BERKELEY ENTHUSIASTS CLUB BULLETIN

NEWS

Selling your Berkeley

Sadly, having been quiet throughout the Summer months, we have to report that the unscrupulous individual mentioned in previous BEC bulletins and magazines is back in action trying to obtain Berkeley cars and spares at a bargain price so that he can sell them on at a profit - a T60 restoration project appeared on e-Bay under his current '126fiat126' identity while this issue was being compiled. It appears to be an early bench seat model fitted with replacement alloy floor metalwork, but is being listed with a pair of factory bucket seats and corresponding central steel 'top hat' section, which is obviously not a practical combination of parts, since the bucket seats require significant cutouts in the sills and a different seat crossmember. He is also listing numerous individual parts with somewhat dubious descriptions, such as "looks new", whereas the aluminium part in question looks more as though someone has just sprayed it with a can of silver paint!

As indicated previously, he claims to be a Berkeley enthusiast desperately searching for a car and, over the last two years, has managed to convince numerous owners that he genuinely wants to do a full restoration of their pride and joy. Having beaten the price down with the pledge that the car will be going to a good home, he immediately lists it on e-Bay and sells any spares separately, even though they may be needed for the rebuild.

When selling a Berkeley, please remember that, beyond the basic material value of any car, it may be worth considerably more than the normal market value to a dealer if it has an 'interesting' transferable original registration mark. A number of cars have been stripped of their original identities by number plate dealers in recent years and returned to the market soon after with an age-related number. So if you hold such things dear, it is worth questioning a potential buyer to determine whether he seems to know much about the cars or is more interested in confirming that the V5C logbook does not state 'non-transferable'.

NOTE: This may not mean much to overseas members, but in the UK vehicles normally retain their registration marks (i.e. number plates) for life. As such, the registrations are generally considered to be part of the vehicle's heritage, because the letter groupings reflect the regional licensing office which issued the original registration and (indirectly) the date it was originally registered. When an original number is transfered to another vehicle (usually because it contains a desirable letter combination, such as someones initials or a company name, etc), the replacement 'age-related' numbers issued by the licensing authorities are instantly recognisable, as they relate to a handful of low population areas where the old-style registration sequences were not exhausted back in the Fifties/Sixties.



SPARES

Please note that the BEC Spares service will not be available during the first three weeks of November due to holidays.

Restoration Tips: Stripping Brakes

When removing rear wheel hubs to inspect or overhaul brake shoes and slave cylinders, it is important to remember there is an adjuster operating against both shoes on each hub. It is therefore essential that the square headed adjusting screw on each hub backplate is slackened off fully (counter-clockwise rotation) before attempting to remove the drum. This should allow the shoes to retract off the inner surface of the drum, allowing easier removal of the hub from the axle ... provided that the system is not corroded and/or seized solid!

It is particularly important to do this on the rear brakes found on the early four wheeler models (SA322s, SE328s and early-SE492s), as failure to do so may lead to the brake shoes causing irreparable damage to the alloy brake slave cylinders; these early rear cylinders are difficult to source and expensive when/if you do manage to locate replacements.

It is also important to use a bespoke extraction tool which either threads into the centre or onto the wheel studs/bosses - a three-legged puller engaged on the cooling fins will only serve to snap the fins off!

Nigel Halliday

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EVENTS

Future Events

Re. the September BEC Bulletin, we look forward to hearing from members with comments on (and possible additions to) the list of proposed events for 2015 and beyond.

Sports Anzani: 2016 Diamond Anniversary

Re. BEC Chairman Geoff Toyer's mention in the August bulletin, our plans to celebrate 60 years of the original Berkeley SA322 four wheeler model are gaining ground. There has been an absolute flurry of activity around this model in the last few months, with three cars passing to new owners, an existing rebuild being returned to the road, a fresh restoration reaching completion, a long term owner resuming work on his full restoration and an original car surfacing in Southern Ireland.

Only approximately 146 Sports Anzanis were built and it is believed that just 5 of these early models left the UK, whereas, the majority of Excelsior powered four wheelers were exported. Despite this, however, original specification examples are very rare these days as many of the survivors have been retro-fitted with Excelsior power units (or used as the basis for the more drastic Mini conversions which became quite popular during the Seventies and Eighties), so the confirmation that there are definitely still seven examples out there is surprisingly good news!

That is 18 months notice for all you SA322 owners (new and old) – please put this target date in your diaries, get your car under restoration and help to make our 2016 celebrations the biggest

Berkeley event yet! Our hope is that we can even get Stirling Moss to give at least one of your cars a once over at Goodwood 60 years on, as the nearest we could manage for the 50th anniversary was one of the later Sports Excelsior models, which he drove on a parade lap.
Nigel Halliday

'Wheel Nuts'

This charity Classic Car Show proved popular with the small group of members that brought their Berkeleys along in 2014, so I am hoping that we can make a much bigger impact next year. The event is held in the well maintained grounds of St. Rose's School (Stroud, Gloucestershire, GL5 4AP) and regularly attracts well over 400 cars and 50 or more motorcycles. The vehicle ages generally range from the early-1920s up to around 1980 (the oldest car so far was probably the 1923 Morgan M.A.G. three wheeler), but a few newer cars and bikes also make an appearance from time to time (the local Harley Davidson Chapter usually turn up around mid-day) and there are often a few commercial vehicles too. I have been exhibiting my motorcycles there for several years and always find it an enjoyable day.

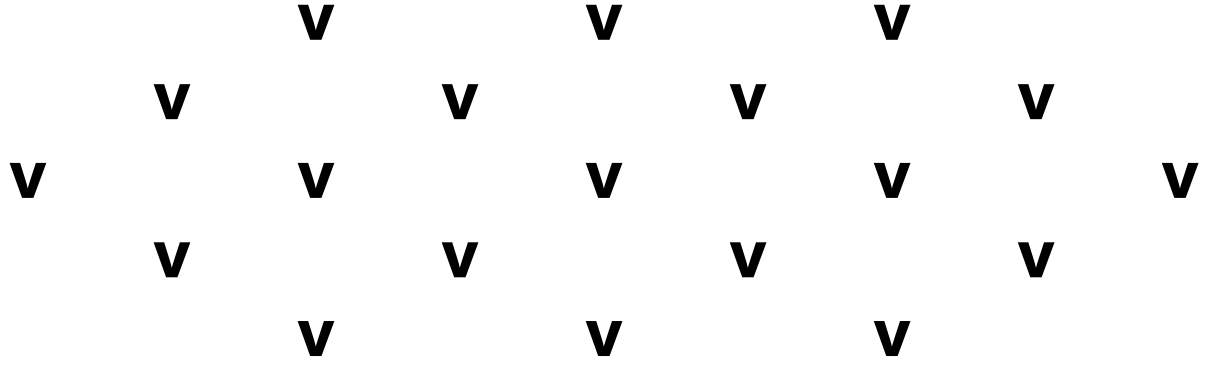
Wheel Nuts is organised by St. Rose's; the school provides both day and residential care for children and young people (aged from 2 to 19 years) with severe physical disabilities. They do a great job under difficult conditions and, in my opinion, deserve all the support they can get. The profits from school events/activities are invested in various projects; their specially converted minibus and hydrotherapy unit being prime examples.

The date for 2015 is yet to be set (watch this space for an update), but is likely to be the last Sunday in April or thereabouts. Exhibitors must be on site by 10am (entry is by a voluntary donation) and the show is open to the public from 11am to 4pm. We are again being offered a club area which can potentially accommodate up to 16 cars. Awards are usually given for *Best Car* and *Best Bike* in show.

Refreshments are available in the form of hot dogs (from the barbecue), home made tea and cakes (from the tea tent) and chips can also be purchased between 12 noon and 2pm.

The organisers work on a 'first come, first served' basis and I am quite happy to do the paper work again, but obviously need to get some idea of how many Berkeley owners would like to attend, so that we can make our group booking in plenty of time.

The school website is *www.stroses.org.uk* , but if you require further information please don't hesitate to contact me (*2kats@tiscali.co.uk*).
Dave Rich



MARKETPLACE

For Sale/Wanted/Exchange

I have the following T60 parts for exchange or swap:-

Metal hood frame in reasonable condition.
2x metal sidescreen frame, no fabric.
328cc Excelsior Talisman twin crankshaft and connecting rods in good condition.
Pair of factory bucket seats, in fair condition.

I am searching for a T60 (or B95/B105) road wheel with or without tyre (I do not want the early SA322 welded lug type or the thin lug SE328 type, but may consider the reinforced-tab SE492 type).

I also have for sale:-
A pair of ex-Mini painted iron door hinges in poor condition (removed from a T60).
Ex-T60 headlamp perspex lenses, headlamps, bulb holders and rims.

Contact: Glen Johnston (Shrewsbury), e-mail: *7donjon@gmail.com* , Mob: 07803-390920.

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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 October 2014 BEC Bulletin was compiled and edited by Dave Perrin