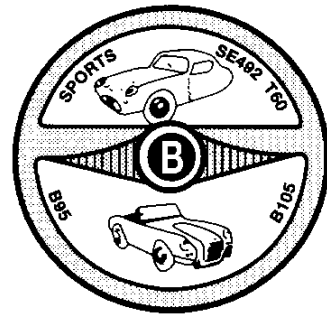




BERKELEY ENTHUSIASTS CLUB



NEWSLETTER • NEWSLETTER • NEWSLETTER

October 2001

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Firstly, those of you who bothered to read last month's editorial may recall that I mentioned the few known survivors of the factory cars tested by the UK motoring press. I therefore presume that you will have spotted my typo error - I was of course attempting to refer to UMJ 840 as a car included in the club database, not UMJ 414 which, although it is/was a real number is, in this context, just a creation of my warped mind.

Whilst looking through some old newsletters in a general search for information, I came across a piece in the May '93 issue which is of further relevance to this matter. It featured a request from new member Edward Carden in Los Angeles, California for any information on the "B105" which he campaigned on English racing circuits during 1960. That car was VNM 414 the other roadtest B95 listed last issue, but, as club Registrar Nigel Halliday pointed out, this number is clearly visible in period photographs of the SE492 entered in the 1959 Monte Carlo Rally.

An archive photo of Edward racing the car at Silverstone in September '60 reveals that the scuttle has both SE492 and T60/B95 windscreen wiper fittings and Nigel theorised that this car was probably a prototype - the first few production cars are detailed in the club register and this is not one of them. The article concluded with a request for Mr Carden to respond with more details of the car and its racing exploits, unfortunately the June '93 issue is missing from my collection and a search of the next few newsletters did not reveal anything - perhaps Nigel could refresh us on these model-change cars.

There is nothing from Tony Fredette in this issue, but fortunately Colin Pears, Russell Hancock and Dave (& Alex) Dolman have all contributed write-ups on the National Microcar Rally, and we also have a letter from Peter Hubbard.

This is a taster for a full article covering the rebuild of his 492-engined SE328, which we hope to feature in a month or two. Thanks to all of you for making the time to jot something down and send it in.

On the subject of *Facts? & Figures*, at last year's Quainton Rally I asked a few members about which spark plugs they use or have tried. As far as I recall all were using NGKs, but the grades tried ranged from B6ES to B9ES, so I am somewhat disappointed that no-one has found the time to write in with any advice or exciting ignition related experiences. Surely you can't all be assuming that someone else will do it - wake up, we are a small club and your contributions, however small, are necessary for us to survive. There is more on spark plugs in this month's brief instalment.

Dave Perrin



New (& Re-Joining) Members

The Club extends a warm welcome to the following :-

1927 James Osborne, London.	SA322
2215 Graham Higgs, Worcester.	T60
2216 Edd King, Exeter edd_2000@hotmail.com	T60
2217 Kevin Wells, Tenterden, Kent. kevin@mid-kentwindows.co.uk	T60
2218 Tim Jackson, Oswestry, Shropshire.	T60

... and a correction from last month (sorry - missing letter in ☒ address):-

2213 Rob Phillips, Oregon, USA. renovprop@msn.com	SE328
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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 15. Publication will be towards the end of the year, but please respond now, rather than later.

National Microcar Rally, September 2001

This year's National was held, unusually, in the centre of Cardiff at Pontcanna Fields - Parkland which was formerly the grounds of Cardiff Castle. It was organised by Dave Morgan who did a wonderful job, particularly as the local mayor had wanted to run their coinciding marathon through the site! The location was in fact a Caravan site with proper facilities and a rally area in the next field.

Friday night saw a jam-packed camping area, but the micro-car turnout was low, distance might have put some people off; however, there was a strong contingent from Scotland, so enthusiasm does still exist in some parts. The Berkeley presence was just two, with the intrepid John Lee and Colin Pears once more flying the BEC flag.

The Saturday run was to the Museum of Welsh Life. All the micros lined up outside in the car park whilst the owners spent time looking around the huge complex of exhibits. We walked round the museum, but missed lots of outdoor stuff - you need to devote at least half a day here. On Saturday evening there was a tour of the city in an open-top bus. This proved a fascinating and rewarding journey around a very vibrant and historically rich town. The controversial new Millennium Stadium provides a dramatic contrast with the elegance of the wealthy coal mining legacy. A new bay development will feature an open air theatre, art galleries and music venues, all on the waterfront. Who says the Welsh are not exciting? There's even a street named after a local prostitute - some councillors must have been pleased with her! A couple of comical moments were provided by a jogger relieving himself, unaware that he could be seen from the top deck - he was roundly clapped. A little further on, we witnessed a couple of clubbers into leather, the guy meticulously lacing up his girlfriend's corset! The evening was rounded off with barbeques and a folk group - excellent stuff.

Sunday dawned bright and sunny, so we opted to walk through the parkland with the intention of having a look in the Castle. En route we encountered vast hoards of marathon legs - some super-fit, and some cardiac jobs, but all enjoying the sweat and the challenge. Cardiff castle is a jewel - mainly Victorian-built on the remains of an earlier Norman structure, it has a stupendous over-the-top theatrical interior. Shed loads of money must have been thrown at it. Originally owned by the Scottish Duke of Bute, the estate has been bequeathed to the people of Cardiff. Now everyone can enjoy the hard won riches that coal mining bought. If you are ever in Cardiff, visit the

Castle, you'll be glad you did. A stroll back to the site, and a look along the lines of micros, confirmed that overall turnout was down, but there was some nice stuff on show, including a very smart Friskysport four-wheeler and a 197cc Bond Minicar which collected the award for the highest mileage driven to the event, and that was three-up!

Trade stands were well down, probably because of the high plot fee. We ran into a chappie selling limited edition diecast car models. Admiring the detail of those on show, I jokingly asked when they are going to do a Berkeley. "Ah, he says that they're next - we just need to find some examples in the Norfolk area that we can measure and photograph". So, if there are any members around Norfolk interested in helping to create 1/43rd scale Berkeleys, then please write to "Microcar Models" at 23 The Arches, Claremount Road, Halifax, West Yorkshire, HX3 6LD, or alternatively telephone 01422-345609, or log onto <http://www.harpin.demon.co.uk/models>.

We ran into Mel Evans and were chatting about the poor Berkeley attendance - he pointed out that about 20 years ago BEC activity fell to about this level, but then proceeded to climb to that seen at Hatton in the early nineties. So hopefully we've reached rock bottom, and the numbers can now only go up - I'll drink to that! Mel is currently helping a Morgan-owning friend to rebuild his JAP* engine and was telling me of the phenomenal restoration costs. Hundreds of pounds for a con-rod, with the final figure running into thousands. That makes the cost of Berkeley spares look like pocket money!

Finally the awards were duly presented and we all set about de-camping and heading back home. Thanks are due to Dave Morgan and team for putting on a delightful event in a truly different location. There was a rumour floating about that someone has put their name forward for 2002. Let's hope so, because otherwise it's not looking good at the moment. Maybe this is a chance for the BEC to stage the next one ... then again, pigs might fly.

Dave & Alex Dolman.

* Editor's Note

That's JAP, as in J.A. Prestwitch, whose engines ruled Speedway for many years and who also provided side-valve and overhead valve V-twin engines for the "Rolls Royce of motorcycles", Brough Superior - as ridden by T.E. Lawrence (of Arabia).

National Microcar Rally - Take 2

On the Tuesday before the National Rally, I received a phone call from John Lee asking if I would be attending and a couple of days later I was able to confirm that, despite family commitments on the Sunday afternoon, I could make it. It would have to be a trailer-job for the Berkeley on this occasion, as the engine had 'nipped' up on the way home from the East Anglian Microcar Rally, and I didn't want to risk it playing up on the 150 miles journey from from Leicester to Cardiff.

We had planned to leave at 7:00 to get there in time for the 11:30 road run, but unfortunately we overslept and didn't manage to get away until 8:15, however we had a good trip and reached the Cardiff Caravan Park at 11:15. We had just unloaded the car ready for the run, when Robert (the eldest of my two boys) was taken ill, so we decided to stay on the campsite just in case. We used this time to set up camp next to John Lee's tent, the site is really pleasant, with all mod cons - water and electric's everywhere and two wash blocks. John had also brought his son (and girlfriend), the difference being that my kids are 9 and 10, while Johns 'boy' is 31.

John went on the run to the museum of Welsh Life just outside Cardiff with the other microcars. It was apparently very good, and it is interesting to note that entry was free (this applies to all museums in Wales since they got their own national congress).

Later, when Robert was feeling better, we went out in the Berkeley on our own road run. We found the museum (just to get an idea of what we had missed - it is set in idyllic surroundings) and then continued into Cardiff to find petrol, and a supermarket to get food for the barbecue and Sunday's breakfast. Well this is when it got interesting, we drove everywhere - it was hard to find a filling station and we totally failed to find any supermarkets, so in the end we stopped at a local Spar shop. By now we were a little lost, but I knew that if I could get back into the city centre we would be able to find the camp site as it is within spitting distance of the town centre.

An open-top bus trip, around Cardiff and the bay, had been arranged for the evening, followed by what is becoming the obligatory communal barbecue (bring your own food). We got back in time for the bus, which was reasonably priced, but we were too late to get a seat on the top floor. It was a great trip, with lots of anecdotes from the tour guide - I certainly learnt a lot about the city. It was good to see so much rebuilding and restoration work going on and,

although work is being carried out to provide new housing solutions (mainly apartments) to bring people back into the city, it is obviously being done in a thoughtful way, with modern attractive buildings which do not look out of place. It was also good to see so much grass and all those trees - Cardiff is apparently one of the greenest cities in Europe.

When we returned to the camp site, all six of us decided to take up the local pub on it's "buy one meal, get one free" offer, which meant that the burgers we had bought for the barbecue went to waste, but I much preferred my liver and onions with mashed potato. Afterwards we sat around chatting at the campsite before retiring - the kids went off to bed long before me, and were asleep in no time, which is unusual as they usually like to stay up as long as possible - fresh air, isn't it great.

Unfortunately I had to leave early on the Sunday, to get back for a family tea (celebrating my wife's birthday on the Monday), so I didn't get to see the whole rally, but before leaving I was able to chat to a few people about their cars:-

Tom Lakin from Stoke On Trent had brought his unique red 1948 Lloyd 650. This car looks a bit like a Morgan four-wheeler, it has rack-and-pinion steering, all round independent suspension and uses their own water cooled 650cc twin cylinder two stroke engine. The engine has a four stroke style bottom end, with a common crankcase, oil pump and chain driven distributor. A separate chain drives a double-acting charging pump, which compresses the fuel/air mixture, enabling the two stroke "inlet/transfer" action to take place. Despite the cable operated brakes, this car obviously displays a number of features well ahead of its time. Tom found it abandoned in a farmyard in 1979 - it's not yet road legal, but is driveable and just requires a new windscreen (the one fitted broke when he left a halogen lamp too close to it) and a little time to make it roadworthy.

Terry Moore and his customised BMW Isetta had come all the way from Aberdeen. In 1997 he fitted disc brakes and a 900cc Kawasaki motorcycle engine, but after rolling the car in 1999, he began a massive repair and conversion job. A new square section aluminium chassis was built, the body repaired and a 1300cc Suzuki Hayabusa motorcycle engine fitted. Although I don't normally like converted cars, the attention to detail on this one was amazing.

John Meadows had brought along the excellent Meadows Frisky four-wheeler

which he has owned since 1978. John's grandfather was the Henry Meadows of Henry Meadows Ltd Wolverhampton. It was good to see this fine example and to speak to someone with such background knowledge. John runs the Frisky Register and lives in Monmouth near Cardiff (so he HAD to attend, didn't he).

Because I had to leave early John's car was the only Berkeley on the rally field - you'll be surprised(?) to hear that he won first prize in category. It is sad that our cars were the only Berkeleys able to attend a national rally and it would be great to see a few more Berkeleys around.

The weather was brilliant, the town refreshing and the site ideal, I really don't know why turnout was so low, do you? Personally I rate the rally a success, it's just a shame that there were so few people there to enjoy it.

Colin Pears.



National Microcar Rally - Take 3

I attended the National on the Sunday and the Berkeley turnout was abysmal; one was just leaving on a trailer as I arrived (see above), with just one other on the field.

I had a good journey from South Manchester all the way to Cardiff which took me just over three hours, however, after turning off the motorway to attempt to find Pontcanna Fields I was immediately in standing traffic. It turned out that many roads in the town centre had been closed for the Cardiff Marathon, and it took me a further one and three quarter hours to reach the site!

All credit to Dave Morgan for taking on the responsibility of organising the event, but let it be a lesson to anyone in future to try and avoid clashes with major local events.

I had taken all the regalia, with a view to setting up a stall, but after nearly five hours driving I was weary and starving, so what with that and the poor turnout, I decided to leave it all in the car.

I have been making enquiries about current garment printing technology, and don't see any reason why, shortly, a Berkeley logo cannot be applied to any

garment you should choose (a range of interesting presents for the ladies at Christmas, perhaps!).

I may eventually arrange an E-mail address, but in the mean time, please feel free to phone me in the evenings with any requirements or suggestions on expanding the Club regalia range.

Russel Hancock.
Regalia Secretary.

Editor's Notes

1. See *Club Contacts* (page 15) for Russell's new phone number.
2. The *Club Regalia* page will be included in the November newsletter.
3. Russell and Dave both enclosed photographs, and Colin has also promised to send some in. These will appear in a "bumper" colour issue (along with the few I have also received covering some of this year's other events) when we finally get back to a proper printed format. If you have any rally or rebuild pictures to contribute please send them in (they can either be returned or added to the club archives).



Not a Berkeley, or is it?

Kit Car

Dave Ratner has been in contact to say that noted kit car journalist, and three-wheeler enthusiast, Ian Hyne recently paid him a visit to experience the prototype Berkeley Developments Bandit. He apparently returned from the test drive with a big grin on his face, pronouncing it "just great". The resultant article should be in the November issue, which goes on sale on Friday the 19th of October.



Berkeley Cars

Have any members called upon the services of Mr Galvin the current owner of the ex-Andy Argyle Berkeley moulds (see letter in the September 2000 Newsletter) - if so could you please let us know the quality of his work and customer service, etc. .

A Letter from Peter Hubbard

I am pleased to say that UBM 114 is now back on the road. I found the SE328 in 1998, languishing in a field where it had been deposited by the previous owner, Ken Baldwin. He was a BEC member in the mid-seventies, at which time it was apparently fitted with a Citroen 2CV engine (subsequently removed).

I also bought an SE492 from Laurie Brock (another 1970's member) in Norwich, which had the three cylinder engine and transmission fitted. Incidentally, if anyone is looking for parts, he still has four complete cars and a mountain of used spares for sale (Editor's note - more details next month).

Although I now think that I could have repaired it, the condition of the stripped 492 body gave me some concern, so I fitted the triple components to the 328 body. This will probably upset the "purists", but the important thing is that, after a quarter century of disuse, another Berkeley is back in action.

On September 23rd, after three years work, the engine fired up first time, and what a lovely sound. Special thanks must go to Nigel Halliday for all his help and the speedy delivery of parts.

I am looking forward to attending the 2002 BEC Rally, but, in the meantime, there are still a few details to complete.



Filmcars UK

The Club has received a press release from Colin Janes at the above company offering members the chance to add their cars to a database for film, television and other photographic work.

They were established a decade ago and supply the trade with vehicles of all types, with "a reputation for quality vehicles and quality service". Their full colour hardback directory is backed up by a constantly updated website. Members should note that these companies normally work on a commission basis, so there should not be a registration fee.

For further details write to 511 Charminster Road, Bournemouth, BH8 9RE, tel: 01202-773673, or visit the website: www.filmcarsuk.com.

BEC Spares List - October 2001

Book

Berkeley Sportscars - Road Test Ltd. Edition,
Brooklands Books 9.00 1.00

Front Wheel Cylinder Overhaul Kit

MB107/14 SE328, early SE492 10.00 0.50
MB127/13 SE492, T60, B95 8.50 0.50

Rear Wheel Cylinder Overhaul Kit

MB107/13 SE328, early SE492 6.00 0.50
MB127/27 late SE492, B95 5.00 0.50
MB127/28 T60 3.50 0.50

Master Cylinder

MB107/19 Complete Assembly
(suitable for ALL models) 58.00 3.50
MB107/24 Overhaul Kit 6.00 0.50

Front Wheel Cylinders

MB107/11,12 SE328, early SE492 10.00 1.00
MB107/33,34 late SE492, B95, T60 11.00 1.00

Rear Wheel cylinders

MB127/25,26 SE492, B95, T60 12.00 1.00

Brake Shoes

MB107/29,30 Front late SE492, B95, T60 .. 10.00 1.50
MB127/22,23 Rear late SE492, B95, T60 ... 17.50 1.50

Brake Hoses

MB339/10 Front (14") ALL models 10.00 1.00
MB339/11 Rear (12½") ALL models 10.00 1.00

Hand Brake Cables

MB1025/1 SE328/492, B95 Primary n/a
MB1025/2 SE328/492, B95 Secondary .. 24.00 1.50
MB1063/1 T60 Primary (straight-pull) ... 20.00 1.50
MB1063/2 T60 Secondary (straight-pull) 10.00 0.75

Front Axle

MB141/6 Hub Seal 6.00 0.50
MB107/1 Hub/Brake Drum 75.00 4.50
MB1177/5 Stub Axle Nut 5.00 1.00
MB166/3 Hub Bearing 14.00 1.00
MB1095 Wheel Studs 2.50 0.25
MB Wheel Nuts 1.00 0.50
MB1177/7 Wheel Trims/Spinners (pair) 25.00 3.50
MB1177/6 Spinners (pair) 10.00 1.20

Rear Axle

MB166/6 Hub Seal 6.00 0.50
MB166/3 Wheel Bearing (large) 14.00 1.00
MB166/4 Wheel Bearing (small) 11.00 1.00
MB248 Stub Axle Nut 0.50 SAE

Front & Rear Suspension

MB130/142 King Pin |
MB130/143 Trunnion | refurb/exchange.. 60.00 3.50
MB163 Bottom Wishbone Stud 4.00 1.00
MB159/1 Front Wishbone Bush 8.00 0.50
MB173/3 Rear Wishbone Bush 10.00 0.50
MB1085 T60 Swinging Arm Bush 11.00 0.50

Steering

2010 Idler Lever Bush 9.00 0.50
2063 Centre Trackrod Bush 10.00 0.50

Final Drive

MB122 Large Differential Nut 1.00 0.50
MB120 Small Differential Nut 0.50 SAE
MB115/1 Differential O Ring 0.50 SAE
MB242 Differential Shaft Key 1.00 SAE
MB141/6 Bearing Housing Oil Seal 6.00 0.50
MB108/8 Universal Joint (with nipple) . 12.00 1.50
Universal Joint 12.00 1.50

Anzani Engine

- 322 Gasket Set 6.50 0.50
1715 Crankcase Oil Seal 3.00 0.50

Excelsior Engine

- 244 Gasket Set 6.50 0.50
- 328 Gasket set 9.50 0.50
3046 Clutch Cover Gasket 1.00 SAE
3045 Backplate to Crankcase Gskt.. 0.50 SAE
3041 Inlet Manifold Gasket 0.50 SAE
3202 Cylinder Base Gasket 0.60 SAE
3221 Carb/Manifold Gasket 0.60 SAE
3016 Crankshaft Nut 6.50 SAE
1101 Front Engine Mntg + Wshr 25.00 1.50
1102 Rear Engine Mounting 35.00 1.50
- Rear Engine Mntg Bolt 5.00 1.00
3066 Drive Side Crankshaft Oil Seal 4.50 0.50
3070 Centre 4.00 0.50
3072 Timing 4.00 0.50
3090 Dynastart Roller Bearing 25.00 1.00
3157 Dynastart Flywheel Nut 6.50 1.50
3158 Centre Roller Bearing 25.00 1.00
3065 Drive Side Ball Bearing 32.00 1.00

Royal Enfield Engine

- Full Gasket Set 7.00 0.50
- Top End Gasket Set 5.00 0.50
- Head Gasket (copper) 1.00 0.50
- Drive Cover Oil Seal (large) .. 7.50 0.50
- Drive Cover Oil Seal (small).. 6.00 SAE
1605 Crankshaft Nut 10.00 1.50
1605/6 Starter Ring 60.00 3.00
1605/5 Flywheel (unmachined) 25.00 5.00

Clutch

MB1009 Clutch Cable (Excelsior) 22.00 1.50
HJ55(63) Clutch Backplate Nut 3.00 SAE
TR42,43(3,4) Lever Adjuster Pin & Sleeve.. 5.00 SAE
TR66C(8) Adjuster Sleeve Thrust Pad.... 3.50 SAE
TR66B(10) Push Rod Thrust Pad 4.00 SAE
HJ66B(49) Push Rod End Piece 3.50 SAE
H56/0901(48) Push Rod (cut/harden to suit). 2.00 0.30
G70 Cush Drive Rubbers (set) 9.00 0.50

Carburettors/Fuel

- Amal 376 gasket set (Exc) 1.25 SAE
MB379/4 Throttle Cable 20"
(conical nipple) 7.00 0.75
MB1622 Throttle Cable 24"
(state pedal & type) 7.50 0.75
MB379/48 Choke Cable 40" (ALL) 8.00 0.75
1122 Brass Union (fuel line) 1.00 SAE
385 Petrol Tank Cap (SE328/T60) 2.00 0.50
MB1120/3 Petrol Filler cap (SE492/B95) 14.00 0.50
MB1120/4 Petrol Filler Neck (SE492/B95) 3.00 0.50

General Electrical

MB1154 Wiring Loom (T60) 90.00 3.00
MB1154 Wiring Loom (B95) 90.00 3.00
MB331 Ignition Switch (inc Keys) 34.00 1.00
- Miniature Pull Switch SE328.. 8.00 0.50
MB1066 Push Button Switch, black
(Horn & Starter) .. 10.00 0.50
MB1068 ON-OFF Switch, black
(Wiper & Panel Backlight) .. 11.00 0.50
MB1069 ON-ON-OFF Switch, black
(Headlight/Sidelight) ... 13.00 0.50

MB715	Warning Light, Red or Green SE492/B95 ..	9.00	0.30
101	Siba Dynastart Brushes	16.00	SAE
Indicators			
MB324	Rotary Switch (SE328, T60)..	10.00	1.00
-	Rotary Switch (SE492, B95) .	5.00	0.50
MB753	Column Stalk (illuminated) ...	52.00	1.00
	Column Stalk (plain)	28.00	1.00
Excelsior Ignition			
MB388	Ignition Coil	10.00	1.00
MB209	Contact Breaker Set (pair)	24.00	SAE
39	Siba Condenser	2.00	0.30
FCAX1	SE492 Large Points Backplate & Cam Conversion	25.00	1.00
Lamp Assemblies			
MB745	Rear Stop/Tail Lamp Conical Glass Lens Late Models ..	9.00	1.00
MB344	Rear Stop/Tail Lamp Flat Glass Lens Early SE328	9.00	1.00
MB325	Indicator Lamp Conical Glass Lens Late Models .	9.00	1.00
MB325	Indicator Lamp Flat Glass Lens Early SE328 .	9.00	1.00
MB719	Rear Reflector (Red) similar to lamps later Models.	7.00	1.00
MB726	Rear Number Plate Lamp Chrome SE492, B95 ..	16.00	1.00
-	Rear Stop Lamp, Oval SE492, B95 ..	7.00	1.00
MB334	Lens D Shape SE328	3.00	1.00
Speedo & Tacho			
M326/1	Speedometer Cable	22.00	1.50
MB166/6	Speedo Case Oil Seals	6.00	0.50
-	Speedo Case Bearing	14.00	1.00
MB1159/2	Tacho Cable	25.00	1.00
-	Berkeley Tacho Dial Face	40.00	?
	(special price until Jan 2002)		
Body			
MB230	Slanted Door Hinges (pair) early SE328/SE492 ..	40.00	1.50
-	External Door Hinges (alloy) T60	45.00	1.50
-	Alloy Bonnet Hinges (T60) ..	OOS	
-	Gearlever Quadrant 4-Speed (chrome plated) ..	OOS	
MB736	Front Grille SE328/492, T60.	60.00	3.50
MB400/11	Berkeley Bonnet/Steering Wheel Badge Chrome/Enamel single stud and fixing bush	20.00	1.00
MB857/2	Steering Column Badge Rubber Bush all models ..	0.70	SAE
MB1158/1	Hood Frame late SE492, B95 ..	55.00	5.00
-	Lift-the-Dot Fastener	0.40	SAE
-	Lift-the-Dot Stud & Nut	0.40	SAE
-	Seat Webbing Clips (all models)...	0.15	SAE
-	Elastic (all models) per metre	0.70	0.15
MB348	Bonnet Lock/Key Pear Shape SE328/492, T60 .	7.50	0.75
-	Budget Bonnet Lock		

Mechanism (state LH or RH) 2.000.75
Chrome Cover/Flap 4.00 0.50

Windscreen

MB299/4	SE328/492 (early)	120.00	*
-	SE492, B95	170.00	*
-	T60 (hardtop)	140.00	*
-	T60 (soft top)	100.00	*

Anzani Exhaust

-	Twin Pipe & Boxes	120.00	*
-	Flanges	24.00	*
-	Gasket	0.75	SAE

Excelsior Exhaust

-	Twin (siamese)	OOS	*
-	Twin (across-front)	100.00	*
-	Triple (across-front)	110.00	*

ALL EXCHANGE MOUNTING FLANGES

MB1000/22	Gasket 3043 (each)	1.00	0.30
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* plus transport costs or collection to be arranged.

The club also holds a stock of second hand parts. These items are generally sold on an exchange (badly-worn for less-worn) basis and include engine, transmission, steering, suspension and brake components/assemblies.

NOTE

- ALL enquiries to be made by LETTER ONLY to BEC Spares at the address listed on the *Club Contacts* page. When requesting details of new spares or second hand items please send an SAE.
- BEC Spares is run by volunteers and all profits are re-invested

Payment

Cheques, international money orders, etc. to be made payable to "BEC Spares" in £ sterling only. Sterling cash or travellers cheques are also acceptable.

Postage

Multiple orders may attract lower rates. Figures quoted are for UK delivery only - overseas customers please ask.

Pistons

New Excelsior piston assemblies (std., +20, +30, +40 and +60 thou.) are available from:

John Chatt, F.W. Thornton & Sons, 57 Wyle Cop, Shrewsbury, Shropshire, SY1 1YJ. Tel: 01743-357081.

Suspension Units

Damper units, springs, bushes and complete assemblies are available from: Hagon Products, 7 Roebuck Road, Hainault, Essex, IG6 3JH. Tel: 0208-502-6222.

NOTE

State front/rear, length and exact Berkeley model.

Various Items

Hoods, headlamp covers/fixings, brake pipe sets, T60 hood frames/fixings are available from: Dave Ratner, Berkeley Developments, 105 Ebenezer Street, Langley Mill, Nottinghamshire, NG16 4AD. Tel: 01773-713174. daveratner@berkeley2000.freereserve.co.uk .

Berkeley Developments Price List

Windscreen Surround Moulding - takes hardtop glass	55.00
Windscreen for above	151.00
Rubber Surround for windscreen	13.35
Filler strip (rubber) - for above	6.45
Filler strip (plasticrome) - for above	8.25
Windscreen Wiper Arm - adjustable	11.75
Windscreen Wiper Blade	9.55
Perspex Headlamp Cover	15.75
Rubber Surround for Headlamp Cover	4.45
Filler Strip (rubber) - for above	2.15
Filler Strip (plasticrome) - for above	2.75
Brake Pipe Set - 3-wheeler	26.75
Brake Pipe Set - 4-wheeler	29.95
Hood/Sidescreen Socket (with nut & washers) - Stainless Steel	9.50
Suspension Unit - state model & front/rear - each (plus £3.50 postage)	48.00
as above - pair (plus £7.00 postage)	90.00
Soft Top in Black Vynide - T60/B65 - extra for colours	145.25
Soft Top in Black Vynide - B95/105 - extra for colours	149.75
Hood Frame Set - T60/B65	52.50
Hood Frame Straps - each	4.95
Lift-the-Dot Fabric Fastener	1.25
Lift-the-Dot Body Stud (2BA x 1/4") with nut/washer	0.95
Lift-the-Dot Longer Body Stud - for Hood Strap	1.25
Replica Rear Luggage Rack - Black	55.00
Wiring Diagram - Excelsior Models	0.35
Wiring Diagram - Enfield Models	0.35
Red Reflector - later pattern 70mm diameter (same as lamps)	10.50

Body and chassis repairs can be undertaken and a hood fitting service is available - prices on application.

Cheques, Money Orders, etc. to be made payable in Sterling to:-

D.L. Ratner, 105 Ebenezer Street, Langley Mill, Notts, NG16 4DA.

Tel: 01773-713174, E-mail: DaveRatner@berkeley2000.freemove.co.uk

The above items are offered subject to availability and price fluctuations. All orders are charged at prices ruling at despatch. Every effort is made to ensure that all parts are correct to order, but if you are in any way dissatisfied with the goods supplied, they will be replaced or their price refunded, subject only to those goods being returned unused and unmarked in any way. Please add 10% for postage. Any excess will be refunded or credited to future purchases.

Facts? and Figures - Part 4

NGK Spark Plugs

In part 2 of *Facts? & Figures* I stated that the NGK B6ES is probably a borderline equivalent to the KLG FE70, I have now obtained a copy of the 1970 NGK catalogue which recommends the B7ES for the Excelsior Talisman and Royal Enfield Super Meteor (B95) & Constellation (B105) motorcycles.

There is some confusion over the correct plug for the B105. The Berkeley factory B95/105 Workshop Manual only lists the FE70, but R-E specify the FE75 (B7ES) for the Constellation, adding that "for high speed running over long distances" (which seems more representative of loading and airflow conditions in the Berkeley application) the FE100 (B8ES) or Champion N4 should be fitted.

Re. the British Anzani engine, I also recently found a 1950's advert titled "KLG - Exactly the right plug for your 2-stroke" and although the F70 is listed for the 242cc engines, the F80 was recommended for the 322cc. The NGK catalogue lists the B7HS against the relevant Greeves/Tandon motorcycles and the British Anzani outboard marine engine, but also gives the B8HS as the equivalent for KLG F80.

The Anzani 242/322 Owners Handbook recommends Champion L-10S for general purpose use and L-11S for sustained high-speeds (the period Champion booklet lists the L-10S, but includes the "Special Note for Competition Riders:- Where the L-10S is normally used, fit L-11S for Scrambles"). The modern Champion equivalent for both is L82C as stated previously. Perhaps one of our SA322 owning members could let me know what grade they use (PLEASE).

Dave P.

Tyresafe

The club has received a letter from PDK Automotive Services who are authorised installers for the Tyresafe Puncture Sealant System. The product conforms to various international standards, has been featured on BBC TV's "Tomorrow's World", and their website includes some impressive references.

For further info write to 15 Westfield Way, Woking, Surrey, phone 01483-728909 or visit the website: www.pdk-automotive.f2s.com.

Events

October

20 **E.G.P. Enterprises Motorcycle Jumble**

Kempton Park Racecourse (just off Jⁿ 1 of M3).

Gates open 10am. Admisssion: Adults £3.00, Children/OAPs £2.00.

Contact: Eric Patterson, 01344-883961.

20/21 **Classic & Motorcycle Mechanics Show**

Stafford County Showground (on A518, five minutes from Jⁿ 14 of M6).

Admisssion (daily): Adults £7.00, OAPs £3.50, under 15s £1.00.

Discount available for advance bookings (01507-525771).

Contact: Mike Powell, 01507-529430.

28 **National Restoration Show & Autojumble**

National Agricultural Centre, Stoneleigh, Warwickshire (4 miles from Jⁿ 15 of the M40).

Admisssion: £7.00, accompanied under-16's free.

Contact: 01568-797881 (www.classicarshows.org.com).

28 **7th Classic Motorcycle Show and Bike Jumble**

Flower Hall, Great Yorkshire Showground, Harrogate, N. Yorkshire.

Free parking. Doors open 10am.

Admisssion: Adults £5.00, OAPs £4.00, Children £1.00.

Contact: 01484-660622 (shows@classicbikes-car.demon.co.uk).

November

10/11 **International Classic Motor Show**

NEC, Birmingham.

10/11 **Midland Classic Bike Show**

National Agricultural Centre, Stoneleigh, Warcs.

Doors open 10am.

Contact: 01242-621495

11 **Taunton Autojumble**

Taunton Market, off Priory Bridge Road, Taunton, Somerset (M5 Jⁿ25).

From 10am to 2pm.

Contact: Keith McGee, 01935-474630.

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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

1958 SE328 XNX 827 (advert from October issue of *Micromag*)

Totally rebuilt. Blue original. Crossplys. Lovely genuine car.

Contact: Jason Heather, 01803-845961 (Paignton, Devon),
0797-487-3921 (mobile).

1960 T60 225 ALJ

Soft top. Red, with red leather interior. Rebuilt using new chassis metalwork. Totally original. A beautiful little car - prize winner at last year's National Rally. £2,600 ono.

Contact: Mark Barrett (mark.barrett5@ntlworld.com),
02476-278711 (Coventry).

1960 Bandit 700 CNM

Fully restored. The original factory prototype - displayed at the 1960 Earls Court Motor Show and featured in all of the launch articles. As seen in the November 2000 issue of *Thoroughbred & Classic Cars* and at last year's Quainton Rally (covered by the Anglia/Meridian Television *Motor Show* programme).

A unique piece of motoring history at a bargain price. £6,995.

"I have enjoyed every minute of its restoration, but recently due to other commitments I have found little time for it and have therefore decided to offer it for sale in the hope that it may find a new enthusiastic owner."

Contact: Neil Barber (samkbarber@aol.com),
01225-481504 (Bath) or 077-133-400-77 (mobile).

Excelsior 492 Triple

Complete power unit (inc. gearbox, primary drive, Dynastart, carburettors, etc.). Engine dismantled for inspection. Best offer over £400. Also set of new pistons (+0.030").

Contact: John M Scott, 01450-378486 (Hawick, Scotland),
07967-293480 (mobile).

B95/105

STILL WANTED DESPERATELY B95/105 bonnet, any condition.

Will the gentleman who rang previously please call again (I do not have your number so cannot contact you).

Contact: Eric Bayliss, 01803 882363 (Brixham, Devon).

