena McKay).

Email: *LBLrally@aol.com* **Tel:** 0044 (0)7711 901811 **Website**: *www.classicrallypress.co.uk/*

'Classics at Prescott' Open Hill Climb Event 19th-20th September

Rescheduled from May - Saturday road run , and Sunday Hill Climb event and static display.

Email: *Wrcprescott@gmail.com* **Website**: *www.classicsatprescott.com/*

Sywell Classic - Pistons & Props 19th - 20th September

Two day event celebrating classic motoring on the ground and in the air. Displays, entertainment and camping.

Website : *www.sywellclassic.co.uk*

November 2020

The Lancaster Insurance Classic Motor Show at the NEC 15th - 19th November,

"No matter what you're looking for this is the ultimate season finale for any classic car/bike owner, collector, enthusiast, club member, or simply anyone with a passion for classic vehicles!" This event is confirmed as going ahead, but with enhanced Covid 19 measures. Booking in advance advised.

Website : *www.necclassicmotorshow.com*

Events for next year 2021

Silverstone Classic Event 30th July - 1st August 2021 (Provisional Dates)

Website: . *www.silverstoneclassic.com/welcome*

Micro Marathon 2020 10th -20st September 2021

Microcar rally through the Pyrenees and Northern Spain run by the organisers of the Liege - Brescia - Liege - Rallies and the 2019 NMCR (Malcolm & Helena McKay).

Email: *LBLrally@aol.com* **Tel:** 0044 (0)7711 901811 **Website**: *www.classicrallypress.co.uk/*

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MARKETPLACE

Wanted - Anzani Parts

Anzani engine, engine cradle parts in fact anything Anzani !

Contact: John Brimson **Tel:** 01707-658236 (Potters bar).**Email:***marciajohn@btinternet.com.*

Wanted - Door Lock Striker Plates

Late 1960 T60 door locks striker plates required to complete my restoration.

Contact: Peter Bassett (Kent) **Tel**: 01304-363886 **Email**: *petedbassett@yahoo.com*

Wanted - SE328 Hood Frame and Side Screen

Three hoop, two stick hood frame and sidescreens for a Sports SE 328

Contact: Brian Bliss, Newbury **Tel** :01635-865432 **Email** :brian.bliss@btinternet.com

For Sale - 1957 SE Berkeley 328

Engine is completely overhauled. New carb. Front suspension is modified (in keeping with later Berkeleys) and brought up to date. Offers around £3000 ONO. Car is complete with all parts included. May be able to deliver in October.

Contact : Adrian Neal **Tel:**07840 296013



For Sale - T60 front end with headlamp fairings.

Including upper suspension and steering box. £225 ono . Location Boston Lincolnshire - buyer to collect

Contact: Chris Elliott **Tel:** 07974258585





For Sale - 1957 Berkeley Sports Type SE 328.

This is a complete and mainly very original 'Sports' Type SE 328 which has been owned by the same family for well over 40 years but unfortunately has been stored outside for many years as well. It is a good base for a complete 'top to toe' restoration. It has a few period Berkeley upgrades such as a rear mounted fuel tank and matching engine bay mounted petrol pump. Excelsior 328cc twin engine, gearbox and transmission are all present, even an exhaust! The bodywork is perhaps surprisingly complete but it and the paintwork does show the effects of the weather.





There is no logbook and it is likely that the car will need an application made to the DVLA for an age-related registration number with the assistance of the BEC. A BEC committee member has inspected the car earlier this summer.

The car is located in the West Midlands, not far from the M6. It will require a team of people to lift her out of position and a trailer to transport the car (or perhaps a wheel change to roll her out as the tyres are totally perished and the hubs/ brakes may be seized up).

Offers are invited over £1,500. The vendors would like to see, and give priority to, a purchaser who will restore the car to original and give the car a good home!

Others photos and videos of the car may be available from the vendor

Contact : Samantha Beck **Tel**: 07985441827 **Email**: *samanthabeck18@hotmail.co.uk.*






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

Please contact Ian & Mel Danaford (*m.danaford@gmail.com*) if you wish to place a News Item, Event or an Advertisement in the BEC Bulletin, or have any queries about an item or advertisement that has already appeared. Please send any items before **Sunday 20th September** for inclusion in the September 2020 bulletin.

Berkeley Enthusiasts Club

www.berkeleycarclub.com

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BEC badged clothing available *at www.arktrading.com* (select Main Menu: Shop: Club Sites: Motor Clubs: Berkeley Enthusiast)

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

Other Berkeley related links:
'BerkeleyCarOwners' Facebook page: *https://www.facebook.com/groups/berkeleycarowners*

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The August 2020 BEC Bulletin was compiled and edited by Ian & Melanie Danaford