BERKELEY ENTHUSIASTS CLUB BULLETIN

Chairman's Christmas Report

On behalf of myself and my fellow committee members, I would like to take this opportunity to wish you all a happy festive season with good health and fortune for the New Year.

I'd also like to thank those members who supported our club endeavours throughout the BEC's Golden Jubilee celebratory year - I hope you all enjoyed the events as much as we did!

Looking forward to next year, why not start the rally season at Nuts & Bolts in Stroud, Gloucestershire? I certainly intend to! Following closely on its heels will be Prescott Classic Hill Climb which, to my knowledge, two of us have already signed up for.

Pistons & Props at Sywell, Northants also turned out to be a very successful show for the BEC and we intend to have a club presence again in 2015. We need a minimum number of five cars to be successful in our application and are limited to ten spaces, so could those who do wish to attend this event please let me know as soon as possible.

Please note, however, that the organisers have now decided to introduce a £5.00 entry fee for each car booked onto an official Club Stand. Most of you know my personal views on this 'pay to display' policy taken by some show promoters! This event is sponsored by Footman James Insurance, under whom I happen to have three of my Berkeleys covered. I therefore intend writing to them to register my disdain at this change in policy and threatening to take my business elsewhere when my policy is due for renewal! I'd suggest that any of you who are also insured by FJ and feel the same way, do the same. You may well say that £5.00 isn't that much, and you'd be right, but there is a principle here: £5.00 next year, £10.00 the year after ... where will it end?

See the Events listings elsewhere in this bulletin for further details on these and other events scheduled for 2015.

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

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NEWS

Local BEC Gatherings: Central Area

Please note that our monthly meeting in Wootton, Northampton has now relocated from the 'Queen Eleanor' public house to the 'Yeoman Of England' about two miles further into Wootton village (31 High Street, postcode NN4 6LP).

We are also now on the 'Winter' weekend schedule, which means mid-day on the second Sunday of each month (we will return to the second Tuesday evening of each month in the

Spring). NOTE: Attendance levels are variable and I am generally unable to make it to these Sunday gatherings, due to other committments, so if you are interested in joining us please make contact to confirm that there will be a Berkeley presence.

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

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Local BEC Gatherings: Southern Area

The Surrey 'chapter' of the BEC meet twelve times a year; on Drive-It-Day Sunday in April (see Events column) and generally on the second Tuesday of each month (excluding January). The venue is The Saddler's Arms, Send Marsh, Woking (just off the A3 a few miles North of Guildford, postcode GU23 6JQ)

Attendance is variable, but there are normally at least half a dozen members chatting about Berkeleys (and wives/partners chatting about other apparently much more interesting things!). There is even the occasional Berkeley or two in the car park during the Summer months!

Please contact the organiser Club President Mike Rounsville-Smith or regular attendee Dave Perrin (*dp_berkeley@yahoo.co.uk*) for further details. NOTE: Nigel Halliday is also a regular, so collection of BEC Spares items can be arranged if sufficient notice is given.

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BEC 2015 AGM & Rally

As agreed at the 2014 AGM, Appleacre Caravan Park at Fowlmere, near Royston, Hertfordshire (postcode SG8 7RU) has been booked for Saturday/Sunday 16th/17th May. Camping will also be available on the Friday night for those wishing to make the most of the weekend. The AGM is likely to be held early Saturday evening in a local church hall, before relocating to the nearby pub for a group meal. Further details to follow in the new year.

Geoff Dabrowa

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Drive It Day, 26th April

The FBHVC (Federation of British Historic Vehicle Clubs) exists to protect owners' rights to use their historic vehicles on the UK's roads. It has over 530 member clubs (including the BEC) and is estimated to represent over 255,000 individual owners.

On 23rd April 1900, a group of 64 cars left London on the Royal Automobile Club 'Thousand Mile Trial'. The tour passed through Bristol, Birmingham, Manchester, travelled through Scotland and then passed back through more English locations, returning to London on 12th May. 46 of the starting cars made it to the finish line, which is quite an achievement considering the nature and reliability of those early vehicles.

Drive It Day was devised by the FBHVC in commemoration of this historic event and is always held on the Sunday nearest to 23rd April. The idea is that historic vehicles of all sorts are 'rescued' from their winter hibernation, thoroughly checked and cleaned, and taken out on the

road. The upshot being a pleasant 'season opener' drive for the owners and good publicity for the classic vehicle movement in general. Many clubs hold meetings and 'scenic runs', selecting routes and venues to suit their particular requirements, and it has been estimated that something like a quarter of a million historic vehicles take to the roads.

All types of vehicles at least 30 years old are eligible: four, two and three wheelers, trucks, buses, tractors and even former military vehicles.

As indicated in the October bulletin, the Stroud 'Wheel Nuts' event is likely to be held on Drive It Day again this year, as is another charity event, the MK Classic Car Tour, below.

MK Classic Car Tour, 26th April

This charity event supports the Litle Lives Appeal and the 2014 proceeds funded a room in the neo-natal unit at Milton Keynes Hospital, where mothers can feed and spend time with their new offspring.

Breakfast/tea/coffee will be available at the starting point (Frosts Garden Centre, Woburn Sands) and the first stop will be at Millbrook, where participants will be able to drive two circuits of the Alpine Run. Using the easy-to-use road book provided, the route will then pass through Bedfordshire and Northamptonshire with a coffee/comfort stop at a country hotel en route to Silverstone.

The final section will finish at the newly opened and enlarged Silverstone Porsche Experience, where lunch will be available in the Porsche Restaurant and driving skills can be tested on some of the circuit facilities.

The entry fee is £75 for driver & co-driver, with each extra passsenger charged at £5. For further details, see the entry form e-mailed with this bulletin, phone 01525-290117 or e-mail *mkclassictours@aol.com* .

Classic Car Hill Climb, Prescott, Cheltenham, 9th/10th May

This popular event is organised by the Cheltenham Cleeve Vale Rotary Club and is open to all pre-1980s vehicles. There is a fantastic friendly atmosphere and up to five Berkeleys have been present in previous years.

Sunday 10th will be devoted to display and driving up the famous hill - passengers are allowed and, because the runs are un-timed, there is no need for crash helmets and other safety equipment, however, vehicles must be road legal (i.e. taxed and insured). 'Paddock' entry covers 2 runs up the hill, but additional runs are normally available for further donations. Designated display areas are provided for classic, vintage and special vehicles, and 'Static' display cars can also take part in gentle cavalcades up the hill. Spectators are also welcome on the Sunday.

Entries are already being accepted, but 'Paddock' hill runs are limited to 200 cars. The suggested entry donations per car (including all passengers and a provision of the souvenir programme) are Paddock:£50, Static:£20 and Spectator:£15. For those wishing to make a weekend of it, a further £20 donation covers participation in a 60 mile tour of the Cotswolds on Saturday 9th, starting and finishing at Prescott.

See *http://www.rotary-ribi.org/clubs/page.php?PgID=469745&ClubID=596* for further details (or just search for "Presott 2015 Cleeve").

Asparafest (Worcestershire Music & Food Festival), 30th/31st May

For many years now, microcars have been attending The Fleece Inn, Bretforton, near Evesham for a clubnight, and the landlord has now invited us to attend this local event as his guests. This area prides itself on producing the best Asparagus harvest and there is a gourmet's delight of foodstuffs on offer, as well as a beer tent offering over 100 differing real ales, cider and other alcoholic beverages.

There are also musical stages which will be featuring acts including The Wurzels and The Moulettes, and even a massed band of Ukuleles! Add to this the normal attractions of a county show and it has much to offer for a weekend's camping fun (see the festival organisers' website *http://aspara13.squarespace.com*).

Even if you are not interested in the music or the beer tent, there are a lot of places of interest to visit locally and there will also be a Classic Car Treasure Hunt earlier in the week (date to be confirmed). Microcar attendance at the event is likely to be co-ordinated by the MEC - more details to follow when available.

Alan Hitchcock (Messerschmitt Enthusiasts Club)

Cholmondeley Pageant of Power, 12th - 14th June

Cholmondeley is situated near Malpas between Stoke–on–Trent and Chester. The BEC has requested a club stand and very much looks forward to meeting our North Midlands and Northern based members and their cars at this event. If any members would like to display their cars (either restored or in the process of being restored) please let Dave Perrin or Nigel Halliday know. More details to follow in future editions of the bulletin.

Silverstone Classic 24th - 26th July

This is a huge 3-day event in the classic car racing world and the BEC is again considering options to book a stand. Could any members interested in displaying their car(s) please contact Daren Jeff or Geoff Toyer.

Kop Hill Climb, 19th/20th September

Princes Risborough, near Aylesbury, Buckinghamshire. Entries up the hill are limited, but the BEC will also be booking a display stand.

Classic Motorcycle Events

The 2015 VMCC Festival of 1000 bikes has been cancelled, but we are keen to attend other classic motorcycle events with our cars. Would any members with good contacts in this field please contact us (a couple of potentially suitable bike shows are already listed below).

Nigel Halliday

Pistons & Props 26th & 27th. September

Full details of the 2014 event programme were included in the June BEC Bulletin, but for those members not familiar with this relatively new event at Sywell, Northants I would suggest a visit to their excellent website *www.sywellclassic.co.uk* . The entry fee for driver and one passenger is £5, but only if the car is pre-booked on the official club display stand. Overnight camping (also pre-bookable only) is chargeable. As indicated elsewhere, we are only allowed ten cars on the club stand, so please contact me ASAP if you are interested in displaying your Berkeley.

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

BERKELEY ENTHUSIASTS CLUB BULLETIN

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April 26th: FBHVC Drive It Day, events across UK promoting awareness of historic vehicles.

April 26th?: 'Wheel Nuts' Classic Car & Bike Show, St. Rose's School, Stroud, GL5 4AP.

April 26th: MK Classic Car Tour. See above.

May 9th/10th: Prescott Hill Climb, Cheltenham. See above. *www.cleevevale.org.uk*

May 16th/17th: BEC Rally & AGM, Fowlmere, Nr Royston, Herts.

May 23rd: Classic Bike Show & Autojumble, Kempton Park, Sunbury-on-Thames (Jn 1 of M3).

May 30th/31st: Asparafest, Evesham, Worcestershire. See above.

June 7th: SHVPS Classic Vehicle Show & Autojumble, Queen Elizabeth Country Park, Hants.

June 12th - 14th: Cholmondely Pageant of Power, Malpas, Cheshire, SY14 8AQ.
www.cpop.co.uk

June 13th - 20th: East Anglian MicroCar Club Rally, Great Yarmouth. All enthusiasts welcome.

July 3rd - 5th: Bristol MicroCar Club Rally, Keynsham Rugby Club, BS31 2BE.
www.bristolmicrocarclub.com

July 18th/19th: Classic Nostalgia, Shelsey Walsh Hill Climb. See Jan BEC Bulletin for details.

July 24th - 26th: Silverstone Classic, Towcester, Northampton, NN12 8TN.
www.silverstoneclassic.com

July 26th?: Hammond Collection (RUMCars) Open Day
(includes an unrestored SA322), Hawkenbury, Kent.

August 8th/9th: Classic Bike Clubs Show, Donnington Park, Derby.
www.vjmc-northants.co.uk/classicclubs.htm

August 9th?: Historic Specials Day, Cotswold Wildlife Park, Burford, OX18 4JP.
Annual gathering of kit cars from the Berkeley era.

September 3rd - 6th: National MicroCar Rally, Hatton Country World, Warwick, CV35 8XA.
www.national-microcar-rally.co.uk

September ?: Microcar, Bubblecar & Three-wheeler Car Show,
Heritage Motor Centre, Gaydon: POSTPONED FROM 2014

September ?: Rare Breeds Motor Show, Haynes Motor Museum, Sparkford,
Somerset, BA22 7LH. *www.haynesmotormuseum.com*

September 19th: Gamlingay Show, Gamlingay Village College, Station Road, Gamlingay,
Sandy, Bedfordshire, SG19 3HD. *www.gamlingayshow.co.uk*

September 19th/20th: Kop Hill Climb, Princes Risborough, near Aylesbury,
Buckinghamshire, HP27 0LB. *www.kophillclimb.org.uk*

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Back In Stock

We now have fresh stocks of stepped wheel studs (for the later cars with countersunk wheel tabs), wheel trim 'spinners' and both types of wheel trim:-

The earliest four wheelers did not have wheel trims, but they were subsequently introduced on the 'De Luxe' models. Front and rear wheels on these cars were fitted with 3-legged 'spider' mounting brackets (retained by 3 of the 5 wheel nuts) and these early type fixtures are only compatible with the Deep trims.

On all later cars with wheel trims, the front hub nuts had a small thread in centre of the dome (to accept the spinner) and the rear hub 'B' grease cap retained a central stirrup bracket. These later type fixtures are only compatible with the Shallow trims.

MB1095	Wheel Stud, Stepped (each)	£4.50 + £1.00 UK p&p.
MB735	Wheel Trims, Deep (inc. spinners), pair	£45.00 + £8.00 UK p&p.
MB1177/7	Wheel Trims, Shallow (inc. spinners), pair	£40.00 + £8.00 UK p&p.
MB1177/6	Spinners (inc. 'B' Badge), pair	£20.00 + £3.00 UK p&p.
MB -	'B' Badge for Spinner (pressed alloy), each	£6.00 + SAE.

Also, Excelsior Crankshaft Nut with Tachometer Drive Slot ..... £30.00 + £2.00 UK p&p.

Electrical Dash Switches – Important News!!

The BEC Spares service was established way back in 1981, but even then the original style ivory coloured knobs for Berkeley dashboard switches were unavailable. During the 1980s and '90s we were still able to purchase new dashboard switches to the original Berkeley factory specification, but only with black knobs. Sadly, these original SWF/PMG-Thorpe/Britax switches are also now out of production, however, we have recently located a limited supply of new old stock ivory coloured knobs.

They have a small ⅛"/3mm thread which may fit some original switches, but it is likely that they will need to be carefully drilled out and re-tapped to suit the larger ¼" threaded shaft of the majority of the original specification dash switches.

We can immediately offer the bare knobs at a price of £3.00 each (plus £1 UK p&p) to members willing/able to carry out their own drilling/tapping.

We also hope to be able to bring you news next month on the supply of a 'close match' to original 2-position pull-push switch for the windscreen wiper and panel light application, and the 3-position pull-push headlight switch. These switches will both be supplied with the original style ivory knobs described above.

Sports SE328 Glass Windscreens: USA Order

Further to previous announcements, we were recently informed that the UK Pilkington factory has now made a sample 'test' glass screen for the metal windscreen frames fitted to all 4-wheeler models with slanted leading edge to the doors (SA322, SE328 and early-SE492). By the time you read this, it should be on its way to Pilkington Classics USA, Massachusetts, home state of Nat Stevens (former compiler of the USA Berkeley Exchange newsletter) who has

volunteered to assist them in assessing/confirming the correct design and fit, which will avoid it having to be shipped across the country to Glenn Roberts who is co-ordinating the project for fellow USA owners.

Please all remember that the Berkeley glass screens can easily be damaged by poor fitting or use of overlong screws (either in the bottom brass corner brackets or on the frame stay support mounts half way up the screen) and/or by not shortening the lift-the-dot studs to match the thickness of windscreen frame material.

Door Weatherseal Trim

Following extensive research and correspondence across the Atlantic (with the very kind help of our members in the USA), we are now fairly sure of the correct specification for the rubber weatherseal fitted to the later export 'Sports' SE328 and SE492 slant door models, which were fitted with alloy channel backing guides for the seal. We hope to have stock of this weatherseal in the new year. It is possible that it will also fit the earlier UK Sports SA322s and SE 328s, but our research continues.

MB1156 rubber door seal for the B95/105, T60 and late-SE492s (with vertical leading edge to the doors) is already available from BEC spares. Contact us for more details.

Interior Mirrors

The 1956, 1957 cars appear to have been fitted with a selection of alternative mirrors mounted on the top rail of the windscreen frame or on the dashboard, whereas on later cars they were generally only mounted on top of the dashboard.

Active BEC member and 'serial Berkeley restorer' Graham Higgs is currently hard at work on his 'Sports' 492 with the slant door body style. Only approx. 120 of these early model triples were made and we suspect that his is probably the only one left in the UK, all others having been exported by the factory in 1958.

Graham is currently searching for a suitable rear view mirror of the type that can be mounted to the top rail of the metal windscreen surround, rather than the more common dashboard mounting ones. He has spotted a number of examples of this type of mirror in the Brooklands Books roadtest compilation volume (see pages 13, 17, 18, 21, 22, 24, 31, 34, 35 & 50 and there is even one on a T60 on page 93).

The mirror heads appear to have been approximately 4" long by 1½" to 2" high and either a basic glass mirror held to the stalk by a 'plain Jane' metal spider bracket or with a complete chromed or painted metal backing plate. The stalk and pedestal was a cast Mazak alloy material left plain or chromed, with fixing screws approx. 1½" apart.

If you believe your Berkeley has an original factory mirror of this type, please contact Graham (Tel: 01905-350632 or *higgs.graham@googlemail.com*). Likewise, if you believe that your car has an original dashboard mounted mirror, BEC Spares would be interested in a photo, dimensions and any other details that may help identify sources of new supply (are there any markings or a manufacturer's name on the mirror itself or its base). Please write to BEC Spares at the address in the club magazine or e-mail Dave Perrin (*dp_berkeley@yahoo.co.uk*).

Nigel Halliday

Berkeley Enthusiasts Club

www.berkeleycarclub.com

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

The December 2014 BEC Bulletin was compiled and edited by Dave Perrin