BERKELEY ENTHUSIASTS CLUB BULLETIN

Chairman's Report

As you will no doubt recall, we became aware a few months ago that next year will be the 50th anniversary of Martin Allsop founding the (International) Berkeley Enthusiasts Club. In light of this important landmark, it was decided at the 2013 AGM that we should delay choosing the 2014 AGM venue until further thought could be given to what will hopefully be a number of events celebrating our Golden Jubilee.

Over the intervening months, having considered location and local facilities, etc., we have whittled down the suitable AGM options to a short-list of three possible venues; Copt Oak (Leicestershire), Quainton (Buckinghamshire) and Royston (Hertfordshire). Well, the committee decision has now been made; two members did not express a preference and one prefered Royston, but the remaining eight members were all in favour of Quainton, partially due to its location, but particularly due to its 'historic' significance to the BEC.

So, I can now declare that our 2014 Golden Jubilee Celebration/AGM Weekend will be held at Quainton Railway Heritage Centre over the weekend of 24th/25th May! Keep checking the Bulletin 'Events' column for updates and I would urge you all to work towards making this event as successful as the 2006 Berkeley Car 50th Anniversary Event at Old Warden. Lets try and get a 'maximum' turnout of cars; even if you have to trailer your rebuild, wreck, or project!

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

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NEWS

Some members might recall the excellent Berkeley article featured in UK magazine *The Automobile* last year, in which the publisher Doug Blain gave an account of BEC President Mike Rounsville-Smith's B95 alongside a general history of the marque. There was also a short historical resumé piece written by our Vehicle Registrar on the history of Berkeley racing.

Shortly after this feature Doug Blain contacted the club, to ask if we knew of any SE492s for sale; we replied that this would be something of a challenge in the UK, as they are relatively rare over here, with something like 2/3 of the 665 production cars having been destined for overseas customers.

However, still keen to relive the joys of Berkeley motoring (Doug wrote magazine roadtests in the late-1950's – see page 48 of the Brooklands Books roadtest compilation), he managed to locate a restored blue SE328 for sale in the UK and, after a protracted negotiation, the car was purchased and proudly displayed on the Automobile stand at the recent Beaulieu Autojumble.

This car features briefly on page 91 of the October edition of the magazine, in their regular Staff Cars feature. The BEC is now in the process of clarifying the history of the car for the magazine and will also be supplying a few spares for it.
Nigel Halliday

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SPARES

New Wheels Update

At the time of writing, the club has 50 of the new wheels ready for collection/despatch, with the remainder to follow shortly (when we have cleared enough of these to give Graham Higgs room to move!). The wheels will be packed in pairs using rugged cardboard boxes and delivered via a courier parcel service on standard weekday delivery.

As a matter of urgency will all members who placed orders make contact AS SOON AS POSSIBLE with the address that they want their wheels delivered to; please e-mail me at *Nhalliday1@aol.com* AND Graham at *higgs.graham@googlemail.com*. Once we have your delivery address, we can advise the additional cost and your wheels will be despatched when this payment has been received.

Headlight Covers

At long last, we have taken delivery of the clear Perspex headlight covers; these are the pattern type, as sold by Dave Ratner since the early-2000s and are are manufactured from a thinner, more flexible material than the original Perspex items. They are sufficiently over-size that they can be trimmed to fit the headlight apertures on early or late cars. Cost is £15.00p each, plus £3.00p post & packing (in the UK).

Members restoring early four-wheeled 'Sports' models who would rather remain true to the original may prefer to contact the Berkely Yahoo group member in the USA, who has painstakingly created a mould at home to reproduce perspex (Plexiglass) ones to the original smaller pattern.

Front Suspension: Lower Wishbone Crossmember

As indicated last month, the 'bottom tray' which sits under the rear of the engine and holds the front suspension together is a very important structural component. Unfortunately it can suffer from age (particularly stress cracks), due to its relatively high loading and there are at least 5 different variants across the range of Berkeley models.

In recent years, we have noticed that the number of second hand trays around has declined and they are becoming quite rare. Cornish member Peter Tilling has therefore arranged for a local fabricator to manufacture a sample tray suitable for the late Sports SE 492s and early-to-mid T60s. If the end result looks good and the costs are reasonable then BEC Spares may run it as a future spares line, with the possibility of adding other variants if there is sufficient demand.

Would any members interested in one of these trays therefore please let us know by writing to BEC Spares (or e-mail Dave Perrin, *dp_berkeley@yahoo.co.uk*).
Nigel Halliday

EVENTS

- Bubble Car Museum Halloween Rally, 1st-3rd November (Boston, Lincolnshire).

£15 per person (first come first served) covers Saturday/Sunday road runs, Friday/Saturday night camping, plus Museum supper, hot spiced cider & entertainment on the Saturday evening.

- Bubble Car Museum Christmas Event, (Boston, Lincolnshire).

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MARKETPLACE

T60 Hardtop

One of only four T60 hardtop mouldings made by Phil Turner; based on the original factory T60 item, but with external flange at rear. Dark grey gel coat finish.





Reference pic below shows identical item sitting on one of three T60 body kits made by Phil.



Has never been fitted to a car (still requires rear aperture(s) to be made, so number and shape of windows is up to you). Can arrange delivery free between Southampton and Poole.

£150. Paul Smith (Isle of Wight), Tel: 01983-294283 or Mob: 07971-188127.

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Berkeley Special (2002 Q Registration)

Foursome-based bodypanels (a few inches wider/longer than a 'normal' Berkeley, so better suited to the 'larger' enthusiast), modifications include recessed door handles and B95 bonnet (widened to suit). One-off steel chassis fitted with Triumph steering & front suspension, Reliant rear axle and Ford 1300 crossflow engine and 4-speed gearbox.





Just resprayed, new aeroscreens, new leather seats, new tyres. Good tonnau cover. New MOT. £5,000. Newport, Wales.

Car & Classic Website: *http://www.carandclassic.co.uk/car/C442090*.

Still Wanted: T60 Front Body Section

A young UK Berkeley enthusiast with limited funding has a damaged front end on his T60 and is desperately looking for a secondhand nose and front section of the punt.

Do any members have an old body shell or severed front end lying in their back garden that could be donated to this worthy cause?

Please Contact: BEC Spares Officer (or e-mail Dave Perrin, *dp_berkeley@yahoo.co.uk*).

1952 Berkeley Caravette

Been in same family since new (until acquired by the seller), but not used for many years and the wooden frame now requires major restoration.





£895, Lichfield, Staffordshire.

e-Bay Classified Advert: Item #331038956492 (expires 2nd November).

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Berkeley Argosy

Still has most of the original fittings, but requires restoration.



£1,000, Norwich, Norfolk.

e-Bay Classified Advert: Item #271291709746 (expires 2nd November).

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The October 2013 BEC Bulletin was compiled and edited by Dave Perrin