BERKELEY ENTHUSIASTS CLUB BULLETIN

Chairman's Report

With this issue we note the sad passing of our Cornish member and T60 owner Tim Weston. Tim had been suffering from a terminal illness for some time and his great ambition was to take his immaculately restored T60 to a BEC event. Sadly, it became apparent that this was not going to be possible, so his son Anthony contacted our Membership Secretary Geoff Dabrowa to see if a call could go out for members to travel to Cornwall to part fulfil Tim's wish to have 'one last ride'. Geoff issued Anthony's appeal to UK members immediately, and Geoff, Barry Jones and Pete Tilling were able to respond. I would ask you all to open the PDF that accompanies this issue, where you can read about the event yourselves far better than I can describe here. RIP Tim Weston!

I can only add that Geoff and Barry's (what only can be described as a 'mercy dash') 360 mile trip in their T60s was highly commendable and for me very humbling as I know they are not without their own personal problems at this current time. I'm proud that we can include amongst us members of such compassion. Well done again Geoff, Barry and Pete.

Last month's Bulletin saw the launch by Malcolm McKay of the 2018 Diamond year re-run of the Liège-Brescia-Liège Rally, to which there has so far been a provisional response of five Berkletteers; two from UK and three from foreign climes. You may think that 2018 is a long way off to be making a decision now, but I would advise anyone with the slightest inclination to compete to get their name on the 'provisional' list now, as places will soon fill up.

Don't forget that there is also the possibility of taking part as a navigator/co-driver and enjoying the experience, even if there is no chance of completing your own restoration project in time (or if you don't think your car is 'up to it' ... or don't currently own a Berkeley). Either way, the earlier we can plan some sort of team strategy, the better our chances of success will be! Please contact me, or Malcolm direct, if you have any queries and don't forget that myself and other BEC members took part in the 2008 event, so if you do have apprehensions we are the best people to allay them!

Keep Berkeleying!

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

NEWS

Ingliston Revival Festival, Edinburgh, 13th/14th May 2017

The Inaugural Revival event was held at the Royal Highland Centre last year and the organisers are promising that its 2017 return will encompass the best elements from the 2015 event plus many improvements:-

- Competitive sprint race and parade laps.
- Car concours displaying vehicles from the heyday of Ingliston.
- High-quality classic motoring on-track.
- Vintage fun fair.
- Vintage shuttle bus running from the city centre every 20 minutes.
- Prestige and performance manufacturers in the new car avenue.
- Indoor retail village offering visitors some 'retail therapy'.

A limited number of reduced rate 'early bird' tickets are now available on their website:-

- Adult Day Ticket: £10
- Adult Weekend Ticket: £20
- Children (under-16): Free (must be accompanied by an adult).

Owners of vehicles built before 1989 can display their vehicle on track in the parade or sprint races, or in the concours static display. Registrations will be opening soon so keep an eye on their website *www.Ingliston.co.uk/Revival*.

Nigel Halliday

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Prescott Hill Climb, 13th/14th May 2017

This Cheltenham Cleeve Vale Rotary Club event is open to all vehicles over 25 years old, but entries are limited to 200 vehicles.

On Saturday 13th there will be an 80 mile Cotswold tour starting and finishing at Prescott (donation: £20/car), but Sunday 14th will be devoted to display and driving the famous hill in marshalled but un-timed runs (passengers allowed, no need for crash helmets or other safety equipment, but vehicles must be road legal (i.e. taxed and insured)).

'Paddock' entry covers 2 runs up the hill, all passengers and a souvenir programme (donation: £50/car), however, additional runs may be offered to paddock entrants, for further donations.

'Static' entry covers all passengers, a free programme and a gentle cavalcade drive up the hill (donation: £15/car).

Spectators welcome on the Sunday, but no dogs allowed on site (suggested donation: £15/car).

All profits go to Charities supported by Rotary and last year the event raised £19,000. In order to maximise the amount raised, the organisers request that you 'gift aid' any payments so that they can reclaim tax.

See Entry Form e-mailed with this bulletin and website *www.cleevevale.org.uk* for further details.

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

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Sad News from Cornwall

It is with great sadness that I report the death of long term member Tim Weston from Falmouth, Cornwall.



I was introduced to Tim by BEC President Mike Rounsville-Smith, so that I could view and 'try for size' a T60 before purchasing one myself. Our first meeting was in 2005 on a cold dark Winter evening. I remember the way the fluorescent light in his garage flicked on and off several times to finally reveal one of the prettiest cars I have ever seen.

Tim achieved the restoration of 89 BOV (affectionately known as 'BOV') himself with help from his wife Jane. It was obvious that he was passionate and proud of his charge and that he was a perfectionist and a talented engineer. By total coincidence, it turned out that he was working with my brother Clive (now sadly also deceased) at Watson & Marlow in Falmouth. Tim loved his work and colleagues - he once said to me "The frustration of being off sick is driving me mad! All I want to do is get back to work with my mates. I miss the banter and taking the p**s out of each other!" ... Tim's sense of humour was dry and not immediately obvious! His home workshop was a joy to behold; tidy, well equipped and clinically clean, with everything well planned and shelves, drawers and brackets for every thing.

Tim had many interests including Second World War history, scale models, steam, model engineering and classic cars (his favourites included Lotus Europa, Morgans, big Wolseleys and Messerschmitts), but he also enjoyed music. He was a quiet, polite person with a warm and hospitable nature. He always found time in his busy lifestyle to have a chat, visit or offer valueable advice or practical help. We hit it off immediately and became good Friends. Tim was my mentor and 'BOV' was my point of reference, setting a very high standard to aim for in the restoration of my own T60. His ambition to take 'BOV' to the annual BEC Rally was sadly never achieved, however, thanks to some rushed but meticulous and careful planning by his son Anthony and family a Berkeley Rally was assembled around Tim instead.

Saturday was meeting and barbeque day (many thanks to the Weston Family for their hospitality) and Sunday was road run day, the route being around Tim's beautiful home town of Falmouth and taking in the coastal road around the bay. The weather was stunning; dry warm and sunny all weekend. Even the sea was a flat calm. There was a good turn out of local car enthusiasts, family, friends and well wishers. To complete the Berkeley theme, Geoff Dabrowa and Barry Jones drove (yes, DROVE!) a heroic 600 mile-plus round trip in their T60s to be there - awesome effort guys (inspirational!). Coincidentally, their red T60s complimented 'BOV' and the red Route Master bus kindly loaned for the occasion.

To say that Tim was happy would be an understatement. He was overcome with emotion, but not before making a brave speech of thanks and gratitude. A moving experience for all those

present. Tim's bravery was always present while facing his illness, with positivity and mental strength it was obvious he enjoyed his life and was going to put up a fight to prolong it. But despite Tim's passion for his numerous hobbies and interests, I feel that what really counted most in his life was his family and friends - my heart goes out to them at this very sad time.

Rest in peace Tim. With much love, Pete Tilling BEC Member #2328.

Editor's Note: As detailed in Anthony Weston's e-mail which was forwarded to UK members early in September, Tim had battled with cancer and the long-term affects of his initial treatment since 2011, but had just been told that his prospects were not good, so a gathering over the weekend of 17th/18th September was hastily put together. He passed away peacefully on the evening of Tuesday 11th October with his family around him (just 3 weeks after that event).

Tim requested that the attached feature from his local paper (the Falmouth Packet) be included with the Bulletin and asked us to convey his and wife Jane's thanks to all those members that contacted him and sent photos, cards and letters wishing him well - many thanks to you all.

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Local BEC Gatherings: Southern Area

Please note that, as usual, there will be no January meeting of the BEC Surrey 'chapter', but we will be present for our normal second Tuesday of the month on the evenings of 8th November, 13th December, 7th February and onwards through 2017.

The venue is The Saddler's Arms, Send Marsh, Woking (just off the A3 a few miles North of Guildford, postcode GU23 6JQ) and any variations from the second Tuesday will normally be posted in the relevant section of the Forum on the club website. However, if you are planning to join us, please contact the organiser Club President Mike Rounsville-Smith or regular attendee Dave Perrin (*dp_berkeley@yahoo.co.uk*) beforehand, just to make sure, as we occasionally switch to an alternative Tuesday to suit availablility of the regular attendees (or in the event of extreme weather conditions).

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Local BEC Gatherings: Central Area

The general classic car meeting held at The Yeoman Of England in Wootton, Northampton (31 High Street, postcode NN4 6LP) is now on its Winter schedule, but a variety of interesting cars are always present, gathering at the top end of the car park from 11:30am onwards on the second Sunday of each month. However, there are currently no BEC members attending regularly and I am generally unable to make it to these Sunday gatherings due to other committments, so if you are interested in joining us please make contact to confirm that there will be a Berkeley presence.

The suggestion of relocating the Central BEC gatherings further south has received positive response from local members (the most likely location being Padbury near Buckingham), so once we've decided on a venue updates will be included here in the bulletin and on the club website.

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

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New Restoration Facebook Page

BEC member Rod Porteous has recently created a Facebook page tracking rebuild progress on his SE328 (using a set of new body sections moulded by Phil Turner a few years ago). He has already posted some interesting photos of work so far and it promises to become a useful resource for other Berkeley restorers. It is titled "Restoration of Rods Berkeley 328" (*https://www.facebook.com/groups/523249524551036/*), but is a closed group so can only be viewed if you request access.

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Front Hub Nuts

A new batch of Stub Axle Nuts (Part No. MB1177/5) are now in stock. These are to the later specification with a thread in the domed end which accepts the stud on the wheel trim spinner. These nuts were fitted to all later cars with the shallower wheel trims, but also fit all Berkeley models from the SA322 through to the final T60s, T60/4s and B65s. The price is £20.00 each plus postage.

B95 Starter Rings: Help Still Needed

BEC Spares is still searching for a company that can manufacture new starter ring gears to suit the Royal Enfield powered cars. At approximately 7" diameter, these rings are small, but not so very different from small 1930s cars such as Austin 7s, Morris 8s and Singers, etc.. Surely, there must be a traditional starter ring gear manufacturer left somewhere in the world (perhaps India?) who can make a batch of 10 or 20 for us?

We realise that machining out and gear cutting of solid billet steel is possible but this method will be too expensive. The flat, alligator gear teeth cut strip of steel bent up into a circular starter ring with the ends welded together is a much cheaper option!

Publications

Following last month's announcement of the publication of the updated BEC Illustrated Parts Identification Book, they have been flying off the shelf!

Don't forget that we also sell a quality reprint of the original Excelsior 'Running & Maintenance Instructions' manual. This consists of a stapled and bound orange card cover, with 68 glossy white pages full of text, exploded diagrams of all assemblies and black & white photos covering overhaul & maintenance procedures for the 328cc Excelsior Twin and 492cc Triple engines, all three gearbox variants (HJR5 3-speed, TR 4-speed and VR 4-speed) and their clutches, the Amal 376 Monobloc carburettors and the Siba Dynastart.

Although obviously focused on Excelsior engines, it is also an essential item for Berkeley owners with the Anzani 322cc power unit, the HJR5 'box & clutch being common to the SA322 and SE328, but not covered by the British Anzani factory engine manual. It is also a worthwhile investment for those with the Royal Enfield powered B95/105 models, which have an uprated version of the VR 'box and share the same clutch.

The cost is £8.00 plus £1.50 UK P&P from BEC President/Secretary Mike Rounsville-Smith at Jazz cottage 6, Onslow Mews, Chertsey, Surrey KT 16 9HQ (cheques to be made payable to 'The Berkeley Enthusiasts Club').
Nigel Halliday

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MARKETPLACE

2017 Events Listing

May 13th/14th: Ingliston Revival, Royal Highland Centre, Edinburgh.
See above. *www.Ingliston.co.uk/Revival*

May 13th/14th: Prescott Hill Climb, Cheltenham.
See above & Entry form e-mailed with this bulletin. *www.cleevevale.org.uk*

July 7th - 9th: Bristol MicroCar Club Rally, Keynsham Rugby Club, BS31 2BE.
See above. www.bristolmicrocarclub.com

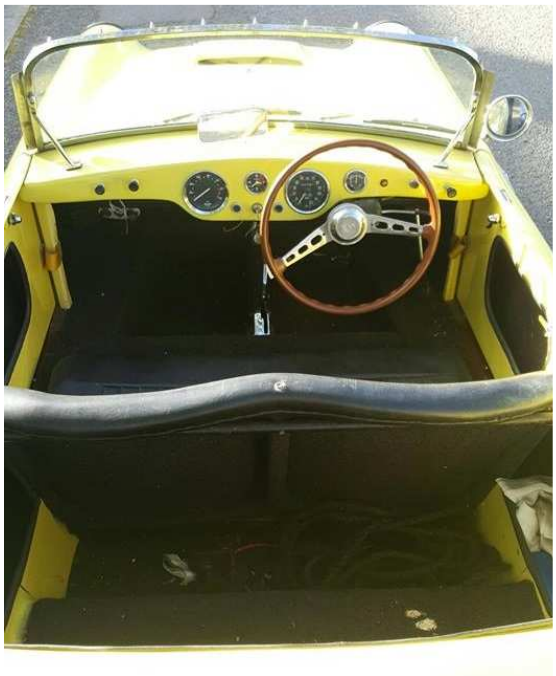
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EVENTS

For Sale T60

A rare opportunity to acquire a well sorted Berkeley T60 which was the subject of a bottom-up restoration some years ago by noted Berkeley restorer Phil James, and has stood up remarkably well, having been lovingly owned for many years by the late much-liked BEC member John Lee.





The car had been out of action for a few years due to engine abuse, incorrect dismantling and loss of parts, when the new owner asked me to recommission it. All missing parts have been

replaced, I have done a full engine rebuild and completely overhauled the brakes (plus far too much other work to list here), but due to on-going work overseas, the owner has now instructed me to sell it on his behalf.

It benefits from 'Nametab' converted crankshaft and Boyer Bransden electronic ignition, and with minimal further work could be one of the best T60s in the country. However, it will of course require careful running-in due to a rebore and new piston rings.

See September bulletin for further photos (further details and additional photos are available from Geoff at the e-mail address below).

£5,000 firm, no offers (if no offers are received over the next couple of weeks the car will be listed on e-Bay with a suitable reserve).

Contact: Geoff (Bill) Toyer, Chairman, e-mail: *geedadtee@ntlworld.com* .

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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*).

Please DO NOT contact Geoff Dabrowa, as he only e-mails 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 October 2016 BEC Bulletin was compiled and edited by Dave Perrin