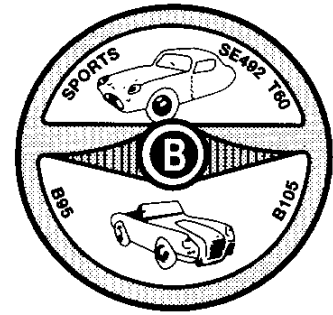




BERKELEY ENTHUSIASTS CLUB



NEWSLETTER • NEWSLETTER • NEWSLETTER

November 2001

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Firstly, believe it or not, Mike Millen is STILL "on the move". See *Club Contacts* (page 11) for the latest Membership address, which he implies will be of a more permanent nature. The current running total is four addresses in five months and even his B105 is fed up with it! - see *Marketplace* for details of the escape bid. Any correspondence already sent to the previous address will be forwarded automatically.

This month we have the second installment of Tony Fredette's restoration diary and a letter from ex-member Frank Donini who races an SE492 in the USA, and is requesting information on period engine swaps. Presumably Nigel Halliday will have some data in the archives, but if anyone else has material of any relevance, your input would be much appreciated.

We also have details of a special offer on Tony Marshall's new book *More Microcars* which includes a section on Berkeleys (with photographs supplied by the club archive). Nigel Halliday will be reviewing this next time.

While on the subject of books, Nigel still has stocks of *Berkeley Sportscars* published by Brooklands Books. This excellent 100 page "Road Test Limited Edition" features the majority (but definitely not all) of the period magazine road tests and launch features, plus a small selection of articles taken from publications of the eighties and nineties. If you don't already have a copy then perhaps a few subtle hints may result in a "surprise" in a few weeks time.

The Club Regalia list (which also includes a number of items suitable as Christmas presents) is making it's first appearance since May, although as yet there is no sign of the BEC undergarments hinted at by Russel in his review of the National Rally last month! As with the Club Publications & Spares lists in

recent issues, I have tried to clarify the descriptions given previously.

For those of you who have been mourning the passing of the Dolman-days, the good news is that Harry Connors, an American member living in Germany, has donated his not-that-old PC to the club. This means that we can get back to photographic reproduction, hopefully in time for the new year. Colin Archer was kind enough to collect the machine from Harry while visiting Mannheim for the annual Messerschmitt event - thank you both very much. Over the next couple of weeks we will be purchasing a scanner and suitable publishing software - the bad news is that you'll then have to wait for me to learn how to use it!

In addition to the slight formatting problems in last month's BEC Spares List (sorry, these were mostly due to variations in the same font between different generations of Microsoft Word!), the e-mail address given for Dave Ratner in this, and the Berkeley Developments Price List, is out of date - he can now be contacted on daveratner@berkeley2000.f9.co.uk. Incidentally, Dave has pointed out that he is still providing Berkeley owners with "what info I can" over the phone (01773-713174). He is available during most daytimes, but asks that any evening/night calls are restricted to the 1½ half hour slot between 19:30 and 21:00.

Dave Perrin



New (& Re-Joining) Members

The Club extends a warm welcome to the following :-

2104 Jeff Steedman, Bath.	T60
2219 Adrian Polley, Dagenham, Essex ahjcp@tiscali.co.uk.	SE328
2220 Stefan Edwards, Alcester, Worcestershire.	looking for B95/105



Membership List

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 this month's NEW ADDRESS - see *Club Contacts* on page 11. Publication is now planned for early next year.

Tony's Tribulations

So I began with the idea of restoring the brake system. It seemed to me a prudent choice. I could return the Berkeley to a condition in which it would roll (if given a hefty push) and stop. Well, I suppose it would stop regardless, given Sir Isaac Newton's Laws' nasty habit of slowing our progress when we wish to move unimpeded. And if Sir Isaac's ideas were overridden there are plenty of trees, curbs, and parked cars in my neighborhood to make certain the Berkeley would not roll indefinitely.

But the point of piloting an automobile is to have some measure of control. And stopping seems an important component of that control. The brakes, then, would be a good choice for a launch of the restoration. It would also give me a chance to clean the car at all four corners and in every nook and cranny.

I just couldn't quite decide where to begin. Should I try to pull the master cylinder first, then replace the brake lines and hoses? Should I start from the outside, at the drums, and work my way back toward the master cylinder? Should I start at the proportioning valve and work outwards, then attack the master cylinder? Or should I start with a case of beer and then see what I feel like tackling? Oftentimes cross-eyed insights in a whirling world are the most profound. I recall an evening spent in solitude in an empty apartment, my only companions a group of ice-cold, long-necked bottles full of Anheuser Busch's finest ale. As the bottles and their contents left, my insights became deeper. It was that night that I realized that balance in the universe had to be maintained by worlds in parallel. Parallel, but opposite. Good must be balanced by evil. Light balanced and given meaning by dark. Sweet revealed and defined by sour. For every civilization that regards reality as a combination of seen and unseen elements, there must exist another civilization that regards that reality in the negative. That is, the seen becomes the unseen and the unseen becomes the visible. So, by definition, there must be a world in this universe where truth and beauty are as ubiquitous and obvious as concrete in a city and the ultimate reality is held and experienced in high fashion, trendy hairstyles, and the right shoes.

Despite this enviable track record for insight to the unknowable springing from the hops, I decided that I'd skip the beer and concentrate a bit more on the problem at hand. For no better reason than that I could see the master cylinder, proportioning valve, and brake lines by peering into the engine compartment, but I couldn't see what lay behind the drums unless I removed them, I decided to get a look behind the drums. And I decided to start at the front.

To get to the drums the hubs must come off. To get the hubs off.....well.....here's a method you'll not find in any automotive manual.

At first glance it seemed a simple job. Loosen the hub nut and slide the drum off. Then I noticed a peculiar series of holes in a cutaway section of the nut. And darned if there wasn't what appeared to be a split pin stuck through one of the holes. Removal of the pin was quite straightforward - a matter of straighten and pull.

So it still seemed a simple job. Loosen the hub nut and slide the drum off. I put the appropriate-sized socket on a breaker bar, fitted the socket over the hub nut, grabbed the end of the breaker bar, and applied pressure. Nothing. I pushed harder. The wheel turned in deference to my effort but the nut did not loosen.

Confronted with a problem I am not one to bang my head against a brick wall. I prefer a concrete wall. But that's not the issue here. I needed another approach to get the hub nut loosened. I had soaked it in enough WD-40 to loosen a pit bull's grip on a raw steak, yet the hub nut refused to move. The fact that there is no engine in the engine compartment to add weight to the front end accounted for the movement of the wheel without any movement of the hub nut. I thought that perhaps a quick tug, instead of the usual gradual pull might do the trick. Surprise the nut and it'll pop right loose, I figured. It's a long-established fact, proven in a 1982 study of the Ugandan Air Force, that fasteners achieve a 47% increase in tightness when confronted with a deliberate and slow increase in pressure compared to a quick, unexpected tug at the wrench.

I kept the socket and breaker bar attached to the hub nut but I turned away and announced, aloud, to no one in particular, "I give up. I just can't get that nut loosened." Then I spun around, grabbed the end of the breaker bar, and gave it a quick and powerful tug. IT MOVED! Now I could work on removing th – wait a minute. I started to continue the socket's work of removing the hub nut when I noticed that the nut wasn't loosening. The garage floor was marked with black. I hadn't loosened the nut after all. I'd only performed a front-wheel drive burnout.

It was time for a new approach. The chief problem was the lack of front-end weight to hold the wheel to the ground while I broke the grip of the nut.

Looking about the garage I found the heaviest weight available – me. To get the greatest downward force directly over the wheel I propped a knee on the front fender. I adjusted the breaker bar so that the boot on the foot of my other leg could rest on it. I shifted as much of my weight as I could to the knee on the fender. Then, with a swift and accurate thrust of the leg aimed at the breaker bar, I delivered a blow to its end that would have made Bruce Lee consider a career in quilting or pottery. He would consider that career change until he noted the accuracy of my kick. My boot slid off the end of the breaker bar, the knee propped on the fender slid, I lost my balance, and I only managed to avoid a vasectomy-by-breaker-bar by catching the headlamp opening with my chin and hugging the fender to keep upright.

Perhaps I should have started with a case of beer. But I remained undaunted. More accurately, I simply lack the common sense to recognize a fundamental error in approach. Regardless, I propped myself back up and gave it another try. This time the boot found its target and the nut loosened. I climbed off the car. Well, I stepped down. I don't know that anyone but my two-year old son would have to climb to reach anything on the Berkeley. I stepped down and checked the hub nut. It really was loosening.

Buoyed by this success I used the same approach on the other front wheel. It, too, loosened after only a few kicks.

So, in the spirit of the Yankee tendency to abuse legal processes, I offer this disclaimer: This method is not recommended. Only those weak of mind and bereft of common sense will find it suitable. So while it fits me, I'm certain that there are safer and saner methods of loosening stubborn hub nuts.

Now, to get those drums off.....



Not a Berkeley, or was it?

Kit Car

The November issue appeared a week later than expected, but did indeed include a 2-side article on the Berkeley Developments Camarotta - not a Berkeley conversion, but a steel tubed chassis with a hybrid Berkeley/Mini body, both designed by Dave Ratner who is putting the car into very limited production.

A Letter from America

Dear BEC Members,

I would appreciate any information on engine swaps on late 50's and early 60's Berkeleys. I'm most interested in Norton or Triumph engines.

We have a 1958 SE492 Sport that we race in the north eastern part of the U.S.A. and belong to the Vintage Sports Car Club of America. In order for this swap to be accepted by the VSCCA we need some form of documentation that says this was done back at that time. A letter stating some knowledge that this swap did occur from someone in the BEC is sufficient for the VSCCA to accept the Berkeley with either the Norton or Triumph engine.

We have been using the stock 492cc Excelsior and have had some problems during races, along with a concern with actually breaking it.....then what?

We would appreciate any e-mail to our address (donini2@aol.com) with this information. thank you for your interest.

Frank J. Donini
7337 Rocky Ridge
Wake Forest
N.C. 27587 USA



More Microcars

Tony Marshall's second book (ISBN: 0750926686 Hb) originally scheduled for publication in June is now available. The recommended retail price is £14.99, but for a limited period it is available with free delivery to any address in the UK.

If you do not already have Tony's first book "Microcars", the pair are available at the bargain price of £26.00 (also including P & P).

Cheques to be made payable to "The Register of Unusual Microcars" and sent to:

The Register of Unusual Microcars, School House Farm, Boarden Lane, Hawkenbury, Staplehurst, Kent, TN12 0EB.

Facts? and Figures - Part 5

Carburettor Queries

September's carburation feature has prompted the following questions from Colin Overy in Canada, with regard to the Amal Monoblocs on his SE328s :-

What do the Amal factory reference numbers 376/79 and 376/93 signify?

Whenever a manufacturer introduced a new model, Amal would allocate a new reference number to it, thereby allowing any changes in specification (e.g. due to differences between prototype and production engines) to be catered for, they are stamped into the upper edge of the mounting flange. The numbers themselves only relate to the sequence in which the Amal factory record cards were filled out - they run from /1 onwards for each type of carb (the 376 was available in 15/16", 1" and 1-1/16" bores and the settings list contains 49 different 1" applications).

Amal also supplied control cables (if requested by the vehicle manufacturer) and the relevant details would be entered on the record card and, therefore, be part of the instrument specification. Potentially every 376 carburettor could have been to the same specification, but a card would still have been raised for each one just in case small changes were required at a later date. A manufacturer could therefore place a follow-up order merely by quoting the number (i.e. without having to list all of the cable lengths, jet sizes, etc.).

How can carburettors fitted to the same engine have the same bore and jet sizes for single AND twin-carb applications - is there any other difference between them?

Not in the carbs themselves, but as well as the throttle & choke cable requirements, the /79 single carb specification included an air filter, whereas the /93s had short open bellmouths.

The Berkeley factory tuning notes list a larger main jet for the single carb application than the twin carb (as one might expect) and to correct the mixture strength when removing an air filter, it is normally necessary to increase main jet size. Presumably the removal of the air filter on the 328 balances the expected reduction in main jet size when switching to twin carbs.

At a later date I will print a list of all the 1" Monoblocs and their settings as this is a handy reference for those seeking suitable instruments at autojumbles.

Dave P.

Club Regalia

T Shirt, burgundy with white Berkeley logo	£6.00
Sweatshirt, burgundy with white Berkeley logo	£16.00
Polo Shirt, burgundy with white Berkeley logo	£8.50
Baseball Cap with Berkeley logo	n/a
BEC Keyring (metal badge on leather fob)	£2.50
BEC Keyring (steel with logo under clear acrylic)	£2.00
BEC Metal Lapel Badge	£2.50
Excelsior Metal Lapel Badge	£1.50
Royal Enfield Metal Lapel Badge	£1.50
BEC Cloth Patch (90mm diameter, sew-on)	£2.00
Berkeley Window Badge (67mm diameter, self adhesive)	£1.10
Berkeley Tax Disc Holder (self adhesive)	£1.10
Mug with Berkeley logo	£4.00
Silver Spoon (EPNS) with BEC Logo	£2.50
Wooden T60 Badge (approx 1½" long)	£2.50
Wooden T60 Fridge Magnet (approx 1½" long)	£2.50
Hand Painted Wooden Clock (approx 8" dia, battery operated)	£18.00
A5 Newsletter Binder (holds 12), maroon with gold lettering/logo	£5.00
Excelsior Transfers, various	write with requirements
Royal Enfield Transfers, various	write with requirements

Prices include post & packing.

Cheques to be made payable to BEC.

Send orders to: Russel Hancock
BEC Regalia
17 Moss Side Road
Cadishead
Manchester
M44 5JJ

Tel: 0161-775-3564

Have you recently acquired a Berkeley?

The record of cars kept on behalf of the club by Nigel Halliday in his capacity as Registrar was fully updated a couple of months ago.

As new members join the club their Berkeley's details are entered in the list under the model type i.e. B95 or T60, etc. The details consist of chassis number, engine number, registration number, etc.

Every year when a member renews his/her subscription they are asked to refresh the details of their car/cars on the renewal form. In due course these details are checked on the register and the date of renewal updated. In this way we can keep track of cars on a year-by-year basis.

The register, having been established at the foundation of the club in 1965 is now quite extensive (representing, as it does, approximately 30% of the cars produced) and forms a key part in enabling the club to act in the DVLA Historic Vehicle Registration process. It also helps us to identify some of the intricacies of the Berkeley factory production changes e.g. when the T60's bench seats were replaced by the bucket type, etc.

The continued success of the register depends upon each member advising us of their vehicle details when they join and at each renewal. We also ask that members who join with no car, or those who acquire an additional Berkeley, let us know.

With the above in mind we set out a list of members below, who according to our records do not own a Berkeley. If any of those listed have now acquired a car, would they please let me have it's details, to include Type, chassis number, engine number, Registration number, softtop or hardtop, original colour, current colour and bench or bucket seats.

G Archer	Tony Budd	J Cookson
Mark Andersen	Joseph Burton	John Cunningham
M Astbury	Clive Busby	David Davidson
Ray Bell	Tony Button	Peter Davis
Simon Bennett	David Campbell	Steven Davis (USA)
Leslie Bettell-Higgins	Guy Chard	Peter Dodman
Hans Borggreve (NL)	A Cobb	John East
D Broom	J Coleman	Paul Edwards
Peter Buckingham	William Conway	Bill Elliot

Alex Ferrada
Barry Floyd
P Gilles
Kevin Grace
David Greaves
Jim Griffin
Michael Grossman
John Grundy
Tim Hampshire
Edwin Hardy
Anthony Hayes
Peter Holland
Robert Inman
Christopher Jones
John Keefe
David Keeling
Richard Layfield

Anthony Lockyer
Russ London
P Lovejoy
Ronald Mallett
Jack McDonald
Graham Mileham
Stephen O'Keefe
Sid Ormrod
Ron Palgrave
Peter Rice
Graham Rigby
Mark Roe
W Rowlands
Philip Russell
Roger Scobie
John Scott
John Shorter

Ion Sivebaek
Jonathon Slater
Andrew Smith
John Smith
Arthur Smith-Fitchett
Edward Stone
Mike Stringer
Graham Tootell
Mark Waterton
John Watkinson
Lynn Whalley
R Wiltshire
Richard Wood
Graham Woodard
Graham Yates

Many thanks,

Nigel Halliday, Club Registrar (address on *Club Contacts* page).

Editor's Note - It is about two months since Nigel wrote this piece - obviously there is no need to duplicate any updated information sent to him or given on membership renewal forms in the intervening period.



Events

November

25 Hooton Park Autojumble

Hooton Park, Ellesmere Port, Merseyside (just off Jⁿ 6 of M53).

Gates open 10am. Admisssion: Adults £2.50, OAPs £2.00.

Contact: Andrew Greenwood, 01484-660622.

December

1 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.

Club Contacts

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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

1959 B105 XUF328

Mike Millen's well-known blue B105 is on the market. Mechanically perfect in every respect with sensible and discrete mods as appropriate. 27,000 trouble-free miles since total restoration in 1990. Looks beautiful, but requires some fibreglassing to make it a perfect concours winner. £4,500, no offers. Contact: Mike Millen (bec-membership@bigfoot.com),
07903-131591 (mobile only, West Sussex).

1960 T60 954AUL

The car is in bits and pieces with, maybe, two engines.
Contact: Tony Morris (tony@comici.greatxscape.net),
01509-813833 (Loughborough).

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).

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. A unique piece of motoring history at a bargain price. £6,995.
Contact: Neil Barber (samkbarber@aol.com),
01225-481504 (Bath) or 077-133-400-77 (mobile).

Various Spares

Sensible offers invited for the following:-

3 Excelsior exhaust flanges.

Gear lever and connecting rods.

Kingpins and trunnion blocks (worn - for renovation).

Drive shafts.

Contact: Roger Mantom, 01384-377362 (Stourbridge, West Midlands).

B95/105

STILL WANTED DESPERATELY B95/105 bonnet, any condition. There must be one about that's not wanted. Will the gentleman who rang previously please call again (cannot contact you as I do not have your number).
Contact: Eric Bayliss, 01803 882363 (Brixham, Devon).