BERKELEY ENTHUSIASTS CLUB BULLETIN

Chairman's Report

With the 2015 rallying season now effectively over, we turn our heads toward 2016, bearing in mind that this will be the 60th Anniversary of the launch of the 'Sports' SA322 with British Anzani Engine. At present we are only aware of two roadworthy original examples of this model in the club, plus two others fitted with 'upgraded' engines. If you are currently restoring one of these rare cars, I urge you to use next May as a deadline to try and get it roadworthy for our AGM & Rally at Copt Oak in Leicestershire (see July bulletin for advance details). This event, being our own, should be the highlight of the BEC's annual activities and I'm keen to follow up on the hugely successful event held at Fowlmere this year.

We also saw a general improvement in the number of cars attending Club designated events this past season and I hope this trend will continue next year. At the time of writing, we already have three 'Berkletteers' signed in for Prescott Classic Hill Climb; this popular event is run on a 'first come, first served' basis and only 200 hill run applicants are allowed, so I suggest you get your name down sooner, rather than later.

You will also see listed in *Events* the Rallye Monte Carlo Classique, a mildly competitive rally similar in concept to Malcolm McKay's now famous LBL Rallies. Unfortunately, despite being launched in August, we have only just been made aware of it, but the organisers are very keen to have a Berkeley amongst the entrants, as 2016 will mark the 57th Anniversary of the work's entry VNM 414 driven by John Patten & Ian Loudon Cox. It has often been discussed in BEC circles how good it would be to replicate this run - well now's your chance! I was sorely tempted, but sadly I am already committed on that weekend. You will note that the start will be at John O'Groats, Scotland, descending to Glasgow (the original 1959 starting point) and then continuing down into England. I believe the ferry crossing to Europe is being made from Hull. Please also note that entries have to be in before 9th November, so if interested you only have a few days to register and make payment, but be warned, it may well also be cold!

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

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NEWS

Excelsior Factory Visit

As longer standing members will no doubt recall, the Excelsior Talisman motorcycle owners group was originally set up by the BEC with a view to maximising the possibility of re-manufacturing engine spares in years to come. Although the group is now run by Colin Powell, we continue to have close ties with them and all Excelsior owners continue to be

welcome at BEC rallies.

A few years ago, we confirmed that the old Excelsior factory building in Kings Norton, Birmingham is still standing and I was able to visit the site. Since that time, a group visit to the site has been considered a number of times, but not come to fruition, however, we now feel that this would make a good start to the 2016 BEC events calendar.

The idea is that interested Berkeley and Excelsior enthusiasts could meet up on a Saturday morning for a chat and 'bacon butty' in the café opposite the factory, with the cars and bikes being parked up outside the factory building or possibly inside if the weather is not favourable. To make a day of it, I suggest a short drive around the corner to the steam railway workshops at Tyseley, where we could have a tour of the engine workshops, followed by a talk in the lecture room by an expert in the Birmingham motorcycle industry and Excelsior in particular.

At present, a Saturday in April or May seems preferable, but we are conscious of the BEC AGM and Prescott Hill climb both being in May. What do you members think? Please let us know your views by writing to me or e-mailing Dave Perrin (*dp_berkeley@yahoo.co.uk*).
Nigel Halliday

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Door and Bonnet Hinges

For a year or two now, we have been out of stock of chrome door hinges for the SA322/SE328/early-SE492 (all four-wheelers with the sloping leading on the doors) and alloy hinges for the majority of T60 & T60-4 three-wheelers, but we are planning to restock very shortly. Prices will be advised once confirmed, but we expect a hefty increase over the previous figure of £45 per pair.

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B95/105 Starter Rings: Help Needed

We have for a year or two been aware of the shortage of good condition Royal Enfield starter rings; BEC Spares re-manufactured a batch about 15 years ago, but sold out some time ago. Unfortunately, the specialist manufacturer we used in Birmingham has gone out of business and there appear to be no specialist in the UK who can manufacture rings at reasonable cost. We are, of course, aware that a starter ring could be machined out of solid steel, but the cost is very high.

Does anybody know or have contacts with other clubs or classic car specialists who have had small diameter (≈7") starter rings manufactured in recent years? The Austin 7 engine and other 1930s engines (or perhaps the Reliant 750cc engine?) probably have rings of similar diameter, but can anyone give us any pointers to definite engines with similar size flywheel or possible suppliers? As ever, please write to me or e-mail Dave Perrin (*dp_berkeley@yahoo.co.uk*) if you think you can help point us in the right direction.
Nigel Halliday

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2016
John O'Groats
RALLYE MONTE-CARLO®
CLASSIQUE
27-30 JANUARY 2016
START
27th
JANUARY
2016
JOHN O' GROATS TO MONTE CARLO
CONCENTRATION TOURISTIQUE
Contact: Douglas Anderson Email: dglanderson1@yahoo.co.uk Tel: +441382 731755

EVENTS

2016 Events Listing

January 26th-31st: Rally Monte-Carlo Classique. See documents e-mailed with this bulletin.

May 14th/15th: Prescott Hill Climb, Cheltenham. See above. *www.cleevevale.org.uk*

May 20th-22nd: **BEC Rally & AGM**, Copt Oak Memorial Hall, Leicester.
See July bulletin for advance details.

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MARKETPLACE

For Sale: Mini Metro Powered T60

Has a V5C and is currently off the road on a SORN declaration (registration 366 UYK), but is completely dismantled, so not a project for the faint-hearted! Some parts are new, some need refurbishing and some need replacing. It has a steel chassis and a 1,000cc Mini Metro engine. See photos, contact me, come and see.





The body includes doors, bonnet, sills, towing bracket, wooden luggage rack, chromed radiator grill, original windscreen with chrome surround, hood (in poor state, but would make a good template), soft top frame.

The chassis is very like a Bandini item, but looks in better condition than it is - would be a good template to produce a new one - could be used, but requires work.

There are six 12" wheels; one alloy, one rusty steel, 4 very rusty. There are also two 10" Mini wheels, which might be used for trailer.

Two reasonable condition narrow bucket seats, plus two others in poor condition.

Three brake/clutch slave cylinders (one new). Two fuel pumps. Various bits of lights, horn andvarious switches. Distributor (worn, but does work).

Gauges: Smiths speedo, rev counter, fuel, oil pressure (2), vacuum, temperature & clock.

Electric fans (2), starter motor, various wheel hubs, brake drums (2), petrol tank, petrol cap (chrome), heaters (2), drive shafts, steering wheel and column, steering rack, exhaust/silencer, air filters, rear swing-arm (one mini, one Berkeley), umbrella-handle hand brake lever. Pedal box. Windscreen wiper motor and drive.

Wiring/electrics: big muddled box which might provide salvageable loom. Alternators (3)

Engine: 998cc Mini Metro with gearbox. Carbs: one Mini, one Metro, both with manifolds.

Front Metro subframe with discs/callipers, etc. (needs a lot of work).

Various other parts e.g. hinges, door catches, etc..

Offers.

Contact: Colin Muir (near Leicester), Tel: 01455-285788, e-mail: *muirkath@hotmail.com* .

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For Sale: T60 Bodyshell ... AND Partially Restored T60

I bought this dismantled bodyshell to build a bike engined special, but have since acquired a complete original T60 and am restoring that instead, so no longer required.









As shown in the photos, all the fibreglass sections are present, but front of 'punt' floor has broken off (most of it is there, so relatively straightforward repair). No metalwork, apart from the alloy front bulkhead, but the old inner wings from my other car are available as patterns if required. Offers.

STOP PRESS: I have reluctantly also decided to sell my partially restored T60, as I need the cash to buy another Scott motorcycle which has suddenly become available:-

KTS 470 had only done about 3,000 miles when it was involved in a 1964 accident, so trunnions and steering box are all good (already checked and re-greased). Crankshaft has just been rebuilt by Nametab, but cylinders still need to be rebored (the new pistons have just arrived). Gearbox needs to be reassembled. Differential requires new bearings and seals

Body-wise, most of the hard work has already been done. Accident damage to front end repaired. New 1.6mm mild steel engine bay sidewalls and floor metalwork already mostly fitted (with hidden box section steel chassis underneath).

Not currently on the DVLA computer, but chassis plate is present and I have the original log book, so shouldn't be a problem getting it back on the road.

See e-Bay listing #272031137687 for photos and further details. £2,200 o.n.o.

Contact: Kev (Fife, Scotland), Mob: 07761-314999, E-mail: *gasman-kev@hotmail.co.uk* .

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Wanted: Restoration Project

I have just joined the club and am looking for a four wheeler in need of restoration. Would prefer a complete car, as far as the running gear is concerned, but anything considered.

Please contact: Steve King (Baldock, Herts), e-mail: *steve.king99@btinternet.com*

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For Sale/Wanted

NOTE: If you wish to place an advertisement or news item in the BEC Bulletin, please contact Dave Perrin (*dp_berkeley@yahoo.co.uk*).

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'Berkeley-USA' Yahoo Group: *https://groups.yahoo.com/neo/groups/Berkeley-USA/info*

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'BerkeleyCarOwners' Facebook page: *https://www.facebook.com/groups/berkeleycarowners/*

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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 2015 BEC Bulletin was compiled and edited by Dave Perrin