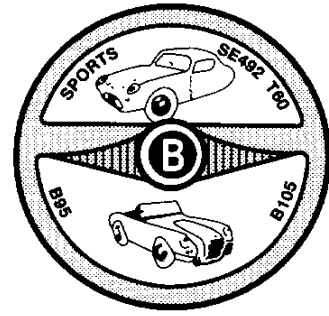




BERKELEY ENTHUSIASTS CLUB



NEWSLETTER • NEWSLETTER • NEWSLETTER

March 2002

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I had intended last month's issue to be 16 sides, so when I was scuppered by software problems, the drop to 12 sides left it somewhat lacking in non-Fredettian content. Hopefully this offering will do something to redress the balance.

Dave Ratner has written a couple of articles on the micro car rally scene over the years. The first (page 4) takes us up to the sixties and the follow up "Rallies Seventies Style" will be included next month.

Facts? & Figures returns (page 7) with a couple of sides on the Lucas distributor which was fitted to the B95 and B105 - this will eventually be expanded to become a Club Publication.

The updated *Club Spares List* (page 10) includes a few new items (detailed on page 3) and a couple of small price increases. Please note that a few of the items listed in October are now temporarily out of stock - if you require any items currently marked "OOS" please contact Nigel Halliday and he will advise when they are likely to be available again. We have also corrected the part numbers of some of the clutch components - over the next few months I hope to include a table of gearbox and clutch parts, which clearly shows which items are interchangeable between the four variants of Albion box fitted to Berkeleys and a number of other micro cars employing the Anzani or Excelsior engine/gearbox units.

Still on the subject of the Spares List, Nigel only has about twelve copies of the 98 page limited edition Brooklands Books "Berkeley Sportscars" road test compilation left. This volume includes most of the Berkeley articles from period magazines (at least one of which Mike R-S had not seen before) and is

highly recommended.

For those autojumbling carburettorless Excelsior owners amongst you, we offer two pages detailing all 49 catalogued applications of 1" Amal Monoblocs (page 12), as promised in the November issue. The first gives their specifications (jet sizes, slide cutaway, etc.), while the second lists them in numerical order, allowing you to easily identify and determine the suitability of any example which you may come across.

We are still not fully sorted on the printing front, but recent discussions with the printroom imply that the turnaround time may not be much different to that experienced with the current system, so it now looks as though we will not have to miss a month after all. Either way, you should receive an issue in April, by which time we will hopefully be fully sorted.

Dave Perrin



New Members

The Club extends a warm welcome to the following :-

2227 Angus Thompson, Chippenham, Wilts.
agandblob@yahoo.co.uk T60
2228 Simon Walton, Buckingham, Bucks.
waltonsj@btinternet.com SE328



Help

Steve Carr of Limbury, Luton is in need of assistance - his T60 has covered relatively few miles since a full rebuild and he does not feel that the engine is running quite as well as it should.

Could any SE328 or T60 owning members in the area who can offer advice and/or present their smooth-running car as a reference please make contact.

You can phone Steve on 01582-593047 or write to him c/o the Editor (see *Club Contacts* page).

Spares News

SA322 & SE328 Front Grilles

BEC Spares has managed to source a small quantity of the diamond shaped aluminium mesh that was used to form the front air intake grille on the "Sports" 4-wheelers from 1956 to 1958. Many car purchasers opted for the deluxe chromed square woven mesh grille which was an option from Spring 1957 (and fitted as standard on the SE492 and T60), so the diamond mesh item is quite rare.

MB232	Diamond Mesh Grille	£8.00 + £4.00 p&p
MB376	Chrome Square DeLuxe Grille	£60.00 + £4.00 p&p

Both are held by two screws top and bottom, but the aluminium type only has one fixing at each end, while the chromed type has two - owners in need of further clarification over which grille was originally fitted to their car, or the method of attachment, should contact Nigel Halliday or refer to the *Spares News* article on the centre pages of the November 1996 Newsletter (issue 186).

Petrol Gauges

Although Berkeleys were occasionally fitted with Icknield equivalents, the standard fuel gauges and sender units on most cars (offered only as an optional extra on some models) were made by AC. These items have been unavailable for many years now, but the club has recently come across a supplier with a small stock of compatible negative earth AC gauges of very similar style to the originals. Only approximately 20 gauges are available so interested members are advised to contact Nigel as soon as possible.

MB220/11	Petrol Gauge Dash Unit	£25.00 + £1.50 p&p
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Nigel Halliday



PI001 Price Update

Reference the *Publications* list printed in the February issue, the club has just had a new batch of Illustrated Parts Identification Book printed and unfortunately this has resulted in a slight price increase to £6.50 +60p p&p. The details of the other publications are correct and all are available from Mike Rounsville-Smith at the presidential address.

Micro Car Rallies – Part 1

The question has been raised as to why micro car rallies used to be better attended than they are now. The most obvious answer must be that there were more of the cars on the road then, but I think it goes deeper than that.

The fifties were probably the high-point for the original Micro Car. Post war austerity was coming to an end, people could get and change jobs more easily and young people had a little spending power. Young men in particular learned wide ranging skills because of the needs of industry, and technological advances then tended to be more mechanical than electronic.

The car industry was only just re-emerging and the demand for personal transport increased faster than the supply of both raw materials and finished goods could supply. Micro cars (called Bubble Cars then) seemed to offer a great deal. Designers faced with limited materials strove to produce the smallest and lightest designs possible with whatever small engines were available, and these tended to be from agricultural machines.

Manufacturers eager to exploit this new market tried to fill the gaps with small power units (Excelsior and British Anzani to name but two), while some manufacturers produced their own engines as well as the finished cars.

Theoretically and mathematically these engines should have been fine, after all, that ride-on mower was used for the whole of the summer season, wasn't it? But the demands made on them for road use was far greater than when they were in use agriculturally. I don't believe that the manufacturers of Micro Cars themselves really expected them to last very long.

It may be hard for younger people today to understand, but most young folk then got about by bus and push bike - not through choice or awareness of green issues, but simply because that was the way things were. To own your own set of wheels was out of the question. The cost of even a modest car was much higher, relatively speaking, than it is now.

So, what's all that got to do with Micro Cars?

Well, through the late fifties and into the early sixties, Micro Cars were struggling with several factors including motor bikes, the greater range of more nearly affordable cars and, perhaps most importantly, their own reliability problems. This paved the way for the poverty stricken student, the apprentice

tied to a low wage structure and those on low pay levels generally, to consider acquiring one of the give-away priced little cars now flooding onto the market.

A look in the Exchange and Mart of the early sixties shows columns and columns of Berkeleys, Bonds, Coronettes, Friskys, Isettas, etc. All of them being offered at prices that would make us cry today, but back then, charged with an optimism known only to the young, we'd empty our Post Office Savings Accounts, borrow a bit from granny and take the plunge.

One of the advantages of post-war city dwelling, was that you were, for better or worse, part of a large community and in that community you were invariably part of some group or other and knew a mate or a mate's mate who knew something about everything. A bit like 'Jeeves' or 'Google' but a lot better, because these guys could weld, spray, fix or fit.

So, after you had dragged this relic of the previous era home, you were suddenly surrounded by helpers. Some laughed and went their way, others stayed and got bitten by the same bug. Whatever, you had 'WHEELS'!

You and your mates had varying degrees of success with your ventures. You invariably had cash-flow problems, so paying someone was out of the question. It was a case of do-it-yourself, or do without. Some of you even discovered like-minded individuals through the vast array of clubs that sprang up across the country.

If you were lucky, you got through the teething problems and were able to enjoy the sheer exhilaration of being independent of buses and being able to go where you liked, when you liked and in some cases, even impress the girlfriend(s).

This new freedom was often an end in itself. But, if you could meet with fellow enthusiasts and swap information, ideas, parts and even cars, then something like going along to a gathering in a field or to an old aerodrome was simple but fantastic. Expectations of the event were low or non-existent. No prizes, cups or even certificates. That you'd made it was enough.

The speed of general traffic was a fair bit slower then, so if you could barely make 50mph, it didn't matter. You set off that bit earlier and got back that bit later. Sometimes you didn't make it, it was annoying but it wasn't the end of the world. However did we manage without mobile 'phones?

Now entertainment is on tap 24 hours a day at the insertion of a coin or the press of a button. Why bother with a 45 year old relic that costs as much as something in the showroom, but which must be driven with skills no longer taught? For which spares, if you can get them, often cost more than those for that model in the showroom.

It all comes down to enthusiasm or commitment. Today you have to *want* to own a Micro Car for no particular reason. Often it will be necessary to go to night classes to learn the skills you will need. There are fewer people interested, so you no longer have the help from 'next door' that you might have once had.

However, you do have computers and the internet, giving much faster communication between enthusiasts than was ever possible before. It is now possible to ask for advice and get a picture of the part or process within a matter of hours instead of waiting for the post or the next motor gathering.

I know which I prefer.

Ratty



Old Publications

During the 1970's Dave Ratner printed a total of 16 Berkeley Developments magazines, which included a series of restoration articles. The club still has a few copies of issues 11, 12, 13, 15 & 16 and these are available free on a first come first served basis (one set per person). Interested members should send an A4 SAE (carrying stamps to the value of 72p) to Nigel Halliday at the address on the *Club Contacts* page.



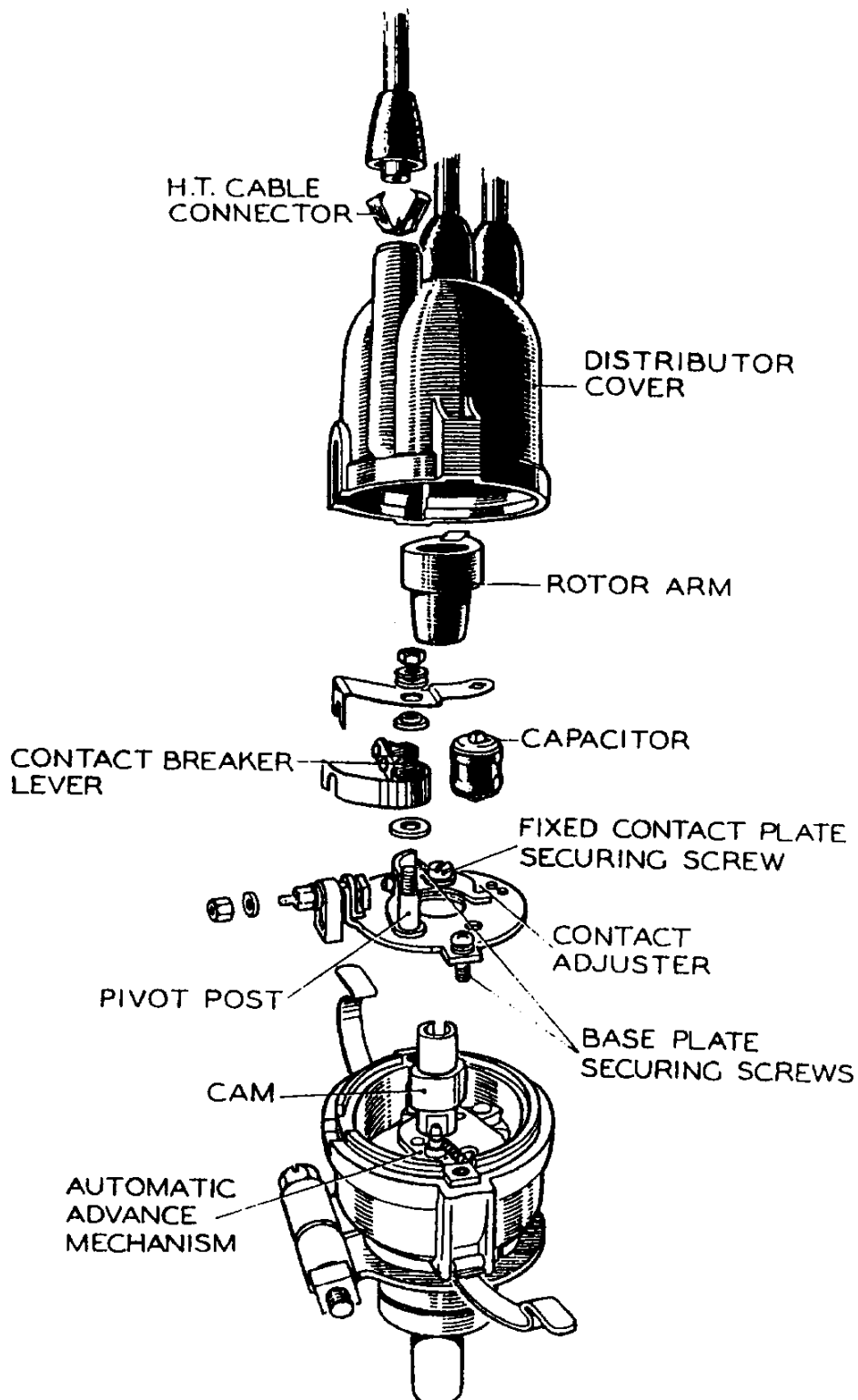
Lost Car

The club are trying to re-locate SE492 122 JPS. It was owned during the seventies and early eighties by Ron Jordan of The Bungalow, Perrymans Lane, High Hurstwood, near Uckfield, East Sussex.

Ron is no longer at this address, but we are led to believe that he has moved to Devon or Cornwall. If any members can help us to locate this car, or Ron, could you please contact Nigel Halliday or Dave Perrin (see *Club Contacts*).

Facts? and Figures - Part 6

Berkeley B95 & B105 Distributor



Part No. : 40610A

Model : 18D2

Rotation : Clockwise

Range : 11° - 13°

The Lucas 18D2 (not "1 BDS" as stated in the factory B95/105 Workshop Manual) fitted to the 200 or so Royal Enfield engined Berkeleys is identical to that fitted to some Meteor Minor (500cc) and Super Meteor (700cc) twin cylinder Royal Enfield motorcycles :-

Item	Part No.	Description	£	
10	420151	Clamping Plate	1.50	used
-	415087	Securing Screw & Nut	-	
11	425049	Distributor Cap	10.00	
12	421554	Cap Rubber Grommet	-	
13	421863	HT Cable Contact	0.25	
15	404435	Brush & Spring	1.30	
16	423486	Rotor Arm	7.00	
17	54410823*	Condenser	-	
-	421569	Condenser Rubber Cover	-	
18	425219	Contact Set	6.00	
-	423113	Contact Breaker Base Plate	-	
-	123154	Low Tension Terminal	-	
-	423110	Shaped Insulating Bush	0.75	
-	423108	Connector, Condenser to Pillar	0.85	
-	423109	Plain Insulating Bush	-	
19	425598	Cam	-	
20	54412732*	Auto-Advance Springs (set)	-	
21	421056/S	Auto-Advance Weights (set)	-	
22	425596	Shaft & Action Plate	30.00	
-	423121	Bottom Bearing (Bush)	-	
-	424158	Cap Retaining Clip	-	
-	425243	Sundry Parts (set)	-	

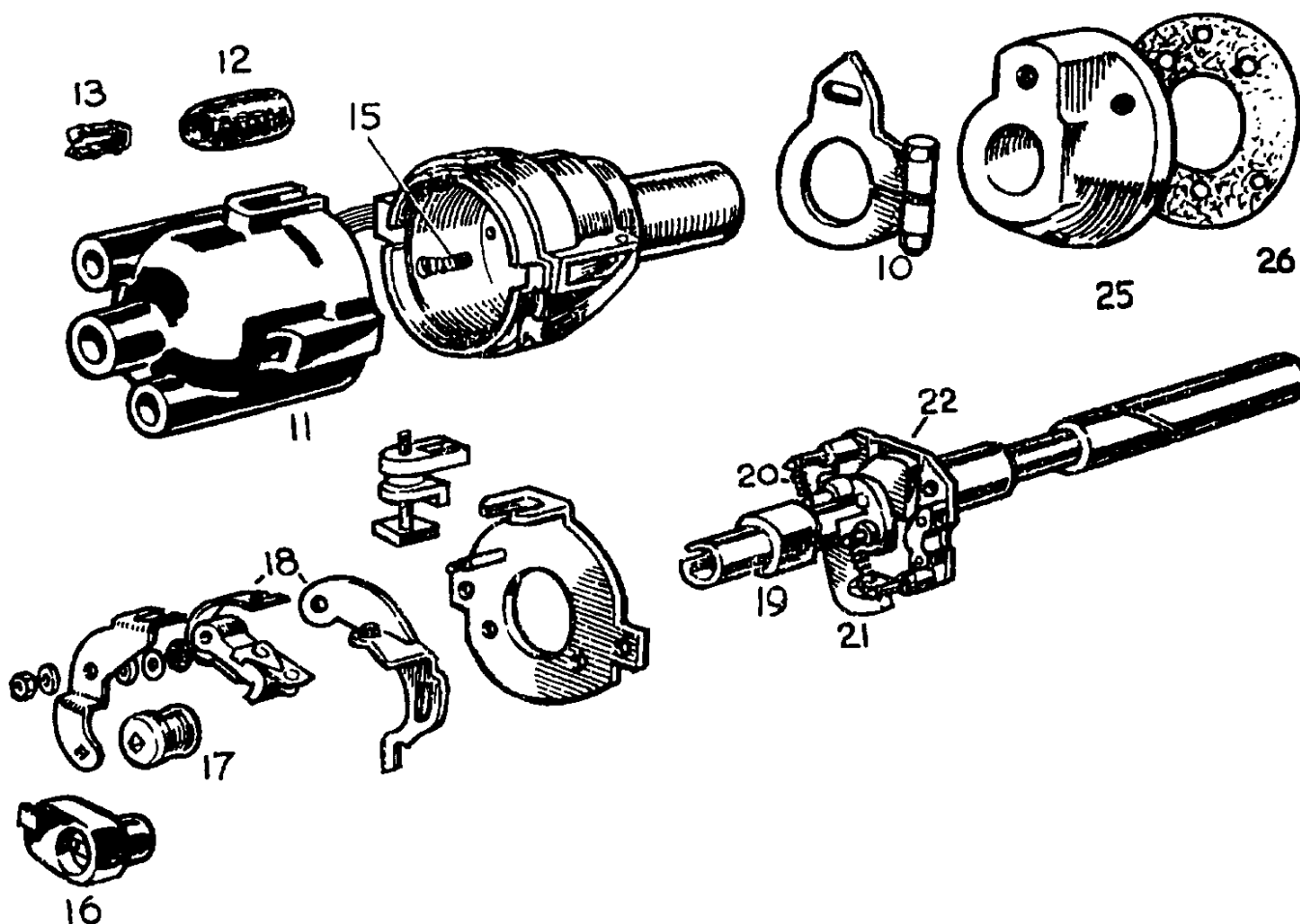
* These parts are period replacements for original Condenser 421748 and Springs 425512/S listed in the Berkeley Workshop Manual and Royal Enfield Super Meteor Spare Parts List.

Many of these items are available from Royal Enfield specialists - simply add the prefix "LU/" to the Lucas part number to obtain the R-E equivalent. The prices quoted exclude VAT and were obtained from the Hitchcock's Motorcycles website (www.hitchcocksmotorcycles.com), but some items were temporarily out of stock. Another source of R-E parts is Keith Benton in Cumbria (01539-532676, www.royalenfieldspares.co.uk).

Certain components are specific to the Royal Enfield unit, due to the fact that it rotates in the opposite direction to all six other 18D2 applications. However, the cap, brush, rotor arm, contact set, condenser and auto advance weights are common to the Norton Dominator and various models of Triumph, AJS and

Matchless twin cylinder applications.

The Norton presumably has a very similar advance-retard curve, as it is the only application which also shares the same auto advance springs. Incidentally, the Range figure refers to degrees of distributor rotation and therefore translates to 22° - 26° at the crankshaft.



All normal service items are therefore available from Norton specialists such as Norvil (www.norvilmotorcycle.co.uk), although when I checked recently, their prices were generally slightly higher than Hitchcock's.

Parts are also available from ignition specialists such as Roy Price in Cambridgeshire (01480-473225), who offers a fully reconditioned exchange service for approximately £80.

Should you choose to take the electronic ignition route, there are at least two options available - more on these another time.

Dave P.

BEC Spares List - March 2002

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

MB1025/2 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 OOS

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 (fits within). 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
VR42,43(3,4) Lever Adjuster Pin & Sleeve.. 5.00 SAE
TR66C(8) Adjuster Sleeve Thrust Pad ... 3.50 SAE
VR66B(10) Push Rod Thrust Pad 4.00 SAE
H66B(49) Push Rod End Piece 3.50 SAE
H66/0901(48) Push Rod (cut/harden to suit). 2.00 0.30
G70(78) Cush Drive Rubbers (set) 9.00 0.50

Carburettors/Fuel

- Amal 376 gasket set (Exc) 1.50 SAE
MB379/4 Throttle Cable 20"
(conical nipple) 7.00 0.75
MB1622 Throttle Cable 24"
(state pedal & type) 7.50.75
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
MB220/11 Petrol Gauge (substitute) 25.00 1.50

General Electrical

MB1154 Wiring Loom T60 90.00 3.00
MB1154 Wiring Loom B95 90.00 3.00
MB331 Ignition Switch (inc Keys) OOS
- Miniature Pull Switch SE328 . 8.00 0.50
MB1066 Push Button Switch, black
(Horn & Starter) .. OOS
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	OOS	
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	45.00	SAE

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	
MB232	Front Grille, Diamond Mesh Alloy SA322/SE328 ..	8.00	4.00
MB736	Front Grille, Square Mesh Chrome SE328/492, T60 ..	60.00	4.00
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
-	Bonnet Lock (budget) Mechanism - state LH/RH...	2.00	0.75
	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)	2.00	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 in the club spares scheme.

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.

1" Amal 376 Monobloc Specifications

Make	Model	376/...	Main Jet	Pilot Jet	Slide	Special Details	
AMC	500 Twin	6	220	30	4	-	
		34	230	30	4	With air filter	
		209	220	30	4	190 main jet if air filter used	
	600 Twin	58	260	30	4	-	
Anzani	242 Twin	228	300	25	3½	-	
	325 Twin	38	260	25	3½	-	
		57	260	25	3½	-	
Ariel	350 NH	8	200	25	3½	-	
	500 KH	7	200	30	3½	-	
	600 VB	13	220	30	5	-	
BSA	250 C15	270	180	25	3½	Plain intake, less air valve	
		281	200	25	4	-	
	350 B31	2	260	30	3½	Ferrule 6/132A	
		3	200	30	3½	Ferrule 6/132A, plain intake (air filter)	
		81	260	30	3½	Ferrule 6/132A	
	500 M20	82	200	30	3½	Ferrule 6/132A	
		21	240	30	5	Special speed control	
	500 A7SS	87	240	30	5	-	
		15	270	30	3½	-	
		16	270	30	3½	With air filter	
		86	270	30	3½	-	
	500 SS	239	270	30	3½	-	
		213	270	30	3½	Mixing chamber 376/013	
		500 A50	282	250	25	3½	Ferrule 6/132A
			284	260	25	3½	Ferrule 6/132A
	319		260	25	3½	Ferrule 6/132A, less air tube	
321	260		25	3½	Ferrule 6/132A		
Excelsior	150	226	180	25	4	-	
		227	180	25	4	-	
	328 Twin	79	230	25	4	-	
		90	260	25	3½	No intake fittings	
		91	230	25	4	Air filter 96/180	
	328 Sports	93 x2	230	25	4	-	
		94 x2	230	25	4	-	
492 Triple	200 x3	200	25	4	Pilot adjuster screw 376/119		
F-B/James	197	231	180	30	3½	Spray tube 376/136	
	250 Trials	208	190	25	3½	-	
Norton	500 Mod 50	51	210	30	3½	Ferrule 6/132A	
		68	210	30	3½	-	
	500 Dom 88	18	240	30	3½	Ferrule 6/132A, 244/662	
		19	240	30	3½	Ferrule 6/132A, 244/662	
		66	240	30	3½	-	
		247	240	30	3½	Tickler spring 343/013 & bracket 365/056	
219 x2	240	30	3½	Throttle valve spring 376/132			
Panther	350 M75	37	180	30	4	Intake ring 376/110	
R/Enfield	350 Clipper	29	180	30	4	Ferrule 6/132A	
	350 Bullet	252	180	30	4	Ferrule 6/132A	
Triumph	500 T100	77	220	25	3½	Ferrule 6/132A, conversion set	
		273	190	25	3½	Rod controlled air valve 376/174, top hat ferrule 6/132A less air tube	

376/...	Make	Model	Comment
2	BSA	350 B31	
3	BSA	350 B31	
6	AJS/Matchless	500 Twin	
7	Ariel	500 KH	
8	Ariel	350 NH	
13	Ariel	600 VB	
15	BSA	500 A7SS	
16	BSA	500 A7SS	
18	Norton	500 Dominator 88	
19	Norton	500 Dominator 88	
21	BSA	500 M20	
29	Royal Enfield	350 Clipper	
34	AJS/Matchless	500 Twin	
37	Panther	350 M75	
38	British Anzani	325 Twin	
51	Norton	500 Mod 50	
57	British Anzani	325 Twin	
58	AJS/Matchless	600 Twin	
66	Norton	500 Dominator 88	
68	Norton	500 Mod 50	
77	Triumph	500 T100	
79	Excelsior	328 Twin	
81	BSA	350 B31	
82	BSA	350 B31	
86	BSA	500 A7SS	
87	BSA	500 M20	
90	Excelsior	328 Twin	
91	Excelsior	328 Twin	
93	Excelsior	328 Sports	
94	Excelsior	328 Sports	
200	Excelsior	492 Triple	
208	F-B/James	250 Trials	
209	AJS/Matchless	500 Twin	
213	BSA	500 A7SS	
219	Norton	500 Dominator 88	
226	Excelsior	150	
227	Excelsior	150	
228	Anzani	242 Twin	
231	F-B/James	197	
239	BSA	500 A7SS	
247	Norton	500 Dominator 88	
252	Royal Enfield	350 Bullet	
270	BSA	250 C15	
273	Triumph	500 T100	
281	BSA	250 C15	
282	BSA	500 A50	
284	BSA	500 A50	
319	BSA	500 A50	
321	BSA	500 A50	

Events

April

21 **Spring Restoration Show & Autojumble**

National Agricultural Centre, Stoneleigh (4 miles north of M40 Jⁿ 15).
10am to 5pm. Admisssion: Adults £7.00, accompanied under 16's free.
Contact: 01568-797881, www.classiccarshows.org.uk.

27/28 **Classic Motorcycle Show & Autojumble**

Stafford County Showground (on the A518, 5 minutes from M6 Jn 14).
Contact: 01507-529430, www.classicbikeshows.com.

May

19 **Classic Car Show & Autojumble**

Battlesbridge Antique Centre, off the A130 mid-way between
Chelmsford and Southend, Essex.
10am to 5pm. Admisssion: Adults £4.00, children & OAPs £1.00.
Contact: Justine Gallie, 01268-575000.



No Car !!

Please let us know whenever you acquire or sell a Berkeley. If selling please include details of the new owner, especially if they are not a member. This is the only way we can keep our vehicle records up to date.

Here is a list of a few of the members who as far as we are aware do not currently own a Berkeley :-

2174	Stephen O'Keefe
2173	Simon Bennett
2160	John Shorter
2158	Mark Roe
1853	Hans Borggreve

Any vehicle update information, or requests for historical information on your car, should be sent to the Registrar Nigel Halliday (address on *Club Contacts* page).



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

Wanted for T60

Hard top suitable for attachment to the "soft top" metal windscreen surround.
Pair of wheels to replace the badly corroded front ones on my recent acquisition.

Contact: Angus Thompson, 01249-783217 (Chippenham, Wilts).

Wanted

1960's chrome wheel trims, as fitted to Ford Anglia, Corsair, Mk.I Cortina, etc.

Contact: Nigel Halliday, address on *Club Contacts* page.



Stubborn Nuts

Reference Tony Fredette's wheel problems in the November issue :-

I've found that the best way to remove Berkeley hub nuts is to take the car (assuming that it is moveable!) to a friendly tyre fitter and ask them to remove the nuts using their air gun - take a socket with you in case they do not have the right size.

The nuts can then be re-tightened using the 'T' bar from a socket set, remembering to fit split-pins in order to avoid any disasters on that "short" journey home. Once there, the hub nuts can be removed with ease.

This may sound a bit strange, but it is amazing how effective the jarring action of these tools can be.

Nick Piggot

Editors Note

Apologies for the delay in printing this contribution which was sent by Nick a few days after receiving the November Newsletter.

