BERKELEY ENTHUSIASTS CLUB BULLETIN

Chairman's Report

The Silverstone Classic saw extremes of weather over the two days that I attended. Saturday was sunny and breezy, but on Sunday it rained virtually all day and I'm told that 'Practice Day' Friday was much the same. As ever, the Berkeley was attracting a lot of attention when I stayed with it on the Club Stand. I must take this opportunity to commend the owners and drivers for continuing to race their rare and valuable classic cars in the totally horrendous conditions on Sunday; what is more, they never held back one bit! There was some excellent racing to be watched in all groups, well done!

Since the last bulletin, our Pistons & Props presence has changed from the club stand being three cars short to being oversubscribed! I've managed to convince the organisers to let us have one extra car, but no more. Therefore, if any of you who have signed up find that you are unable to attend after all, I would urge you to contact me personally (even right up to the date of the event), so that I can re-allocate the place. For those visitors wishing to turn up on the day, 'Pole Position Parking' is available if you are driving a Classic Car, but you need to book in advance (*https://livepromotions.wufoo.eu/forms/the-footman-james-pole-position-parking/*).

The other club event to look forward to in September is Kop Hill Climb and I believe Nigel is still seeking cars for static display on the BEC Stand.

Finally, I must apologise once again for not being able to attend this year's NMCR due to a clash of dates. I wish all those members who are planning to go the very best 'mechanically' and hope the weather stays fine!

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

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NEWS

Kop Hill Climb, Saturday/Sunday 19th/20th September

We are still looking for Berkeley cars to be displayed on the BEC stand at this event; it would be particulary good to have a T60, Sports SE328 and a B95 or B105 throughout the weekend.

The climb is held on a public road near Princes Risborough, Aylesbury, Bucks and accepts all vehicles from the Edwardian era right up to modern classics. Now in its 6th year, it is a good friendly event and has become particularly popular.

Please contact me or e-mail Dave Perrin (*dp_berkeley@yahoo.co.uk*) if you are interested in displaying your car.

Nigel Halliday

UPDATE: Sywell Pistons & Props, Saturday/Sunday 26th/27th September

We have now filled our allowance for this event; in fact after grovelling with the organisers I've even managed to persuade them to accept a further car, making eleven Berkeleys on the BEC stand! Many thanks to all those who have responded - if last year is anything to go by this will be an excellent event and we should make an impressive sight for the numerous visitors.

This year it is necessary to register to stay on site, so if you intend camping but haven't booked yet, you need to log on to their website and select 'Tickets'. The fixed fee of £30 (plus £1.88 service charge) gives you a plot for up to 3 days (Friday to Monday) with access to the shower/toilet facilities and the Saturday evening entertainment.

NOTE: All display cars MUST be in position on the club stands BEFORE 09:30 on both days.
Geoff (Bill) Toyer

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Autumn Motorsport Festival (Brooklands Museum, Surrey), Sunday 11th October

It seems unlikely that any Berkeleys will be allowed to run up the Test Hill, but we have been offered the chance to book free static display space for members' cars on the museum site alongside the many other prestige makes. Any members interested in displaying their car should contact Dave Perrin, who will co-ordinate a group BEC booking if there is sufficient interest (*dp_berkeley@yahoo.co.uk*).

Selected cars will be running up the demanding Brooklands Test Hill and numerous competition cars from all eras will be in 'full-blooded action' on the Mercedes-Benz World test track adjacent to the museum. These will include F2, FIA GTs, Touring Cars and Group B rally machinery, plus special cars like the ex-Piquet F1 Benetton B190, ex-Alonso F1 Renault and a Kremer Porsche 935. A selection of photos from previous years are available at *www.flickr.com/photos/michaelwardphotos/sets/72157648673013206* .

Entry prices are:-

Tickets	Advance	On-The-Day
Adults	£13	£16
Seniors	£12	£15
Children (5-16 inc.)	£5.50	£6.50
Family	£35	£40

See website for further details and advance ticket sales: *www.brooklandsmuseum.com* .
Nigel Halliday

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WARNING TO UK BERKELEY OWNERS

As this bulletin was nearing completion, it became apparent that '126fiat126' the dodgy e-Bay Berkeley seller is back in action again. As you will no doubt recall, this unscrupulous ex-member was working his way through the membership list phoning owners claiming to be a fellow enthusiast, with a sob story about how he'd been seeking another Berkeley for ages. However, within days of any successful purchase (usually at significantly below the actual

value of the car), it is listed on e-Bay and he makes a quick profit at the expense of the trusting ex-owner, often even listing the associated spares as separate items, despite their being needed to complete the restoration. So, PLEASE be wary of any unsolicited calls or approaches at shows by a seemingly pleasant chap going by the name of Hardy.

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Gearing Problems

Over the years, many Berkeley power units and sub-assemblies have inevitably ended up being swapped between models. This isn't always a problem, but there are a few complications that can develop when fitting later units to the early cars, this applies in particular to owners of SE328 models in the UK, where the later T60 power units are relatively common. All 'Sports' four wheeler models had 38 tooth differential sprockets, with the necessary gearing variations being provided by the gearbox sprockets; 15T on the 3-speed HJR units fitted to SA322/SE328s and 17T on the 4-speed TR & VR units fitted to SE492s. The Excelsior 328 power units fitted to all T60s also used the stronger VR gearbox with 17T sprocket, but the upper suspension crossmember was redesigned with a stepped centre section in order to clear the resultant 43T differential sprocket (with the added bonus of easing engine removal/replacement).

Across the Excelsior-powered models there are also differences in engine cradle mountings, crankcase stud location, clutch assemblies and primary drive covers (all of which can generally be worked around with the right combination of original parts), but lack of clearance between the differential sprocket and crossmember is the major headache. Mating a 17T VR gearbox with a 38T diff sprocket results in your poor 18bhp 328 engine struggling to pull the gearing intended for a 30bhp SE492, thereby effectively rendering top gear useless.

However, this is the totally impractical gearbox/differential combination which recently came to light on a 'Sports' 328, so we are currently investigating the most cost effective way of addressing the problem. A VR-compatible gearbox sprocket intended for Royal Enfield motorcycles has already been purchased and, although it demands the use of a larger pitch final drive chain; the resultant 13:33 gearing is effectively identical to the 15:38 original and the 33T differential sprocket will only be ½" larger in diameter. Possible complications with the retaining nut are still to be investigated, but an update will be included in a month or two and, if successful, the relevant part numbers will be detailed in this column.

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UPDATE: SA322/SE328/early-SE492 Windscreen Glass

Glenn Roberts in the USA has now confirmed orders from fellow USA Berkeley owners to the tune of 12 'windshields', and his bulk order on Pilkington Classics should have been placed by the time you read this. As indicated previously, in addition to fulfilling the current needs of American owners, this project has the major long term bonus that we now have a long-term source of brand new screens for these models, a shortfall which we have been concerned about for decades.

Nigel Halliday

EVENTS

2015 Events Listing

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

September 6th: Rare Breeds Motor Show, Haynes Motor Museum, Sparkford, Somerset, BA22 7LH. *www.haynesmotormuseum.com*

September 6th: Vintage & Classic Vehicle Festival, The Play Close, Melton Mowbray, Leicestershire, LE13 1GH. See Mar '15 Bulletin. *www.meltonvehiclefestival.org.uk*

September 13th: Classic Car Show, Aylesford Priory, Kent. *www.kentsclassiccarshow.co.uk*

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*
Contact: Nigel Halliday via Dave Perrin (*dp_berkeley@yahoo.co.uk*)

September 26th/27th: **Pistons & Props**, Sywell Aerodrome, Hall Farm, Sywell, Northampton, NN6 0BN. *www.sywellclassic.co.uk*
Contact: Geoff Toyer (*geedadtee@ntlworld.com*)

October 11th: **Autumn Motorsport Festival**, Brooklands, Surrey, KT13 0QN / 0SL(car park). *www.brooklandsmuseum.com*

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MARKETPLACE

For Sale: 'Sports' Windscreen

Windscreen glass for SA322/SE328/early-SE492 (with sloped leading edge doors): £100.

Buyer to arrange collection or transport from Langley Mill (Notts-Derby border).

Contact: Dave Ratner, Tel: 01773-713174, e-mail: *dlr2kl1203@gmail.com* .

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Wanted: Excelsior Talisman Motorcycle Spares

Needed to complete the restoration of a 1951 Excelsior STT1 Talisman motorcycle: pair of front forks and front hub. If you have these parts or know someone who does, please contact John Willis (ex-BEC Chairman).

Contact: John (Banbury), Tel: 01295-812610, e-mail: *fastaweigh@aol.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 Enthusiasts Club

www.berkeleycarclub.com

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

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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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The August 2015 BEC Bulletin was compiled and edited by Dave Perrin