# BERKELEY ENTHUSIASTS CLUB BULLETIN

## NEWS

2016 Copt Oak Rally/AGM

Many thanks to those of you who made the effort to attend the club rally, particularly our Austrian member Dr Norbert Mylius and his partner Judy, who trailered their Berkeley 1,000 miles across Europe behind their motorhome to be with us! Their Excelsior-engined SA322 was one of six cars which took part in the 50 mile Saturday road run and another six joined us on the Sunday, making a round dozen in the car line up. Various members and ex-members also came along on the Sunday, depite not being able to bring their own Berkeleys, and BEC Spares sold another of the T60 chassis metalwork sets, plus many smaller items.

Special thanks must go to Dave Perrin for organising the event, including the extensive road run instructions (which I know took many hours to compile), arranging the loan of the video projector for the Saturday evening film show and providing free tea, coffee and soft drinks. Our thanks also to his partner Val for cooking the breakfasts both mornings and keeping everyone topped up with tea and coffee throughout the weekend.
*Nigel Halliday*

❖ ❖ ❖

Copt Oak Rally/AGM: Lost & Found

The decorative aluminium ring from front of a camera was found when we swept up after the AGM on the Sunday afternoon. It is a pinkish red colour and is marked with the following text 'OLYMPUS LENS 12.5x WIDE OPTICAL ZOOM 4.2 - 52.5MM 1:3.0 - 5.9'.

Please contact Dave Perrin ( *dp_berkeley@yahoo.co.uk* ) if it is yours and you would like to be reunited with it.

❖ ❖ ❖

2016 FBHVC National Historic Vehicle Survey

This survey is very important to the historic vehicle movement, as the data gathered allows the Federation of British Historic Vehicle Clubs to fully represent the interests of all historic vehicle owners and enthusiasts to the UK Government and, more widely, including internationally to the EU. Their 2011 survey concluded that the historic vehicle movement contributed in excess of £4 billion to the UK economy, but there have been many changes in the historic vehicle world over the last five years, so they need to update their research information in order to help shape the future for historic vehicles in the UK.

The current survey started with a national attitude survey which amongst other things confirmed that half of the UK population over 16 years old believe that our motoring heritage

should be preserved and over 10% aspire to own a historic vehicle. Over 10,000 enthusiasts have now completed the survey, advising their vehicle restoration activities and spending patterns. As indicated in the April bulletin, the closing date is 30th June and any UK members who havewn't already contributed are encouraged to complete the online survey, which can be reached at *http://bit.ly/22F6bsG* or via the Federation's website *www.fbhvc.co.uk* (it should only take about 10 minutes to complete).

❖ ❖ ❖

Motoring Matters

It is a long time since we included any information from the FBHVC in the club magazine and we plan to do a catch up over the next few issues, but in the meantime Dave Richardson has compiled a few a few snippets of information from the DVLA and the FBHVC which are of relevance to UK members:-

When you reach 70 years of age and need to renew your driving licence, make sure that you read the small print on the DVLA renewal form - certain sections must be filled in if you wish to retain all of your current vehicle entitlement. If you are not careful, despite having been driving all your life, you can suddenly lose a category that you use (e.g. the ability to drive a Minibus or tow a caravan).

Did you know that the cut off date for 'black and white' number plates now moves with the rolling historic vehicle free tax year. So if you don't need to pay the excise duty, then you can now legally fit old style black and white number plates instead of the reflective ones which became a compulsory fitting for new vehicles in the early Seventies.

There are moves afoot to define what constitutes a historic vehicle; this is coming from the EU and is being looked at by our Houses of Parliament. The aim is to simplify/clarify which vehicles are eligible for the benefits of low tax and optional MOT test, but it will also affect restoration projects. If the EU gets its way, a 'historic vehicle' must be comprised of something like 95% or more of the original vehicle, which would rule out some hot rods and Mini/Berkeley conversions, etc.. Hopefully, it won't be applied retrospectively, but it will definitely affect those restoring vehicles with very little paperwork or which have been off the road for so long that they are not on the DVLA computer.

Recovering an original registration mark can be difficult/involved. You need to fill in DVLA form V765, provide documentary evidence to prove that it is a valid claim and call on the help of the relevant recognised club, who need to inspect the vehicle and approve/endorse the application. The DVLA are tightening up this process, partially as a cost-cutting exercise, but also because it has come to light that certain clubs (generally those for high value prestige makes/models) have been abusing the system, with the result that a number of duplicate vehicles have surfaced over the last few years.

The old style card log books were discontinued in 1983, when the computerised national DVLA system took over fully from the local vehicle licensing authorities. Only vehicles which were currently taxed or changed hands during that transition period were entered onto the database, so many vehicles were effectively 'lost' in this process and having an old paper log book may not be good enough when trying to register a project, if it was not correctly updated with engine

and body changes made while it was still in use. If your project is not original and does not have sufficient paperwork, it may even be classed as a 'kit car', which adds further complications in terms of needing to meet current IVA or MSVA legislation before being allowed on the road AND only being eligible for a 'Q' registration.

If your cherished vehicle is badly damaged and your Insurance Company do not consider it worth repairing, you will need to negotiate with them immediately, because if they decide to write if off then that vehicle can never be returned to the road. Most of the Insurance Companies specialising in older vehicles are aware of this and a clause may be built into the contract covering this.
*Dave Richardson*

❖ ❖ ❖

Berkeley Book: Shedtime Stories

Alongside work on his latest restoration project, Graham Higgs spent the winter months compiling a detailed record of all his Berkeley restoration activities over the last 15 years; it covers five Berkeley cars (T60, B95, two SE492s and the unique factory prototype Coupé), plus his rare 'Caravette' teardrop caravan. Unfortunately, it is not cost effective for us to publish the resultant 273 page book professionally and the cost of home printing individual copies is also prohibitive, so he is making it available free of charge to BEC members in digital form!

The text is accompanied by numerous photographs, so the file size is way too large to send by e-mail (approximately 450MBytes in Microsoft Word form), but all you need to do is send him a USB 'flash drive' memory stick (about £5 from larger supermarkets, etc.) with sufficient funds to cover return postage and packing. He will then load the file onto it and send it back to you. If you enjoy it (and we are confident that you will), then Graham requests that you also make a suitable donation to club funds, which will be put towards future BEC Spares projects.

Contact: Graham Higgs, e-mail: *higgs.graham@googlemail.com* .

❖ ❖ ❖

Classic Car Show, Orpington, Sunday 18th September

St Christopher's hospice provides free 'end of life' care for the London boroughs of Bromley, Croydon, Lambeth, Lewisham and Southwark. For the past four years, with the support of local car clubs, they have been running a Classic Car Show for any/all vehicles manufactured before 1986 and last year there were 440 exhibitors and 4,000 visitors.

245 cars, motorcycles, buses and trucks have already registered this year, and BEC members have been invited to join them. The venue is Tripes Farm, Orpington, Kent (postcode BR6 7RS). This charity event runs from 11:00 to 16:00 and exhibitors are asked for an optional £5 donation to assist with the organisational costs of the event. Display vehicles will presumably need to be in position by 10:00 and remain in place until the public have left. See website *www.stchristophers.org.uk/carshow* for further details and online registration form (registrations close on Friday 26th August).

Visitor entry (including programme): Adults: £5, Under-12s: Free, Families: £15.

❖ ❖ ❖

Car Treasure Hunt, Kent, September/October

We have been contacted by the organiser of a small annual event in Kent. It is a 'traditional treasure hunt' and apparently always has an interesting mix of cars competing, but thus far there has never been a Team in a Berkeley. It is described as "an opportunity to have a fun day driving your car, to meet with and compete against fellow car enthusiasts ... and a chance for enthusiast owners to share their passion with friends and family".

The route uses some of the best roads in Surrey and Kent, passing through some of the nicest villages, beauty spots and places of interest; entrants are given a map, route instructions, questions to answer and challenges to solve (please note that it is NOT a race, the competitive element is in solving the riddles). You will need to bring a small amount of spending money, a digital camera (or mobile phone with camera) and a pen. Participants gather from 10:30 at a meeting place that is revealed the night before, and set off at 11:00. There is a halfway lunch break at a country pub and the finish is around 16:00, with marking and announcment of the winning team at around 17:00.

Entries cost £20 per Team and each Hunt is limited to a maximum of 12 cars. The next Trophy Hunt will take place on September 4th, 25th and October 9th. If you are interested in taking part, email your Name, Mobile Phone Number and a Photograph of you and your car to *harpershunt@hotmail.co.uk* . To experience a simplified version of the Hunt (or if you can't make it in September), the organisers have also recently introduced Monthly Hunts.

For further details see website *www.harpershunt.com* , e-mail: *harpershunt@hotmail.co.uk* , call/text mobile 07711-626822 or visit the 'Harpers Hunt' Facebook page.

❖ ❖ ❖

BEC Website

Peter Smyth is currently working on a secure 'members-only' section for the club website, but please note that this is an on-going project. To gain access to these pages, you will first need to register on the forum by entering your e-mail address and providing a user name.

Once that is set up, you will eventually be able to access the new pages, however, we are still in the process of adding the supporting list of current members, so don't panic if it won't let you in at the moment.

At present there is no content on those pages and work will be on hold while Peter is away on holiday, but it is our initial intention to provide an archive of all BEC Bulletins and a gradually expanding collection of BEC magazines (for the benefit of newer members), with further items to be added over time.

*Nigel Halliday*

❖ ❖ ❖




Spares List

You should have received the June 2016 issue of the club Spares List with this bulletin; it

covers all new spares currently available from the BEC Spares service. However, don't forget that the BEC also holds stocks of secondhand spares, which are generally made available on an exchange basis - you give us your worn original and we provide a reasonably priced less worn replacement.

New Stock Item

The thin small hexagonal nuts that hold the carb intake manifold(s) onto the cylinder barrels of the Excelsior twins and triples, Excelsior Part Number 17011. Price £0.50 each plus SAE.

Back In Stock

The full range of bearings and seals for the Excelsior engine, hubs and wheels are now back in stock - we apologise for the long delay in re-sourcing these parts. Dynastart Brush sets, Double Height Lift-A-Dot studs and Rear View Mirrors (chrome plated) are also now available again.
*Nigel Halliday*

❖ ❖ ❖

REGALIA

At the 2016 AGM, the committee were charged by the membership with the task of refreshing and expanding the range of BEC regalia. The necessary funds are already sat in the regalia bank account in readiness, but we'd like your input with regard to which items of clothing you are likely to buy, and suggestions for a suitable logo design (reflecting this, the 60th year of the Berkeley Sportscar). We already have a design suggestion from our Stateside racer/cartoonist Jamie Pfeifer, which will be included in the next bulletin, but welcome any further offerings to give us/you a choice.

Likewise, we are already considering the following, but would welcome your suggestions for further items which could be emblazened with the club logo (we will be aiming for higher quality garments, rather than budget offerings):-

- New Chrome & Enamel 'B' Lapel Badges.
- Polo Shirts & Traditional Cotton T-shirts.
- Sweatshirts & Fleeces.
- Baseball Hats (with embroidered logo).
- Woven Embroidered Badges.

Please e-mail bulletin editor Dave Perrin ( *dp_berkeley@yahoo.co.uk* ) with your suggestions and requests.
*Nigel Halliday*

❖ ❖ ❖




2016 Events Listing

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

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

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

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

Sept 18th: Classic Car Show, Orpington, BR6 7RS. See above. *www.stchristophers.org.uk/carshow*

❖ ❖ ❖

## MARKETPLACE

### Berkeley Developments: Old Stock Clearance

BEC Spares took on the main Berkeley Developments stock a few years ago, but Dave Ratner has been clearing out his garage and came across a few more parts; most were sold at our Copt Oak Rally a few weeks ago, but the remainder were left with BEC Spares:-









Mock Wire Wheel Trims These chromed plastic trims are 12" diameter and Dave advises that they are proud enough to clear a non-domed type Berkeley hub nut. They are retained by metal teeth which grip the inside wheel rim. Also ideal for a special conversion using Hillman Imp or Fiat 126/127 12" wheels. Overall depth is 90mm, with depth from edge of rim to centre approx. 50mm. Several pairs are available and we can add Berkeley 'B' emblems if required.

Sports Mirror These wing mounting cast alloy mirrors are finished in smooth matt black with a black plastic plinth and have two fixing studs. They are a Unipart product sourced from Italy, with flat mirror glass and we suspect they were originally a British Leyland Mini accessory. Four available, but three of them have tarnished glass, which will need to be replaced to ensure a perfect image.





Chrome Exhaust Trim These cosmetic items have a flared outer end and clamp to the tail end of your exhaust pipe (clamp screws missing). One is 5½" long and fits 1¼" diameter pipe, the other is 5¾" long and fits 1⅞" diameter pipe.

Final Drive Sprocket: Machined to fit the standard Berkeley differential, this alloy sprocket was orignally cut for a Honda motorcycle engine conversion and has 35 teeth with an external diameter of approx. 7⅜" (standard Berkeley chain pitch).

If you wish to buy any of these items, please contact Dave Ratner (e-mail: *rattyone@tesco.net* or Tel: 01773-629860) and, once he has agreed a price, BEC Spares will advise the total (including P&P) and send the parts to you.
*Nigel Halliday*

❖ ❖ ❖

## For Sale: B95

The hard top B95 restoration project mentioned in the last two bulletins was finally listed on e-Bay a couple of weeks ago; bidding hit a quite respectable £2,800, but the reserve was set somewhat higher. It has been re-listed and the auction concludes on Saturday 2nd July, but if you are interested in bidding, we strongly recommend that you view it first to get a realistic idea of the level of restoration work required. The seller knows nothing about Berkeleys, has an over-inflated idea of its value and his somewhat optimistic description of its condition conveniently ignores the fact that the partially dismantled engine had been stored within the car in a garden and exposed to the elements for 7 years until he came across it a few months ago.

❖ ❖ ❖ ❖ ❖ ❖ ❖

**NOTE: Event News, For Sale/Wanted, etc.**

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 only e-mails the bulletin to you.

❖ ❖ ❖




❖ ❖ ❖

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

❖ ❖ ❖

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

◆ ◆ ◆

*The June 2016 BEC Bulletin was compiled and edited by Dave Perrin*