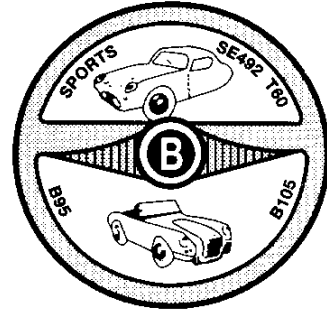




# BERKELEY ENTHUSIASTS CLUB



**NEWSLETTER • NEWSLETTER • NEWSLETTER**

**April 2002**

**251**

*Facts? & Figures* this month covers tyres and drive chain adjustment, we also have the second half of Dave Ratner's discourse on the UK rally scene and, coincidentally, the details of the 2002 National Microcar Rally which arrived just in time to be included.

On the subject of rallies, there is still no firm location/date for the BEC Rally/AGM, but we do know that Colin Pears and Mike Millen will be standing down from their posts as Treasurer and Membership Secretary, respectively, so if any of you are interested in taking on either position or would like more information on what they entail, could you please make contact with Mike or Colin.

In a similar vein, if anyone can lighten my workload by sparing a couple of hours a month to compile the Newsletter Events column, it would be much appreciated.

Dave Perrin



## **New Members**

The Club extends a warm welcome to the following :-

2229 Wayne Szekely, Bolton, Greater Manchester.

trikerwayne@wszekely.co.uk . . . . . T60

2230 Kevin Trump, Mottingham, London.

kevin@ktrump.freeserve.co.uk . . . . . Looking

2231 Ray Brown, Walton-on-Thames. . . . . T60

## **Old Publications**

Nigel Halliday still has a few copies of Dave Ratner's 1970s Berkeley Developments magazines, as mentioned last month - the stock of issues 11 and 12 has now been exhausted, but there are still half a dozen or so copies of 13, 15 & 16. They 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 57p first class, or 44p second class) to Nigel at the address on the *Club Contacts* page.



## **BOC Loxwood Weekend**

The Bond Owners Club invite all Microcar owners to their gathering on the 27<sup>th</sup> & 28<sup>th</sup> July 2002 at North Hall, Loxwood, 14 miles south of Guildford on the B2133, deep in the West Sussex countryside.

Contact Sue Gore (01293-426954) for further details.

### Editor's Note

As the majority of you must be aware, we share a special link with the BOC since Lawrie Bond designed all of the production Berkeley models, but did you also know that Loxwood was the location of Lawrence Bond Cars Limited during that period, and that he was still based there when he designed the Bond Formula Junior racing car (only two of which were ever produced, presumably due to the high asking price).



## **Club Meetings**

Don't forget that the South Eastern Microcar Club meets at the Polhill Arms on the A224 at Polhill (about 2 miles from M25 J<sup>n</sup> 3), on the first Wednesday of every month. All microcar owners/enthusiasts are welcome.

For further details, contact Dave (01634-581703) or Jeff (01634-818982), or e-mail T60 owner Jeff at [jefberkeley@aol.com](mailto:jefberkeley@aol.com).



## National Microcar Rally

The 2002 event will run over the August/September weekend and is being organised by the Isetta Owners Club. The venue is the Buckingham Railway Centre, Quainton (7 miles from Aylesbury, Buckinghamshire) and it is easily accessible from the A41 & A413.

### Camping Charges

Friday night: £7.00  
Saturday night: £8.00  
Sunday night: £4.00

### Site Entry

Adults £5.00  
Children/OAPs £3.00

### Friday (30<sup>th</sup> August)

14:00 Site open - no activities planned.

### Saturday (31<sup>st</sup> August)

08:30 Site open.

12:30 Line up for Road Run (25 mile round trip).

13:00 Run commences.

13:30 Arrive at Chilton Brewery (a small family business).

Free tea/coffee and doughnuts available.

Tour and Tasting from £3.50 .

16:00 Leave Brewery.

16:30 Arrive back at Quainton.

19:30 Head to Railway Centre for evening entertainment:-

Indoor barbeque with live band playing 50s and 60s music.

Adults £2.00, Children/OAPs £1.00 .

Fee includes first hotdog or burger - subsequent items £0.75 each.

NOTE There is no bar - bring your own liquid refreshments.

### Sunday (1<sup>st</sup> September)

08:30 Site open.

Free steam engine rides.

Miniature Railway.

Autojumble (including club stalls).

14:00 Vehicle parade & concours judging.

16:00 Prize-giving & closing ceremony.

For further details, or to book autojumble space, contact IOC Registrar Lee Turnham (01296-436865).

Details are also available on their website at [www.isetta-owners-club-gb.com](http://www.isetta-owners-club-gb.com) .

## **Micro Car Rallies – Part 2**

Having got our cars going and having driven them around the vicinity (and our neighbours round the bend), we were so keen to show off our prides and joy that we would enter and fight our way to whatever car show or gathering we happened to read about.

There weren't that many. The founder of the Berkeley Enthusiasts Club, Martin Allsop, frequently exhorted the membership to find an 'Old Airfield' or 'Big Flat Area' where we could (and I use the term loosely ) thrash our cars.

I seem to remember that some success was achieved and a few of the annual meetings included Concours d'Elegance and Novelty Races! But something more tangible was needed. Then as now, everybody waited for someone else to take the lead.

Enter Tony Marshall (there may have been others, but my memory is going, so no insult intended) and the Micro Car Rally, held at the Cotswold Wild Life Park. Later, known amongst the cognoscenti, as the Burford Rally. The task must have been massive, to organise a rally from scratch! I don't know how he did it, but it worked and they were well attended for years.

About this time a group of around six Midlands Berkeley owners started meeting regularly in one-another's houses and gradually talk got around to the subject of rallies. At this time (I think), Nigel Haliday was involved with Quainton Railway Society and they, along with other similar societies, were looking to boost visitor numbers.

I'm not sure now of the details of how it came about, but this group took on the organisation of the Quainton Rally as it came to be known. The first year saw 16 assorted micros and a goodly crowd of public taking an interest and asking questions.

A post-rally inquest determined that a little more organisational effort was required sooner - not enough people knew about it in time. Was it in the right place? Was it offering what micro owners needed? The upshot was that each member of the group ended up with a part of the task of organising the next rally. Work on the next rally had to start almost immediately after the last.

A record of those that had attended the rally had been kept and so it was decided to write to them individually and invite them to the next rally. A list

was drawn up of all known micro car clubs and after finding the names and addresses of the secretaries, invites were sent out. Deep discussions as to the form of advertising which would give us the best coverage, were held late into the night.

Other things taken into account and discussed at length, were the layout of the site, marshalling, entrance fees, and camping etc. We pretty much took for granted Quainton Railway Society's part in all this, and the next rally saw an increase in attendance.

Another lesson learned at this time was that these assorted micro car clubs had AGMs at different times of the year, so it was quite easy to lose touch with the odd club if communications from us were not passed to the new club secretary. It was suggested that we made an arrangement whereby a copy of our club Newsletter went to every other club in exchange for one of theirs. I think this arrangement still holds today.

Other improvements in successive rallies were the loan, delivery and siting of a caravan belonging to one of the group. A tent for the organisers to sit in if the weather was wet or sunny. Sun stroke got me at one rally and Nigel had to step in for the prize giving ceremony! Later luxuries included a loudspeaker system and food available on site.

Year on year, the database was added to and the numbers grew. It was all done by hand, sending out circulars printed on a hand wound duplicator. Lists all written out in long hand, entry forms drawn with the aid of a ruler - no PCs or photocopiers to speed things up then!

With growth came a bit of fame and for a while numbers grew purely by word of mouth. This went on for 10 years. At the last rally of that time, there were more than 250 entries and micro cars of every type put in an appearance. Pure enthusiasm brought micro owners to Quainton, from all over England and also a fair contingent from abroad. Many friendships were forged that still exist today.

Why did it end? There were a few factors. The coal sidings allocated to us by QRS just weren't big enough for the numbers. The cars were covered with black dust in the hot weather and black mud in the wet. Anyone arriving after 10 o'clock in the morning, was obliged to go right to the end of the row, throwing up great dust clouds as they did so. I can still see Nigel with his

watering can now, trying valiantly to suppress the dust!

Naturally everyone who came wanted to be near their contemporaries, but trying to organise entrants by marque was virtually impossible under these conditions.

Attempts to persuade QRS to let us use a field adjacent to the site failed, so reluctantly we chose to look elsewhere. This brought its own problems. We lost a few of our group, had difficulties finding a site until the last minute, couldn't inform the micro car owning fraternity in time and so on. Continuity of venue and date is a big rally factor.

Added to this, and due to the popularity revival that micros were currently enjoying, other clubs began to organise events with the inevitable clash of event dates. There also began to emerge, commercial events for Classic Cars and naturally a lot of micro owners felt that they fell into this category and enjoyed a new, previously untapped public.

Costs also began to impinge. Where previously someone lent us a field and that was about it, the emerging realisation that this may make them a bit of money, got out of hand, with exorbitant fees being demanded and ridiculous sums required for *insurance*. This was of course, the beginning of the sad upward spiral of the suing mentality.

Assorted shows were put on in different locations at different times, but the micro show slowly dwindled until basically just the National Micro Car Show is left with some clubs still doing their own thing - mainly, it has to be said, the larger volume marques.

In an attempt to be fair, the National Micro Car Show has moved around the country to different areas, but at the moment attendances appear to be falling off. The pioneering organisers are getting older by the day, and a smaller number of enthusiasts take their places.

The enthusiasm for Micros waxes and wanes. There are, of course, new Micros coming onto the scene, like the Smart, the Ambra and the Aixam, and I'm sure that there are others. As time passes, the owners of these cars will look for a club to belong to, and a show to go to.

Maybe that's the future, an umbrella organisation covering all micros and

funding a national show. With a committee formed from clubs representing the interests of each of the marques. A dream? Maybe, I dunno, what do you think?

*Ratty*



## **A German Holiday**

Long, long ago, when Berkeley travel was in its infancy, travel agents few, and only the fool-hardy ventured beyond our shores, an intrepid Berkeley owner decided to take a holiday in a picturesque German village high in the mountains. He couldn't speak German so he wrote to the village school teacher, hoping that he could speak English and would help.

He asked for any details of a cottage that might be for rent and, in particular, asked if there was a W.C. Now the teacher understood all of the letter apart from the abbreviation W.C. and so went to the local priest. Between the two of them they came to the conclusion that the enquirer was a devout Wesleyan Church goer and replied as follows;

"My Dear Sir,

The WC is situated five miles from the cottage in the middle of a beautiful and secluded pine forest. You will find it open every Tuesday and Sunday, which is unfortunate if you are in the habit of going regularly. You will be glad to know, however, that many people are taking a packed lunch with them and making a day of it.

As there are a great many visitors, we would advise you to arrive early so as to get a position with a seat. A bell will ring ten minutes before the W.C. opens and closes. I would advise you to go on a Tuesday, as on this day there is an organ accompaniment.

If you know well in advance when you want to go, then we will try and reserve a seat for you. You will find hymn sheets behind the door for your personal use.

Unfortunately my wife and I have not been able to go for 8 months which pains us greatly, but it is, after all, such a long way to travel."

Tis not recorded whether he went or not.

*Dave Ratner*

# Facts? and Figures - Part 7

## Wheels & Tyres

All tyre-fitters have universal balancing gear and even micro-cars can benefit from their services, but unfortunately, as 'Wheely Matters' (by Colin Pears) in the October '95 Newsletter points out, few seem to be able to accommodate the unusual mounting dimensions of Berkeley wheels, so you may have to improvise your own method of achieving static balance.

Pressures for the standard 5.20x12 cross-ply tyres specified by the factory are:-

	SA322 SE328	T60	SE492 B95/105	Coronet (5.20x13)
Front	14psi	14psi	16psi	20psi
Rear	12psi	20psi*	14psi	24psi

\*NOTE - DIY002 and the early version of *MPG* both state 16psi for the T60 rear wheel.

DIY004 specifies 20/20 front/rear for the B95/105 and 18/20 for the T60 and all two-stroke four wheelers. The Dec '80 Newsletter contained a piece by editor-to-be Dave Price who raced a B95 at the time and pointed out that the factory figures are "correct for Supercomfort (cross-ply) tyres or modern radials", adding - "I have experimented during racing, and find that 18lbs front and 16lbs rear is the absolute maximum ...".

*Wheely Matters* also recommends a 145/12 Radial as rear fitment on T60s to prevent white-lining and give better stability on uneven road surfaces. Although radials generally run higher pressures than cross-plys, Colin has found the standard rear setting (20psi) to be suitable, but also runs 20psi at the front (cross-ply) as he found the handling very 'spongy' at 14psi.

## Final Drive Chain

*R&MI* and *Motor Repair* specify chain tension (at the tightest spot) as not less than 1/2" in the middle of the run and this is echoed by DIY002 & DIY004. *MPG* suggests a maximum of 3/4" at the tightest point.

## Primary Drive Chain

The Excelsior *R&MI* does not mention adjustment of the pre-stretched duplex chain, but the 1958 motorcycle version specifies that tension should not exceed 7/8". It is adjusted by inserting shims (Part No. 3103) between engine and



gearbox. The paper shims supplied by the factory were 0.017" thick and, because gearbox movement is limited by the mainshaft seal on the primary chaincase backplate, a maximum of four ( $\approx 0.07"$  / 1.75mm) is recommended.

The Berkeley B95/105 manual and *Motor Repair* both state  $\frac{1}{4}"$  ( $\approx 6$ mm) on the top run at the tightest point and DIY002 states  $\frac{1}{4}"$  to  $\frac{1}{2}"$ .

## Clutch

*R&MI* and *Motor Repair* both specify a minimum clearance of  $\frac{1}{32}"$  (0.8mm) between adjuster and push rod, however, the Albion section of *Motor Repair* also states a general figure of  $\frac{1}{64}"$  which is too small for our application.

There are at least five variations of Albion clutch assembly fitted to the HJR, TR, VR/VRB and VRA gearboxes used in Berkeley cars, however, they all use the same plates. What is more, they were also common to Royal Enfield motorcycles of 350cc and over - even the friction discs and rivets which hold them to the clutch basket are also motorcycle components, some of which are still used on the Indian Enfields which are still in production today. All of these components are therefore available from Enfield motorcycle dealers such as Hitchcock's Motorcycles, and at quite reasonable prices too.

Dave P.

NOTE In the above article various references are made to books and service literature which were defined in part one of *Facts? & Figures* (in the July 2001 newsletter). If you do not have this issue, copies of the article are available from the Editor - see *Club Contacts* on page 11.

Future topics include (but not necessarily in this order) :-

- Lubrication.
- Berkeley gearing.
- Interchangeability of parts between the different types of Albion gearbox and clutch.
- Siba Dynastart servicing (including control box settings).
- Ignition timing & electronic ignition.
- Excelsior pistons.
- Front suspension/steering settings.

If you have any other suggestions or pearls of wisdom on any of these subjects then, as always, your input would be greatly appreciated.

# Events

## May

### 11 **E.G.P. Enterprises Motorcycle Jumble**

Kempton Park Racecourse (just off J<sup>n</sup> 1 of M3).

Gates open 10am.

Admission: Adults £3.00, Children/OAPs £2.00.

Contact: Eric Patterson, 01344-883961.

### 19 **Classic Car Show & Autojumble**

Battlesbridge Antique Centre, off the A130 mid-way between Chelmsford and Southend, Essex.

10am to 5pm. Admission: Adults £4.00, children & OAPs £1.00.

Contact: Justine Gallie, 01268-575000.

## June

### 7-9 **Micro Maniacs Northern Rally**

Major Bridge Park, Holme-upon-Spalding-Moor.

Contact: Ray, 01132-293748.

## July

### 5-7 **Bath Microcar Rally**

Stothert & Pitt Rugby Ground, Saltford.

On-site camping from Friday.

Main Rally day Sunday.

Contact: 0117-9642901 or 01225-762868.

### 7 **Classic Motorcycle Rally & Autojumble**

Battlesbridge Antique Centre, off the A130 mid-way between Chelmsford and Southend, Essex.

10am to 5pm. Admission: Adults £3.00, children & OAPs £1.00.

Contact: Justine Gallie, 01268-575000.

### 27/28 **Bond Owners Club Loxwood Weekend**

North Hall, Loxwood, West Sussex (14 miles south of Guildford on the B2133).

Contact: Sue Gore, 01293-426954.



# 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

## **1958 SE492 OJS145**

Soft top. Red. Good condition. Honda N600 engine fitted by myself 15 years ago. Reliable. Fantastic drive. This is a sympathetic conversion, which can easily be returned to standard.

£2,500.

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

### Editor's Note

Roger is BEC member 58 and has been a Berkeley owner for 37 years, but his car gets little use these days so he has made the decision to sell it, rather than let it slowly deteriorate.

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

Soft top. Red. Very good condition. Bodywork fully restored. Includes some engine spares. Delivery possible.

£2,200 (was £2,400 in the September issue).

Contact: Geoff, 01354-655236 (March, Cambridge).

## **1961 B65 WDP936** (advert from May issue of *Classic Bike Guide*)

Soft top. Red. Show winner (fully restored five years ago). Excelsior 492 triple engine fitted. Runs well and sounds great. Can e-mail photos.

£4,200.

May part exchange for British motorcycle.

Contact: David Spruce, 01384-833929 (Stourbridge, West Midlands).

## **Wanted Urgently for T60**

Bonnet, speedometer, windscreen supports (pair), windscreen.

Contact: Peter Locke, 020-8540-4891 (Wimbledon).

### Editor's Note

There was no response to Peter's wanted ad in the February issue! Someone out there must be able to help him - please give him a ring if you have any of these items in your collection of spares which *might* come in handy one day.

## **Wanted**

Trailer suitable for three-wheelers and small cars.

Contact: Peter Locke, 020-8540-4891 (Wimbledon).

