BERKELEY ENTHUSIASTS CLUB BULLETIN

Chairman's Report

On Sunday 17th July, Mick Griffiths and I drove our Berkeleys to 'The Plough' public house at Wingfield (near Toddington) for the Classic & Prestige Cars Day. Geoff and Geraldine Debrowa joined us later, but without their Berkeley. GD and I had heard about this show back in April, when Ken the promoter was handing out flyers at the Old Warden event, and we both thought it looked promising, however, what transpired on the day was literally truly amazing!

We were told that if we wanted 'full English' breakfast, the pub would be selling them from 8:30am to 9:30am, so an early start was essential. When I arrived, Mick's B95 was already there, although parked in the wrong place! The stewards told me that he'd already gone to the pub, so I promptly parked up correctly and walked the short distance from the rally field to the pub to order my 'full English', only to find Mick sitting out front with his (dare I say it) coffee! After I'd consumed my breakfast, along with my prescribed amount of TEA, we both wandered back to the rally field; at this stage the usual concessionaires were already set up, plus an AFS display, along with a couple of marvellous vintage coaches, but very few classic cars!

We weren't too worried, as it was still early, and at around 11:00am cars, vans and bikes started flooding in ... enough to fill the allocated display space and of an exceptional variety. I can only describe the event as 'a little jewel', or perhaps the 'Wheel Nuts' of the east. Like the St Roses School event in Stroud, Wingfield is staged by volunteers entirely for charity (in this case the Keech Hospice Care). They don't charge vehicle owners to attend and they don't have strict rules dictating when you can arrive and/or leave - a true charity event in my opinion and well worth supporting. Next year will be its fifth and I'd strongly suggest, as with Wheel Nuts, that local BEC members strive to support it - you won't be disappointed!

I must confess that GD and I had an ulterior motive in attending, as it had become apparent from the picture on Ken's flyer and discussions with him at Old Warden that the site could well be the ideal location for our very own 2017 BEC AGM & Rally. Well, first impressions were positive and tentative discussions with Ken and the Landlady of The Plough also seem promising. The location is ideal, just north of Hockcliffe on the A5 and behind the village of Toddington service area on the M1. I will report further in subsequent Bulletins, but at present am collecting facts and figures for the committee's approval.

Potton Carnival, on August Bank Holiday Saturday is looking good with five Berkeleys already committed. This is an informal affair so if you are 'last minute' don't worry, just turn up before 10:00am at the Turnpike Lane, Potton Road Campsite, Biggleswade and you'll be made welcome. If you wish to make it a camping weekend, it is entirely free, provided you bring a Berkeley!

We now have six cars confirmed for 'Pistons & Props' at Sywell in September; I can register more, but please make your mind up soon as the cutoff date is imminent (note that this is a two day commitment).

Finally, on a sad note, last year I reported the death of Anne Riley nee Wisdom, co-driver (with Pat Moss) of TBM 11 the Works Berkeley in the 1958 Liege Brescia Liege Rally; sadly her husband Peter Riley 1930-2016 passed over earlier this month. Peter was also heavily involved in motorsport of the 1950s and early-60s, both in racing and rallying. He married Anne (Wiz) in 1962, but they only ever competed together in motorsport once, in the 1964 Tulpen Rallye driving a works Mini Cooper.

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

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NEWS

National MicroCar Rally, Shropshire, Thursday 8th - Sunday 11th September

As indicated last month, the NMCR is now only a few days away. It could perhaps be argued that the sporting nature of the 4-wheeled Berkeley models might exclude them from the microcar bracket (with its associated 'budget transport' image), but their diminutive physical size and small engine capacity is a strong countering argument. Regardless, I would encourage members to attend this impressive long-standing gathering of micro cars, which invariably includes some very rare examples of small capacity Berkeley-era vehicles alongside the more common makes/models ... plus a few more recent products.

Don't forget that we are still celebrating the Sixtieth anniversary of the SA322 being launched. In fact, we haven't actually hit the anniversary date yet, so maybe the NMCR is where we should start celebrating and the more Berkeleys we can get there, the better!

I feel that has club has let the importance of this event slip over the last few years, but there will definitely be a Sunday BEC Spares stand in attendance this year with a general selection of items available. Please contact Dave Perrin (*dp_berkeley@yahoo.co.uk*) if you would like to request collection of specific items at the rally.
Nigel Halliday

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Unlock Your Berkeleys ... The Yanks Are Coming!

Well-known US historic Berkeley racer and graphic cartoonist Jamie Pfeifer (also onetime short oval stock car driver) is over in England for a month from 18th August and is hoping to see a few Berkeleys while he is here. By the time you read this, he will already have raced a heritage stock car at Coventry stadium on the 20th (some 36 years after his last Coventry race) and the following weekend he will be driving a restored championship winning 1960s F1 stock car on parade laps around Ormskirk as part of their motoring festival on Sunday 28th (where BEC member Barrie Holding will also be parading his 'Sports' SE328). On the Bank Holiday Monday, if plans come to fruition, he is hoping to be able to drive another Heritage Stock car at Oulton Park.

Jamie will also be at the BEC Surrey meeting on the evening of Tuesday 6th September, so we'll be gathering slightly earlier than usual in the hope that a few members will be able to attend with their Berkeleys for his benefit. Please join us with your car if you can; contact Dave Perrin (*dp_berkeley@yahoo.co.uk*) for further details of time/location and to let us know you will be going.

He will also be visiting the Goodwood Revival on Friday 9th September and the National MicroCar Rally in Shropshire on Sunday 11th September before heading back across the pond on the 14th ... presumably thoroughly exhausted! Catch up with him if you can, he has a wealth of Berkeley knowledge to his credit.

STOP PRESS: You Tube video *https://www.youtube.com/watch?v=2a73EHOVQt4* includes the line-up for Jamie's Coventry race, which starts at 09m:15s, but the race was unfortunately over by 11m:15s! There are also stills and in-car video footage of the 'incident' at *https://www.youtube.com/watch?v=yLKnNIEWyR8* - fortunately, he was just a little shaken!
Nigel Halliday

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SPARES

Important Advice: Soft Top Hoods

For some years now, BEC Spares has heard rumours of poorly fitting hoods for the 4-wheeler models from the UK supplier Don Hoods of Birmingham. Because so many cars end up with altered hood frames, hood frames from other models, windscreen frames from other models and even altered bodies, it has been hard to establish the facts of the matter (indeed, the permutations of mix were daunting!).

However, more recently two members with B95s have purchased hoods which were plainly not of a correct fit and after extensive tests very kindly carried out by members Graham Higgs, Mike Stringer, Ray Bell, Neil Barber and Geoff Toyer, we are fairly sure that the master patterns that Don Hoods have for the 'Sports' SA322/SE328/early-SE492 body style models and the late-SE492/B95/B105 must both be inaccurate. Along the way, it would appear that we have also discovered the existence of a taller hood frame most likely only fitted to SE328s intended for the export/USA market (more on this later).

The BEC will now be contacting Don Hoods with a view to trying to get their patterns amended to give a better fit on the cars; thereafter, it may well be that the club will order a batch of hoods of both types and continue to stock them as a BEC Spares line in future years. With this in mind, members who are considering a new hood for their restoration of the above 4-wheeler models are advised to wait for further information over the next few months.

NOTE: It is our current understanding that Don's hood for the more common T60 three wheeler models with metal windscreen frame is of a suitable, and generally good fit.

National MicroCar Rally: BEC Spares Stand

It is hoped that BEC Spares will be in attendance at this rally with a limited selection of spares. If any member wishes to collect large spares such as glass windscreens or T60 chassis sections please contact the Spares Officer or Dave Perrin (*dp_berkeley@yahoo.co.uk*) asap. Advance

orders for other spares are also requested, to ensure that we taken the parts you need.

Wheel Rim Trims

For a limited period (mainly in 1958, but also on limited occasions thereafter) the Berkeley factory offered chromed 12" wheel rim trims ("Beauty Trims") on their cars. These rare trims clipped into the outer recess of the steel wheel with metal friction tangs.

BEC Spares are currently considering manufacture of a limited batch in the near future - no price is known at present, but could any members who are interested please contact BEC Spares expressing your interest, so that we can gauge demand and decide on the batch quantity.

Badges

We know that there are a lot of Berkeley members out there who are in need of a new bright badge to adorn their car. BEC Spares has now identified a specialist manufacturer who can manufacture the chromed and enamelled Berkeley badge for the steering column and nose front panel. We know that they will be of high quality, but the necessary tooling will be expensive, so the unit cost of each badge will also be high.

It is our intention to manufacture the later flat based badge, with central mounting stud. Due to the high initial cost to the club, we intend to gather a list of members interested in ordering such a badge prior to manufacturing – more news to follow next month.

Gear lever Quadrants

Following recent research carried out by several UK members, we have greatly increased our knowledge of the gear levers, quadrants and linkages which make up the gear change mechanisms. A member has identified a metal fabricator in Coventry who will be fabricating a batch of VR gearbox quadrants for us, BUT if any members are also interested in HJR 3-speed or TR 4-speed quadrants, could you please let BEC Spares know asap.

Nigel Halliday

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2016 Events Listing

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. See Jul bulletin. *www.national-microcar-rally.co.uk*

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

Sept 24th/25th: **Pistons & Props**, Sywell Aerodrome, Hall Farm, Sywell, Northampton, NN6 0BN. *www.sywellclassic.co.uk*

Contact: Geoff Toyer (*geedadtee@ntlworld.com*)

MARKETPLACE

For Sale: Two T60 Restoration Projects

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).

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. If there is no response from BEC members to this final advert, they will be listed on e-Bay in a month or so.

ALSO, good permanent home required for the moulds to build T60 and SE328 bodyshells (including hardtops). My hope is that the new owner(s) will be able to store them safely/securely for future use by the club, as I plan to retire in 6-18 months time and will be losing my storage area.

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

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Berkeley Developments: Old Stock Clearance

See June & July bulletins or contact Dave Perrin (*dp_berkeley@yahoo.co.uk.co.uk*) for details and photos of the following Berkeley Developments old stock items which are still available:-

- Wipac 5¾" Headlamp Mounting Kit (Model S5568)
- Mock Wire Wheel Trims
- Sports Mirror
- Chrome Exhaust Trim
- Final Drive Sprocket (35 teeth)

Nigel Halliday

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For Sale: King Pin Assemblies & Rare 'Sports' Hardtop





Pair of kingpin assemblies. MB142 has wear on the top & bottom bearing surfaces, so requires bushing (it is also missing one of the wishbone bolt sleeves, although these would normally be replaced when re-bushing anyway). MB143 has already been re-bushed, with good sliding fits. MB142: £40, MB143: £75 (postage: £6 each).





Whalley hardtop for early 'Sports' 4-wheelers (with the sloping leading edge doors). Has cutout at the back to clear filler cap, so presumably intended for early-SE492, but will also fit SE328 & SA322. As can be seen, requires repairs to some quite major cut lines, but is otherwise complete, including the wrap-around rear screen. £100 o.n.o. (collection only).

Contact: Guy Chard (Cumbria), Tel: 01539-624100, e-mail: *a.chard@pobroadband.co.uk* .

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Wanted: SE328 or T60

As per advert last month, my wife and I are still hoping to find a good roadworthy Excelsior 328 engined Berkeley to allow us to get on the road without embarking on a major restoration project.

We are still undecided whether to go for a 'Sports' 328 or another T60 (we owned one in the

early-Sixties), so please give us a ring if you are considering parting with your pride and joy.

Contact: Alan Broughton (Swansea), Tel: 01792-882193.

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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.

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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 2016 BEC Bulletin was compiled and edited by Dave Perrin