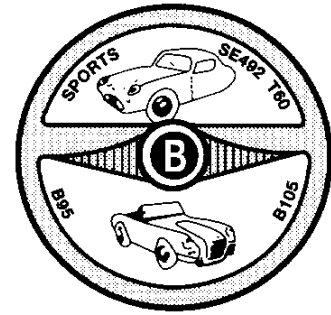




# BERKELEY ENTHUSIASTS CLUB



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**NEWSLETTER • NEWSLETTER • NEWSLETTER**

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**September 2001**

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Firstly, following on from the editorial last month, please note that Mike Millen has continued his journeys southwards and is now residing in West Sussex. Membership Renewals, etc. should therefore now be sent to his NEW new ADDRESS - see *Club Contacts* on page 11.

I rushed to get the August issue in for printing, so that it could be delivered on schedule despite my being away for a few days early in the month - I shouldn't have bothered. It turned out that the company print room had a number of staff out sick and had just started a batch of priority jobs, so the Newsletters had to take a back seat. It was a week and a half before I got the call to say that they were ready for collection, the only consolation was that this thicker issue somehow ended up being a few pence cheaper than the previous one, despite the fact that we had an extra five copies done! My apologies for the resultant late delivery and the line duplication which slipped into part 2 of *Facts? & Figures* (oh ... alright then, and the spelling mistake on the events page - I promise to try harder from now on). Unfortunately they are apparently still quoting a one week turnaround, so it seems likely that you will also have received this issue later than we would like - hopefully I will be able to reclaim some ground in October.

This issue sees the return-to-print of Dave Dolman and the first of what will hopefully be regular contributions from Tony Fredette our new member in California who is currently in the early throes of restoring the SE492 which his father used to race forty years ago. One major problem which he will have to solve is the fact that the original Excelsior engine seized while being used in anger all those years ago and, unfortunately, both the engine and gearbox were disposed of shortly after - do any of our American members have a spare unit which could help him get his family heirloom back on the road? Tony has told

me that he is willing to continue sending in contributions until you "demand that I be silenced" so let me know when/if you can't stand any more. On the other hand, if you enjoy his column why not write in and tell him so.

I thought that it might be interesting to check the club database for the registration numbers of cars featured in period UK road tests. This turned out to be a reasonably fruitless exercise, but there are two numbers which match.

The B95 was launched in March 1959 (replacing the SE492) and two cars were featured in the UK weeklies - VNM 414 (*The Motor*, March 11<sup>th</sup>) and UMJ 840 (*Autocar*, March 13<sup>th</sup>). As one would expect both of these numbers are from the Luton, Bedfordshire area which includes Biggleswade. UMJ414 is listed in the register as being owned by club member number 10, a Mr Beale from Felsted, Essex in 1977, but it was attached to SE492 chassis number 204. To add to the confusion, I cannot find any mention of Mr Beale in any of the membership lists covering the period 1973 to 1982.

The T60 was launched in August 1959 with a two-page feature in the August 20<sup>th</sup> issue of *Motor Cycling*, and a follow up article in the September 24<sup>th</sup> edition in which the prototype, XMJ691, was driven to the the Isle of Man Manx Grand Prix and around the TT Mountain Course. Unfortunately this number is not in the register, but 332 LPD (a Guildford, Surrey registration) which was tested in the October 15<sup>th</sup> 1959 issue of *The Motor Cycle* is, it has chassis number 2 and is currently owned by a member in Milton Keynes, Buckinghamshire.

A call to Dave Morgan a few days beforehand confirmed that the National Microcar Rally was going ahead, but unfortunately circumstances dictated that I was unable to attend. As always contributions are always welcome, so if anyone did manage to make it and could write a quick review or just send in some photos for publication in a few months time it would be much appreciated.

Dave Perrin

NOTE - The October issue will include the updated Club Spares List.



## **New Members**

The Club extends a warm welcome to the following :-

2210 Geoffrey Price, Christchurch, Hampshire. busterprice@care4free.net .....	T60
2211 Kenneth Stacey, Newton Abbot, Devon. ....	T60
2212 Graham Lancaster, London. graham.lancaster@disslancaster.com .....	SE328
2213 Rob Phillips, Oregon, USA. renvprop@msn.com .....	SE328
2214 Daniel Horenberger, California, USA. dan@carousel.com.....	SE328



### **A Letter from Chris Woolley**

I'd like to congratulate and thank Dave Dolman and Alex for providing our Berkeley Club membership with an excellent magazine and to wish them well now that they are concentrating on their two-wheeled interests. As Alex was a top class Berkeley driver, I presume that she is an equally good motorcyclist, as these tend to be the drivers most sympathetic to a Berkeley's needs.

Dave and Alex rescued our magazine from a poor situation, so I hope that a new editor will take over as soon as possible to avoid the situation we found ourselves in at that time. I'm certainly not the man for the job as my several letters in the magazine over the years could never provoke a reply from either the committee or the membership, and once a misprint in my regular article in another Club's magazine got me into trouble, so that had to stop.

The current so called temporary format for this newsletter is perfectly adequate for the purpose of keeping us ordinary members in touch, especially the adverts which are so important to the new members seeking cars and events to attend. Perhaps if our temporary newsletter collator receives enough support from contributors then he may take the position permanently; let's hope so.

Thanks again to Dave and Alex.



## **East Anglian Rally August 2001**

This year's Hengrave Hall rally was blessed with kinder weather than 1999, but we still managed an impressive storm on the Saturday. The rain soaked our mattress due to having left the windows open!, quel prats. The turnout was impressive, by Friday night most of the site was choc-a-bloc with campervans, trailers and tents, plus popping burbling microcars.

As usual, strong representation by the main clubs - Messerschmitt, Heinkel/Trojan, Bond, Isetta and Bug with Berkeley managing to field an impressive two T60's. The hardtop of Colin Pears and soft-top of John Lee.

The run on Saturday was to the Prick Willow fen drainage complex, but we elected to go to the re-created Saxon village just a short way from the site. The village itself is being developed on the original Saxon village and gives a good impression of life in those days. The buildings accurately show the construction techniques and on that day, Saxon lifestyle people dressed in the period gave informative talks and demos. We saw how they dyed fabric from plants they grew, turned wood using a pole lathe, even an archery lesson. If you visit the rally in 2003, make a point of looking in on the village. It will be even better by then.

After the inevitable barbeque and a drop or two of wine it was down to the bottom of the field to listen to a pop group and Bob Cotton's completely confusing quiz. Eventually someone won the Quality Street, and then came the yard of ale torture! Enthusiasm for this free drink is a bit thin on the ground, but a couple managed respectable times then calls for Ivan Smith of the Bug Club to have a go, (he can never resist!) prised him out and he dutifully burped and slurped his yard down. The winner was a member of the band I think, things were getting a bit hazy by then, but yes, a good night out thanks to the East Anglian organisers

Sunday dawned bright and the autojumble and hot food stands were in business. An impressive range of vehicles gradually filled their allotted strips. A feature of this year's show was a line-up of two wheelers:- scooters, autocycles and even the skeleton of a Reliant tricycle. In the odds and sods was a superb Aero Morgan and an unusually good looking Lomax creation that was light years in front of the usual Lomax stuff, I think that it was called a Black Hawk or something.

After the awards, the two BEC representative T60s packed up their tents and

headed back to Leics, each with one of Colin's lads on board. One wonders why such a low turn out from our club, especially as this is considered by many as the jewel in the rally calendar.

We and a few others stayed Sunday night as we intended to extend the break for a further week's camping on the Suffolk coast and sample the famed fish and chips in Aldgurgh!

To sum up, a very enjoyable weekend, with the EAMC continuing to maintain the standard of one of the premier microcar events.

Alex & Dave Dolman

## **Tony's Tribulations**

It's often the most difficult step, the first one. How to begin? Where to begin? Some say, "Begin with the end in mind." Some say, "A journey of a thousand miles begins with the first step." Still, others say, "It is not the destination, but the journey that counts." It is also said, "The apple doesn't fall far from the tree," but that's really neither here nor there. The point is that people say a lot of things and not all of them are particularly helpful.

I was just trying to figure out what I was going to do with my new car. New is not a particularly apt adjective for the car I had just hauled nearly 3,000 miles in the back of a moving van. Neglected and forlorn are closer to an accurate description. Dilapidated. I was looking at a car that seemed to hold itself together through its own will. And I wondered what I was going to do with it.

My father gave me his 1958 SE492. He intended it as a gift but, looking at it, it seemed more practical joke than largesse. It hasn't rolled since Pops stopped racing it 40 years ago, when the original Excelsior engine seized. He planned to drop a 650cc Triumph Vertical Twin into the engine compartment and made the requisite modifications to the hood, err, I mean bonnet, and front end. However, marriage and children stopped him before he found the engine and finished the car. So my brothers and I are, I suppose, to blame for the car's current condition.

Pops loved the Berkeley. He still does. He just never found the time to do anything with it once the burdens of fatherhood hit him. So he passed it on to his eldest son, my older brother, who, in a pubescent fit of energy and carelessness used aerosol spray paint to give the Berkeley a thin coat of red

directly over what was left of its original Bugatti Blue. The red, I would learn later, also found its way onto aluminum pieces, steel braces, steering components, and built-up grease. My brother and a friend of his schemed to drop a Volkswagen Beetle engine into the little Berkeley to make it go again, but the friend found a Beetle to work on himself and my brother found an Austin Healey 3000 that had all of its parts. So Pops saw the Berkeley sit outside on the side of the house and weather too many Ohio winters. I'm sure it hurt him to see the S\_000 (model designation changed to reflect its new powertrain) neglected, but he had neither the time nor the energy to work on it. He hoped that one of his sons would have enough interest to make it go again.

In time my youngest brother had learned enough about things mechanical to have a go at the Berkeley. Well, he intended to have a go at it. He was grown now, married, with a couple of kids. But he thought that the Berkeley might make a fun, spare-time project. Turns out that, with him the Berkeley didn't turn out to be a spare-time project, it just ended up as bad lawn art. Not that the Berkeley is an ugly car. It's not. It has beautiful lines and the proportions are spot on for a two-seat sports car. But chipped-away paint, missing windscreens, rusting wheel drums, and deflated tyres do not a tribute to sleek, beautiful design make. And a life outdoors would do nothing to bring back its élan. And, like Pops, he learned that married life and fatherhood can be a hindrance to a restoration project.

Conversely, I think that love of a car and dedication to its restoration and maintenance may be the most powerful contraception ever. Life is a process of setting priorities and the human brain can hold only one thought at a time. Where, then, is there room for pursuit of a woman when thoughts are consumed by spring compressors, sand blasters, and engine compartments? From whence a brood when one's vitals are flush against a fiberglass fender?

The trouble is, I stumbled upon this verity only after twelve years of marriage which has, so far, produced two progeny. So I, like my father and brother before me, find myself with a car in bad need of attention – and with a wife and children in need of attention.

But, again, life is making choices based upon priorities. Luckily, with age comes greater perspective and some gain in wisdom. So Annette and the boys are receiving training in the Tony Fredette School of Self-Restraint. Conversations and concerns, ideas and issues must wait. They must learn to control their desire for interaction for, oh, let's see, how long does it take to

remove drum brakes? I am giving them time for reflection. Allowing them to ruminate and let their ideas bloom, discover answers and more questions, for, um, how about enough time to let me finish scrubbing this floor pan? I call it the Berkeley Chapter of the Socratic School – the Socratic method where they serve as their own sounding board. At least long enough for me to get some work done on the car. Then, if another project doesn't hit me, perhaps we can talk about what they're thinking.

Here, though, I run into trouble. For I am low on mechanical aptitude, poor in tooling, and puzzled as to where to begin. Many of you have been through this process many times and I ask – no, I beg – for your help. Mike Millen, our estimable Membership Secretary, has been very gracious in providing tips and hints as I try to resuscitate the brake system, but I fear I may be testing his patience.

So that you understand what Mr. Millen has been up against I present the following query:

“Mike, I'm concerned that the rear wheels will not move. I understand that it's important in the operation of a car that they move. But what really puzzles me is this large wheel in the cockpit. The wheels on the outside roll forward and backward. This skinny bugger in front of the seat rolls left and right. What gives?”

I think you can see that this is quite a project for me. So I ask for your patience and assistance. I'll keep you apprised as to my progress and I'd be happy to receive as much advice as you care to offer. Just remember, as birth dictates membership in the Royal Family, so Berkeley ownership confers membership in the BEC. And every family needs its loopy relative. How else will the others know of their sanity?

Give a care for those less capable. Lend a hand to the spanner-impaired. They say that the greatest gift you can give to someone is to let them help you. They say that experience is the best teacher. They say that pineapples taste good on pizza, which only proves the point I made earlier that people say a lot of things and not all of them are particularly helpful. But anything you say to me can certainly do no harm. And you may just help to bring life back to a wretched, but deserving, automobile.

Tony Fredette

afredette@sosinet.net

# Facts? and Figures - Part 3

## Carburation

The following data is taken from the Amal "1955-61 Carburetter Settings List" (Issue 3, October 1963). Due to the discrepancies between this document and *R&MI*, the Excelsior figures have also been verified against the Amal factory "Carburetter Specification" index cards (now held by the VMCC), which record the build requirements for all production orders and, therefore, reflect the actual settings of all instruments supplied to Excelsior for these applications:-

	FriskyF3	Berkeley	Unicar <sub>7</sub>	Coronet	Berkeley	Berkeley	Berkeley	Berkeley	Berkeley
Model	244	SA322	328	328	328	328	SE492	B95	B105
Carbs	single	single	single	single	single	twin	triple	single	single
Type	375/41	376/38 <sub>1</sub>	376/90	376/91	376/79	376/93 <sub>6</sub>	376/200	376/229 <sub>9</sub>	T10TT9
Bore	25/32"	1"	1"	1"	1"	1"	1"	1-1/16"	1-3/16"
Main Jet	120	260	260	230	230	230 <sub>2</sub>	200 <sub>3</sub>	240	480
Pilot Jet	30	25	25	25 <sub>4</sub>	25 <sub>4</sub>	25 <sub>4</sub>	25 <sub>4</sub>	30	-
Slide	3½	3½	3½	4	4	4	4	3½	5
Needle Pos <sup>d</sup>	3	2	2	2	2	2	3	3	3
Needle Jet	0.105	0.106	0.1065 <sub>8</sub>	0.1065 <sub>8</sub>	0.106 <sub>5</sub>	0.106 <sub>5</sub>	0.106 <sub>5</sub>	0.106	0.109
	1959-60	1956-57	1957-58	1957-58	1959-60	1957-58	1957-60	1959-60	1959

## Notes - Anzani

1. Type 376/57 (with identical settings to 376/38) were used in some applications of the Anzani engine.

## Excelsior

2. Newnes *Motor Repair* mistakenly lists the *R&MI* 492 Main Jet size for the twin carb 328.
3. Excelsior's *Spare Parts List & R&MI* and Newnes *Motor Repair* all state 190 Main Jet for 492 models and *MCDB* lists 180-200, see below.
4. *R&MI* correctly states 25 Pilot Jet for 328 & 492, but the Excelsior *Spare Parts List* states 30 (actually only applicable to the 244) for all models.
5. *R&MI* and *Spare Parts List* both wrongly state 0.105 Needle Jet for 328/492 and this is echoed by *Motor Repair*. All Amal Index Cards for 328 & 492 applications specify 0.106, the standard fitting for Monoblocs (which are therefore not usually marked - this presumably led to the mistaken listing of the 244 size for other models).
6. Type 376/94 (twin carb 328 motorcycle, 1958) settings are identical to 376/93.
7. Although the settings listed for the 328 Unicar are identical to those for the



Anzani engine and differ significantly from other 328 applications, the relevant Amal Index Card records a series of changes to initial settings which were as per the Coronet's 376/91.

8. This is not a typing error, the Amal Index Cards for 376/90 & 91 both list a 0.1065 Pilot Jet.

## **Enfield**

9. Berkeley Workshop Manual states Type 376/41 for the B95, but this is the Amal code for the Super Meteor motorcycle. The original (B95 prototype) carbs supplied by Royal Enfield would have been motorcycle ones and issuing a new Index Card for any new application was standard Amal practice necessary to accommodate potential differences (or development changes) - in this case the actual settings are identical so R-E may have supplied some, or even all, B95 engines with carbs from their motorcycle stock.

## **Anomalies**

- The prototype SE492 was revealed to the motoring press in early October '57, but the relevant Amal index card was not registered until late November and SE492 production commenced in January '58. It would appear that Excelsior selected a 190 Main Jet when testing this car, but that Amal's experts felt a 200 to be more suitable - although the card records a number of specification changes, the Main Jet was never altered, this is definitely the size fitted by the Amal factory to all triple carbs. However, most members seem to be running the 190 without any problems.

Dave P



## **Not a Berkeley, but ...**

### **Practical Classics**

There is an interesting advert in the September issue :-

1963 Friskysport four-wheeler. Excelsior 328cc engine with Albion 3F+R gearbox. Unique complete car, stored 28 years, only 13,000 miles.  
£3,850 ono. Contact: 01424-431500.



# Events

## September

### 15/16 Elmbridge Classic Show

Leg-o-Mutton Field, Downside Ridge Road, Cobham, Surrey.  
Contact: 01932 701061.

### 15/16 Fairlands Classic Vehicle and Country Show

Valley Showground, Stevenage, Herts.  
Admission: £5 per person (under 16s free), free parking.  
Contact: Cedric Levitt, 0208-421-9920  
or Peter Batchelor, 01483-234897.

## October

### 14 Double LL Club Autumn Autojumble

Grange Centre, Midhurst, West Sussex. Entry £1.50, free parking.  
Contact: Jan & Dave Rudwick, 01730 816443 or 07798 775319,  
or Michael Jeavons, 02392 649474 or 07714 406776.

### 20/21 Classic & Motorcycle Mechanics Show

Stafford County Showground (on A518, five minutes from J<sup>n</sup> 14 of M6).  
Admission (daily): Adults £7.00, OAPs £3.50, under 15s £1.00.  
Discount available for advance bookings (01507-525771).  
Contact: Mike Powell, 01507-529430.



## Membership List

Remember, if any of you would rather that we do not divulge your phone number or full address in the BEC Membership List then contact Mike Millen at his NEW new address - see *Club Contacts* on page 11. Publication will be towards the end of the year, but please respond now, rather than later.



# Club Contacts

## **President/Secretary**

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Reasonable care is taken to verify the technical merit of all articles featured in the Newsletter, however neither the Editor or the BEC will be held liable for any damage to person or property resulting from recommendations herein.

## Marketplace

### 1960 T60 LVV625

Restoration project. Most parts appear to be there, but was bought in dismantled state so cannot be sure. Includes some engine spares. £400.

Contact: John Ashton, 01908-605651 (Milton Keynes),  
07889-378685 (mobile).

### 1960 T60

Soft top. Dark blue. Very good condition. MOT and tax - very good running order. Boot-rack and tonneau cover, but hood frame only (needs new hood). Includes some spares. £1,000.

Contact: Tom Gregory, 01206-564063 (Colchester, Essex),  
01206-754400 (work).

### 1960 T60 RTL332

Soft top. Red. Excellent condition. Interior retrimmed. Some spares. Not used for the last year or so, but will have new MOT. £2,250.

Contact: Graham Morris, 01205-353457 (Boston, Lincs) before September 21<sup>st</sup> as will be away for a few weeks.

### 1960 T60 OPR733 (advert from September issue of *Classic Bike Guide*)

Soft top. Red. Full MOT. In general very good condition. £2,400.

Contact: 01354-655236 (March, Cambs).

### Spares

VR gearbox ..... £30 ono

T60 swinging arm (including hub) ..... £15 ono

(Editors Note - are these the same parts that were for sale in the April & June '97 issues ?)

Contact: Paul Cuckow, 01634-362482 (Rainham, Kent).

### Spares

T60 Windscreen (soft-top type) ..... £40

Contact: Barry Yallop, 01473-721575 (Ipswich, Suffolk).

