BERKELEY ENTHUSIASTS CLUB BULLETIN

Chairman's Report

With this Bulletin we've seen our first event of the rally season, Old Warden, come and go ... and what an event it was too! Ten cars turned out and the weather held, so (although not as nice as predicted) did not detract from the day. It was also good to meet relatively new members Charlie Jeffreys and Alex Ferrada, along with the regulars; Mike Rhodes also paid us a visit to show his support, although without a car. I was impressed that the turnout at events had increased last year and, judging by the indications of Old Warden, I hope this trend will continue during the course of 2016.

Our next outing out will be 'Wheel Nuts' in Stroud, on 24th April. This coincides with Drive It Day, so most of our committed members will be doing their bit by driving there!

Our membership secretary recently asked my advice on which sealant to use on Excelsior cylinder heads. As most of you will know, these engines do not utilise a head gasket, as they're supposed to be self-sealing, by way of the cylinder barrel spigot digging into the softer alloy of the head. Under new and perfect conditions this usually works, but in some cases it doesn't and the help of a sealant is required. Since originally working on these engines as a teenager, I've always used a 'hard setting' compound as, in my experience, the 'soft setting' ones simply do not work. My lifelong preference has therefore always been Green Hermetite, which appeared to be the only 'hard setting' compound available. Aware that it has become increasingly difficult to obtain over the years, I advised GD to search the Internet (which usually bears fruit).

However, on needing to replace my own stock of this product, I was surprised to find that it is no longer available; a little research via various forums revealed that the manufacturer has now withdrawn all Hermetite products. This dilemma left me searching for an alternative - not an easy task! The only shellac based hard setting compound I could find is an American product called Indian Head "shellac based, hard setting, brush on, gasket compound" and the supplier is US Automotive Ltd, St Martins Way, Bedford, MK42 0LF. It comes in a small 2oz plastic bottle, price £2.49 plus postage. I have yet to try it out, but will report back when I do. My usual modus operandi is to apply the compound, fit the heads as quickly as is possible, then WAIT FOR THE STUFF TO SET (overnight if possible), start the engine the next day, and run it up to normal operating temperature without excess revving, let it cool down completely, then re-torque the head nuts.

Finally, I hope everyone is gearing up to attend our annual AGM & Rally in May. As you are already aware, we're celebrating the Diamond Jubilee of the launch of the SA322 and it is hoped that we can gather as many of the surviving Anzani cars as possible, so if you own one please make every effort to get it there, whether driven, trailered, or even just in the form of a

pile of bits in a van!

Keep Berkeleying!
Geoff (Bill) Toyer *geedadtee@ntlworld.com*

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National Historic Vehicle Survey

The 2016 Federation of British Historic Vehicle Clubs survey has now been launched and will run until 30th June. The term 'historic vehicle' is used to describe all vehicles that are 30 years of age or older (i.e. pre-1985) and refers to cars, motorcycles, buses, coaches, lorries, vans, agricultural, steam and military vehicles. If you do not have a vehicle within this definition there are also questions later in the survey for vehicles produced between 1986 and 1995.

Since their last survey in 2011, there have been many changes in the historic vehicle world and the FBHVC need to update their research information in order to fully represent the interests of all historic vehicle owners and enthusiasts both to Government in the UK, and more widely, including internationally to the EU.

This is a critical survey for the historic vehicle industry and aims to generate important insights on the sector - the answers you give will help to shape the future for historic vehicles in the UK. UK members are therefore encouraged to complete the online survey which can reached at *http://bit.ly/22F6bsG* or via the Federation's website *www.fbhvc.co.uk* and should only take about 10 minutes to complete.

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Southern Area 'Drive It Day' Gathering, 24th April 2016

Cancelled due to lack of interest.

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UPDATE: Goodwood Breakfast Club Meeting, Sunday 1st May

Although it doesn't look as though any Berkeleys have been allocated a display slot on the grid, at least three BEC members are planning to attend the 'Soft Top Sunday' event at the Goodwood race circuit, near Chichester, Sussex from 8am to 11am.

Arrangements are currently in a state of flux, but the plan is still for interested members to meet up either on the Saturday evening or Sunday lunchtime for a "noggin and natter", etc.. Further to any gathering that may take place on either day, please contact Dave Perrin (*dp_berkeley@yahoo.co.uk*) during the preceding week for final details.
Nigel Halliday

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UPDATE: BEC Rally/AGM, 20th-22nd May

The 2016 BEC Rally & AGM weekend is now less than 5 weeks away and we are hoping for a good turnout of members and cars, to help us celebrate the Sixty years since the original 'Sports' Anzani SA322 model was launched. As indicated previously, the venue is Copt Oak Memorial

Hall, near Markfield, Leicester (postcode LE67 9QB) and the rally site should be open from late Friday afternoon, with access to the hall until around 22:30 (if planning to arrive late, please let us know in advance).

The Saturday road run is a 40-50 mile trip through the local countryside and will head off at around 11:00 with a half way stop for lunch. The group evening meal (in the pub adjacent to the hall around 18:00) will be followed around 21:00 by a Berkeley film show to round the evening off.

Sunday is display day, with the line up cars growing through Sunday morning as members arrive for the AGM (due to start around 12:30). Judging will take place towards mid-day and awards for the best cars in their category will be presented once the AGM proceedings have drawn to a close. BEC Spares will also be available, but (as indicated elsewhere in this bulletin) please make contact as soon as possible if you would like to order parts for collection at the rally.

As indicated previously, breakfasts will be available on Saturday and Sunday mornings (at cost) for those who request them, however, if you don't make contact to register a preference there will be nothing for you! The options include porridge, sausage/bacon 'butties', scrambled egg on toast, etc., or vegetarian alternatives, but ONLY if you request them. Hot & cold drinks will be 'on tap' whenever required, with the possibility of other warm snacks throughout the day IF requested in advance (or bring your own and take advantage of the kitchen facilities).

The rally field behind the hall is more than big enough to accomodate us, with plenty of room for tents, caravans, motorhomes, trailers, etc.. For those staying on site overnight, the Tent/Caravan/Motorhome charge is £5 per plot per night, to be paid upon arrival (please bring the appropriate amount). Markfield Travelodge is just a few minutes drive away from the rally site (postcode LE67 9PP), with Double rooms (1 or 2 adults) or Family rooms (up to 3 adults or 2 adults & 2 children) available:-

Rate	Friday 20th	Saturday 21st	Total
Saver	£30	£45	£75
Flexible	£40	£59	£99

For further details, go to webpage *https://www.travelodge.co.uk* , select 'Search and Book', enter 'Leicester Markfield Travelodge' in the Location box and add the required dates (or phone 02031-954871).

Final details of the event and directions to the site will be included in the May bulletin. In the meantime, please don't hesitate to contact me if you have any queries about the Copt Oak venue, facilities or location.

Dave Perrin *dp_berkeley@yahoo.co.uk*

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HMS Sultan Classic Vehicle Show, Gosport, 18th/19th June

This event on the playing fields at HMS Sultan (postcode PO12 3BY) forms part of the Sultan Summer Show, which attracts families from all over the south. Alongside displays of Classic

Cars, Motorcycles, Scooters and other vehicles, the attractions include Monster Trucks, a Naval Band, Burnett's Funfair, Children's Zoo, Steam Vehicles (including the Sultan Steam Lorry), VCC Field Gun competition and many other sideshows and craft stalls. Proceeds go to Royal Navy and other local charities.

Admission to the show is free of charge for all participating classic vehicles and occupants. The organisers welcome display applications from clubs and individuals, but places are limited and dealt with on a first come first served basis, so please apply a.s.a.p. if you wish to display your Berkeley. See website *www.sultan-classic-cars.co.uk* for details (including pictures from last year's show) and Display Entry Form.

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Potton Carnival, Sandy, Bedfordshire, 27th August

This carnival forms part of a bi-annual community event held over the August Bank Holiday weekend in Potton (near Biggleswade, the home/birthplace of Berkeley cars) and regularly attracts a few thousand people. See webpage *www.partyonpotton.org.uk* for further details. It is organised/run by volunteers and all proceeds are donated to local charities and organisations at the end of the weekend.

The Carnival commences at mid-day on Saturday, with floats parading through the town to the Henry Smith Playing Fields. Due to the significance of Berkeleys to the local community, BEC members have been invited to join the parade and park up on the field, so that the locals can enjoy the cars at close quarters. The owners of nearby Turnpike Farm (used by BEC members staying overnight for the 2009 BEC AGM and subsequently adopted for the Ian Mantle Memorial Run events) are offering free camping to any members displaying a Berkeley at the carnival.

If you are interested in being part of a group BEC presence, please contact Dave Perrin (*dp_berkeley@yahoo.co.uk*) and we will include updates in future bulletins re. number of members attending, etc..

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

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Ormskirk MotorFest, West Lancashire, Sunday August 28th

The festival is held in the historic market town of Ormskirk and is billed as "a great way to spend the August Bank Holiday; with everything from motorcycles, super cars, classics and bubble cars, there is something of interest for everyone. A fabulous feast of sounds, smells and automotive design/technology of the last 100 years, from thundering Stock cars to the sweetest sounding Vintage and Classic Automobiles and Motorcycles ... see and hear a Formula 1 car start up and run!".

Vehicles will be on display in Ormskirk town centre and Coronation Park from 11:00 and the A570 Ring-Road will be closed to all traffic from 14:30 to 16:30, forming a mile long Parade Circuit. All parts of the circuit are accessible to visitors and it is free to attend as a spectator or to enter your vehicle.

See website *www.ormskirkmotorfest.com* for further details and application form to display

your Berkeley.

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BEC Publications List and BEC Spares List

Due to other committments, the promised updated Club Publications list will now be enclosed with the May bulletin and it is likely that the Spares List will follow in June.

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Spares at the AGM

Members wishing to purchase and collect spares at the AGM should pre-order the parts you need as soon as possible, particularly if wanting chassis parts or windscreen glass. BEC Spares will only be present at the AGM on Sunday 15th May, but given sufficient notice it may also be possible for Dave Perrin to collect your items from Nigel at the Surrey meeting and bring them for collection on Friday or Saturday. Please write to Nigel direct (see address on Club Contacts page of the BEC magazine) or e-mail Dave Perrin at (*dp_berkeley@yahoo.co.uk*) now to avoid disappointment.

Bearings

As mentioned in last months bulletin, BEC Spares is in the process of restocking bearings and oil seals for wheel hubs and the Excelsior engine, etc.. We are finding, like engine rebuild specialist Simon Bateman of Nametab Engineering, that the availability and supply of good quality manufacture Imperial sized bearings is becoming difficult. Prices have in some cases trebled in 5 years. We are currently using the policy of staying with good quality makes rather than Indian, Chinese, or Taiwanese copies, but costs will reflect this policy. We see no reason to gamble with a rare Excelsior engine for the sake of a few Pounds difference in cost. We would be very pleased to hear of member's experiences in this regard.

Paint Colours

There has been some correspondence recently on the 'BerkeleyCarOwners' Facebook page about original paint colours for the various Berkeley models - in response to this, an in depth article will be included in the magazine or the bulletin shortly.

A few years ago, BEC Spares had several body panels with original paint colours analysed by a Spectrometer at a paint specialist in Lancashire. It was discovered that all the paint colours and shades matched those specified in British Standard colour range BS 518C, a range generally used by the transport industry. Indeed, as recently as the 1980s ICI produced colour cards listing the transport colours.

Co-incidentally, the Berkeley colours often co-incided with colours used 'just down the road' by Vauxhall and Bedford!

Specialist paint supplier Craftmaster paints of Cambridge has recently introduced a new automotive range and have an interesting website - perhaps our membership secretary who lives nearby can check them out?

CPC Engineering

An acquaintance of Cornish member Pete Tilling is an engineer with a CNC metal working machine and he has recently added a few Berkeley items to his range of motorcycle components. He trades under the e-Bay identity 'CPC_Engineering_UK' :-

Nose & Steering Wheel Badges: Although not painted or of a chrome finish, these Berkeley badges are made from solid aluminium bar and may help a restorer out, failing the availability of new chromed and enamelled or chromed and painted original badges. They incorporate a tapped hole on the reverse for a 4mm stud, although this should be a 5mm stud so that it can be fitted with the rubber Rawlnut of 5mm diameter which pushes down into the steering column. See e-Bay item #272211085070 for details.

Hood & Sidescreen Sockets: These are made from stainless steel and are almost to the original pattern, but the central hole for the sidescreen or hood frame spigot is not offset, so greater care will need to be taken when fitting, to ensure accurate alignment with the spigots. BEC Spares has not had these items in stock for a while now, so they fill an obvious gap in spares availability. £80 for a set of eight. See e-Bay item #272203452926 for details.

He has also made the 'B' rear hub nut covers and lower bush for the steering box.
Nigel Halliday

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2016 Events Listing

April 24th: FBHVC Drive It Day, events across UK promoting awareness of historic vehicles.

April 24th: 'Wheel Nuts' Classic Car & Bike Show, Stroud, GL5 4AP.
See Jan and Feb bulletin.

April 24th: Croydon Rotary Club 'Classic Car Run' (Dorking to Tangmere).
See Nov '15 bulletin.

May 1st: 'Soft Top' Breakfast Club, Goodwood Motor Circuit, West Sussex.
See Dec '15 and Jan bulletins and above.

May 7th/8th: 'Motors by the Moat', Leeds Castle, Kent, ME17 1PL.
See Mar bulletin. *www.leeds-castle.com*

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

May 15th: Vintage Car Show & Hill Climb, Westerham, Kent. See Jan bulletin.
www.friendsofvalence.com

May 15th: Vintage Vehicle Rally, Weedon Park, Aylesbury, Buckinghamshire, HP22 4NN.
See Mar bulletin. *www.chilternhillsrally.org.uk*

May 20th-22nd: **BEC Rally & AGM**, Copt Oak Memorial Hall, Leicester. See above.

June 5th: SHVPS Classic Vehicle Show & Autojumble, Queen Elizabeth Country Park, Hants.
See Jan bulletin. *www.shvps.org.uk*

June 18th: Classic Transport Picnic, Fairclough Hall Farm, Halls Green, Weston, North Hertfordshire, SG4 7DP. See Feb bulletin. *www.lgccvcc.co.uk*

June 18th/19th: Classic Vehicle Show, HMS Sultan, Gosport, Hampshire, PO12 3BY. See above. *www.sultan-classic-cars.co.uk*

July 1st - 3rd: Bristol MicroCar Club Rally, Keynsham Rugby Club, BS31 2BE. *www.bristolmicrocarclub.com*

Aug 27th: Potton Carnival, Sandy, Bedfordshire. See above. *www.partyonpotton.org.uk*

Aug 28th: Ormskirk MotorFest, West Lancs. See above. *www.ormskirkmotorfest.com*

Sept 8th - 11th: National MicroCar Rally, Lower Lacon Caravan Park, Wem, Shropshire, SY4 5RP. *www.national-microcar-rally.co.uk/*

MARKETPLACE

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For Sale: Two NEW T60 Bodyshells/Restoration Projects

Having spent over a year searching unsuccessfully for the right four-wheeler at the right price, with a few disappointments and wasted journeys along the way, I recently took the plunge and made the bulk purchase of three project cars to allow me to build up an SE328. I therefore now have TWO NEW T60 bodyshells, either/both of which are available just as a set of fibreglass body panels/sections or as rebuild kits including all the major components necessary to build a car (power unit, driveshafts, hubs, wheels, steering, etc.).









Each body set consists of NEW punt (floor) section, front & rear upper sections, bonnet and doors, plus optional hardtop. These are all Phil Turner mouldings, so thicker/stronger than standard and the punts also have his strengthening modifications (i.e. bonded in ribs, which will be hidden inside the sills, and a revised join line around the rear, as shown above). Although the ribs could be cut away to allow later-style sills (with the seat cutouts) to be fitted, and one of the cars was originally a bucket seat model, it makes more sense to take full advantage of the extra strength and build both in bench seat form with the full sills, but that is your choice.

Phil only made two T60 punts and three complete T60 body sets; one punt formed the basis of the T60 rebuild featured in Practical Classics magazine a few years ago and a BEC committee member owns the other punt and a complete body set, so this is a unique opportunity for any members wanting to re-shell a wrecked or incomplete T60 project.

You are welcome to buy a set of fibreglass for £1,500 or £1,600 with hardtop (less than Phil was charging 8 years ago!). However, for those wanting to build a really good car without all the hassle of repairing old fibreglass, for around £2,500 you can have a set of fibreglass and a kit of all the major rare/unobtainable parts necessary to build a complete car. Both vehicles have current DVLA V5Cs, so no risk of losing their original registrations. Viewing is essential, as this is a major undertaking and not recommended unless you already own a T60, or have previously owned/restored one. NOTE: Depending which car you buy, fabrication of sills and crossmembers may also be required and both cars will need replacement engine bay metalwork (top hat sections, crossmembers and sidewalls, etc.), but as far as I can make out originals of all items are present, allowing copies to be made. Obviously. if you already have some of the parts and only need certain items to be able to return one of these cars to the road then the price will drop accordingly.

Contact: Rod Porteous (Hayling Island), Porteous.rod@gmail.com, Tel: 02392-460746 .

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For Sale: SA322

Registered in 1957 - current V5C, plus previous owner history.





The body is complete with front & rear sections, punt, doors and boot cover all in solid structural condition, but there is some crazing to the gel coat (only to be expected considering the age). The vehicle is mostly complete with all major steering, drive train, running gear,

braking, engine & transmission components present.

Reluctant sale due to lack of time. £1,995

Contact: Craig Couldrey (Burntwood, Staffordshire), e-Mail: *couldrey@hotmail.co.uk* .

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For Sale: B95

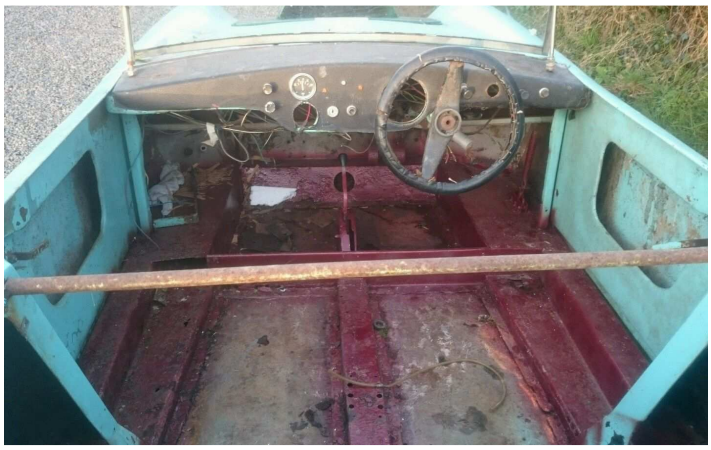
Keep an eye on e-Bay for a B95 hard top restoration project that is expected to be listed soon. The car is complete and has its original engine. The seller, Richard Glover, has already posted pictures on the Berkeley Facebook page, presumably in the hope that he may receive offers, so it may be worth sending him a message if you are interested. However, viewing is definitely recommended, before making any committment to buy, as the power unit has been stored in the open car in a garden for a few years with the primary cover and timing cover definitely removed and, most likely, with the top end also off, so it is highly likely that the internals are corroded beyond redemption! Mr Glover is curently believed to be waiting for the previous owner to forward the registration documents.

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For Sale: T60 Rolling Bodyshell (with Driveshafts)

This car has already been listed on e-Bay twice under 'Vehicle Parts and Accessories' at a quite reasonable starting price of £695, without receiving any bids, and is currently back on again finishing at 21:40 on 20th April. See e-Bay auction #311594136225 (located in Exeter).





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Event News, For Sale/Wanted, etc.

NOTE: If you wish to place a News Item or an Advertisement in the BEC Bulletin, or have any queries about an item or advertisment that has already appeared, please contact Dave Perrin (*dp_berkeley@yahoo.co.uk* or see BEC magazine *Contacts* page for phone number). Please do not contact Geoff Dabrowa, as he is only responsible for e-mailing the bulletin to you.

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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 April 2016 BEC Bulletin was compiled and edited by Dave Perrin