BERKELEY ENTHUSIASTS CLUB BULLETIN

Chairman's Report

With the 2013 AGM out of the way, Daren and I turned our attention to the IMMR and have now finalised the road route. This is just a quick word to prompt all those of you who intend participating to let us know, as numbers are required NOW for both the campsite AND the evening meal at the 'Yorkshire Grey'. Likewise, if you are just coming along for the Saturday evening meal and/or to camp overnight in order to witness the Berkeley pilots in action on the Sunday, please contact Daren (see below). Since next year will be the 50th anniversary of the BEC, we may well be doing something completely different, so this is probably your last chance to win the coveted IMMR trophy before 2015.

You will all have seen Jeff Payne's 'Autosolo' report in the Spring issue of the excellent BEC mag. Well, 'Team Berkeley' is out yet again, albeit with two cars this time! Jeff Payne and I have both been accepted as entrants to the 'Borough 19 Motor Clubs' event on July 14th at North Weald Aerodrome (an old WW2 fighter base near the M11 in Essex), as detailed in the last Bulletin. Jeff will be driving his T60 and I'll be driving my SA322 with the Excelsior triple engine fitted, which closely replicates (even down to its colour) TBM 216, one of the three 'works' cars entered as 'Berkeley 500 Sports' in all the major rallies of 1958! I must add that this is a 'closed event' (i.e. not open to public viewing); this may well be due to the fact that there is an exemption on from MSA membership, this being a kind of 'taster' to individuals and clubs in an effort increase its affiliates? No doubt a full report on the outcome of our endeavours will follow.

My request for those interested in the re-manufacture of British Anzani pistons for our 322cc Sports 4-wheelers seems to have fallen on deaf ears. I know that at least four members are in the process of restoring these rare cars, but thus far I have not heard from any of you! Again, please e-mail me if you are interested in this one-off venture.

Thats all for this month,

Bill Geoff Toyer *geedadtee@ntlworld.com*

NEWS

Ian Mantle Memorial Run (Biggleswade)

As per my request in last month's Bulletin, could all those planning to attend this year's IMMR please contact me as soon as possible (if you have not done so already), as the event is only 3 weeks away and we need to book the camping plots and the tables for our evening gathering.

Daren *DarenJeff@hotmail.com*

UK Legislation

The BEC has long been a supporter of the Federation of British Historic Vehicle Clubs, which represents the interests of historic vehicle owners in the UK with regard to changes in UK and European legislation.

The latest FBHVC magazine mentions a piece of UK legislation which was introduced on 19th January this year, called the third driving licence directive. Apparently, some clubs are expressing concern over how this change in UK driving licence categories may impact young driver's abilty to drive 3-wheelers and its resultant impact on our hobby and club membership levels, etc..

The FBHVC legislation committee have agreed to undertake further research into previous consultations and also the Construction and Use Regulations and we will be reporting their findings, however, a quick look at the nature of the content doesn't seem to indicate any real changes in new-driver access to what the DVLA refer to as 'tricycles'. We plan to include more on this in the next BEC newsletter.

Nigel Halliday

V V V



Excelsior Contact Breakers

For some years, we have relied on Dolphin Engines of Cornwall for our supply of Siba contact breakers for the Excelsior twins (and late triples). In recent times, they would not allow the club to make bulk purchases, but were still able to supply Berkeley owners on an individual basis, albeit at a fairly hefty £35-plus per set. However, having recently advised a USA Berkeley owner to contact them, we have now been informed that Dolphin's stock has sadly been exhausted.

Dolphin do hold a stock of new points, but lost the tooling required to make the arms, etc. some years ago when their supplier went bust, and demand is not sufficient for them to make the substantial investment necessary to facilitate remanufacture.

The Excelsior contact sets share some of their components with Siba sets for other microcars, so the BEC will be investigating availability of supplies with other microcar clubs across Europe. Perhaps in this respect, since a lot of BEC members have other 'micros' in their collections, you can assist us with your knowledge?

Alternatively, if members are aware of any companies able to fit new contact points to old arms, could you please let us know. In the meantime, we suggest that owners keep their old contact set components (even if you have converted your own car to electronic ignition), with a view to possible refurbishment at a future date.

Nigel Halliday

V V V



EVENTS

- Bristol MicroCar Club Rally, 5th - 7th July (Keynsham, Bristol).
- Ian Mantle Memorial Run, 21st July (Biggleswade).
- Classic Car Summer Picnic, 21st July, (Amberley Industrial Museum, Sussex).
- National MicroCar Rally, 29th August - 1st September (Three Counties Show Ground, Great Malvern).
- Hervé Caffier's 3-wheeler gathering, 1st September, Gratibus (small village in the 80500 Picardie, Somme region of northern France).
- Bubble Car Museum Halloween Event, (Boston, Lincolnshire).
- Bubble Car Museum Christmas Event, (Boston, Lincolnshire).

V V V

Kop Hill

The organisers of Kop Hill Climb recently approached the club asking if we would like to have a club stand at this years event on 21st and 22nd of September. The location is a 1930s hillclimb venue on the edge of the Chilterns between Aylesbury and High Wycombe, and it is fast becoming a major event on the classic car scene.

We have accepted the invitation and are now looking for owners and cars to populate the stand on the Saturday and Sunday. We are particularly looking for a restored T60, so could any members wishing to display their car on either day (or both) please make contact with us as soon as possible (please e-mail Dave Perrin *dp_berkeley@yahoo.co.uk* or phone 02392-250880).

Entries for the hillclimb event itself are now closed. Only a limited number of places are available and, unfortunately, only Graham Higgs (and his B95) have been accepted this year.

The event is a good day out if you like an informal atmosphere and a wide variety of classic machinery.

Nigel Halliday

V V V

Berkeleys on 'Film'

BEC member Neil Barber has spotted another film / TV programme containing a Berkeley; this was a USA made program about car museums and collections in the USA. The programme featured the Hamergan museum collection and in the background of one of the shots was a Sports SE328. Does any USA member know anything more about this car ?

Nigel Halliday

BEC Publications

The revised BEC Publications list is not available yet, but Mike Rounsville-Smith has now resumed normal service from his new address: Jazz Cottage, 6 Onslow Mews, St Anns Road, Chertsey, Surrey, KT16 9HQ.

MARKETPLACE

T60

British Racing Green - resprayed a few months ago and looks beautiful. Body recently rebuilt, with new steel chassis sections. The original bucket seats have been re-upholstered. New piston rings, ignition coils, condensers, plugs and leads - engine starts, sounds and drives very well (tyres are good). Half tonneau cover. Good repainted hood frame, but requires hood and sidescreens.



I would prefer the car to go to a club member, but if there is no interest I will be listing it on e-Bay. Will bring it along to the IMMR on 21st July, if it doesn't sell beforehand.
£3,500. Tel: Geoff Dabrowa, 01638-780500 .

Sports SE 328

Light blue, soft top. Owned by enthusiasts since being restored to near original specification during the 1980s. 4-speed gearbox.
Offers over £5,000.
Contact: Martyn Wright, Wilton, Salisbury, Wiltshire. Tel: 01722-743270 .

Old BEC Newsletters Wanted

Pete Tilling is looking for approximately 40 old BEC newsletters to complete his collection. Most of them are rare early ones from between issue 5 & 59, but there are four more recent ones that he is particularly interested in - #151 (November '93, mistakenly labelled #150), #157, #158 and #161. He has a small number of duplicated issues as swaps.

If anyone can help, please contact Pete: *pltillario@talktalk.net* , Tel: 01209-214536 .

STILL Wanted in the UK

New or secondhand Sports SE 328 slant door front body section; must be complete, but not necessarily in perfect condition. Contact: BEC Spares Officer.

V V V

Thoughts for the BEC Bulletin

In response to the April BEC Bulletin (which I think is working well), I would like to make the following points which I hope will open some discussion.

I have a model of a T60 which I bought from a guy at Aston Clinton near Tring. He had several of them, which were made by a model maker named Trevor Wright. He made limited use moulds and ran off several models at a time. I don't know where he came from or if he is still producing them, but I am quite impressed with the accuracy of the model.

What effect will the introduction of Bio-fuels have on older vehicles? The government will be introducing petrol with 10% bio-fuel added soon. Whilst it won't affect performance it is slightly corrosive and may affect fuel lines and tanks. Is this right and what can we do about it?

Is it true that some insurance companies insist on MOT's for pre 1960 cars or is this just a rumour? Personally, I think older cars should still be tested. My T60 was made in 1960, so I am not affected, but I am concerned about the number of MOT stations sympathetic to older cars.

Are you aware that the European Parliament is trying to define what an 'Historic Vehicle' is? They started off by saying that it should have no modifications and still be the same as when it was manufactured. Even safety modifications were not allowed. It has now agreed that some mods are allowed on safety grounds, but discussion is on-going. As we benefit from no Car Tax this could be important, particularly for me as my T60 is far from original.
*Dave Richardson (*T60 with Mini engine)

Dave,
Thanks for your input. Perhaps one of our members has more details of Trevor Wright?

Re. the other points, most of these will be covered in the long overdue FBHVC Update feature intended for the next newsletter, but we welcome any input from other members.
Dave Perrin

V V V

The June 2013 BEC Bulletin was compiled by Dave Perrin