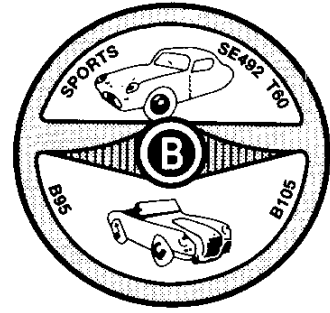




BERKELEY ENTHUSIASTS CLUB



NEWSLETTER • NEWSLETTER • NEWSLETTER

October 2002

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This month we have the conclusion of Jamie Pfeifer's June USA racing report, part three of Dave Ratner's two-part(!) bodywork repair article, a piece on a '70s Citroen 2CV conversion and *Facts? & Figures* returns with a look at the alternative indicator wiring used for some export markets (including the USA and Canada). If you are in another country, but your car has the North American indicator/brake rear light characteristics described therein, could you please let myself or Nigel Halliday know, so that we can improve the club's data on this subject.

I hope to include the promised update on tyres in the next issue, along with the slightly updated *BEC Spares* listing. Also next time, a long overdue refresh on the activities of the Federation of British Historic Vehicles (FBHVC) - an important organisation to which the BEC and most, if not all, other UK car clubs are affiliated.

Dave Perrin



New Members

The Club extends a warm welcome to the following :-

2244 Ed Koch, New Jersey, USA.

bmcnut@blast.net SE328

2245 Harry Stanistreet, Derby (was 1651). B105

2246 Dave Burbidge, Poole, Dorset. Looking

2247 Terry Henson, Dorking, Surrey.

hensontribe@yahoo.com Looking

2248 Brian Harrison-Barry, Michigan, USA.

ifr@juno.com Looking

2249 Raymond Dowling, Broughton Astley, Leicestershire. B65

Berkeley Insurance

While I was doing my usual round of phone calls confirming car details for inclusion in the *Marketplace* column, one member asked if I could recommend any particular insurance company and whether I thought that he would be charged extra because his car has been modified. The change in question is not the dubious substitution of a modern high power engine, but merely the fitting of Mini hubs, which allows the use of CV joints rather than the standard Berkeley Hardy-Spicer universal joints. This modification has been fitted to a number of cars over the last 25 years or more, so the answer must be of relevance to other members.

Obviously the modification should be declared, or your insurance could be deemed invalid in the event of an accident, but I imagine that with a change of this nature which, does not affect vehicle performance or weight distribution, there would be no extra charge.

It would be greatly appreciated if members could let us know their experiences in this area. What about T60s or SA322/SE328s fitted with Excelsior 492 engines? What premiums do owners of Mini-engined specials pay?

If you are impressed by your insurance company (or not!) and/or their rates, please let us know and we will pass on your recommendations (or warnings) to other members.

Further to the above, I recently received an information package from a motoring insurance company, which although intended as a "plug" for their products, includes a number of recommendations which are relevant to all owners/drivers of classic cars. Details will be included in a future issue.

Dave P.



Marketplace cont'd

BD Camarotta

The Camarotta is still for sale. It has red through-colour bodywork with a decent sized lockable boot and comfortable seats. It has a soft top and side screens and is 1275GT Mini powered. It is easy to drive and has the same great handling as the original. I will consider one, or a number of original cars and/or bits in any condition in part exchange. Have a clearout, change that vast pile of bits for a road-ready car! I want an original Berkeley for a winter project, but need the cash and space.

Contact: Dave Ratner, 01773-713174 between 7:30pm and 9:00pm please, or e-mail daveratner@berkeley2000.f9.co.uk

Report on the Wine County Classic Historic Auto Races June 1 & 2, 2002

After the excitement and resultant delays of the journey from Santa Barbara the previous day, I signed in, found a nice pit spot, set up the canopies etc. and headed over to tech inspection. Long lines of beautiful cars getting checked out by the officials. My turn came and the Berkeley passed okay, but they told me that my helmet was out of date - not all that old, but the rules dictate a certain dated sticker and mine was just out. I had to buy a new helmet before I could race. Fortunately there is a track shop which sells racing gear, but the expense of a new helmet wasn't in the budget ... time to "blast the plastic" as we say.

It was a whole year since I'd last raced and I hadn't been on the Sears Point track for 4, so I'd signed up in advance for the special Friday practice. I needed to get sharpened up and learn the track, which had been changed some. It is a technically challenging track - 2.523 miles of elevation changes, uphill blind turns, high speed sweepers and wild back and forth "S" bends. Out on the course, the temperature was in the 90s and I gave myself a 4,500rpm limit so as not to beat up the engine - Kirk wasn't able to make it, so I wanted to be extra cautious. There was a mixed bag of cars on the track and, with some pretty fast ones coming up, I had to watch my mirrors. I worked on learning the line, shift points, brake points, etc, but the Berkeley felt very loose and I was sliding around a lot. The track had just been resurfaced and later a number of drivers were complaining of poor grip. I never did get real comfortable and was feeling down after the session. After the great success of my last race at Coronado, I knew I had a long way to go to improve my speed. That night the race organizers put on a wonderful wine/food party for the participants ... they do treat us well.

Saturday opened to a beautiful day, but with some clouds, so temperatures were down in the 70s and much better for an air cooled engine. After a drivers meeting, I was in the first practice session, so now it was just the cars I'd be racing with on the track. Tyre pressure changes and the cooler temperature, were giving the Berkeley a little more grip, and more rubber was being laid down on the track which also helped. I was getting a little more familiar with the track now. One fellow who I always race with (because we're close on speed) came up and blew me away on the straight - I was still conserving the revs and he'd found some new speed. It's good to follow some cars, I picked up some better lines and started repassing cars and gaining more confidence. My class is an eclectic mix of very-fast and very-slow prewar cars, '50s sports

racing cars under 950cc, some bigger '50s production sports cars and even a 1951 Hudson sedan, so I felt better after this session, having qualified eighth out of 29 cars.

Time for the Saturday Qualifying Race. This race sets the grid positions for Sunday's final. On the pre-grid my friend with the Crosley special (with the new found speed - due to a new engine with a hot new camshaft) popped a radiator hose, spilling coolant/water and was unable to start the race, so I started seventh. The Dodge Viper pace car took us around the track and, with the green flag, we were off. I got a good start, passed 2 cars and found myself in 5th place, however one of them, a 1954 Warrior-Bristol, is definitely quicker and was filling up my mirrors. I drove pretty hard to stay ahead, clipped an apex and hit some stones where the track (black) and cement (painted inside of the turn apex) meet, which upset the car and sent me spinning. I did a 180 on the track. Now facing backwards, all I could see was the giant red grill of the Bristol! Praying he didn't hit me, I did a slower quarter spin, tapped the brakes and slide off course into the dirt. I kept it running through all this and gunned it back onto the track, only losing 2 positions. When I reached the start/finish line the marshal gave me the black flag, meaning I must come in next time. In historic car racing, spinning and/or going off the course is greatly frowned upon (if you have an accident that causes any damage to yourself or another car you're out for a year). I sheepishly came in to be talked to. They looked over the Berkeley to see if anything was mechanically wrong and waved me back onto the track ... they must have felt that hitting the gravel caused the spin ... thank you. Now back on course I tried to settle down, get back into a rhythm, and finish the race. I came home in 14th place.

About 3 weeks before the race weekend an official from the race organisers called to ask if I would like the Berkeley to be one of 30 cars (out of the 250+ racing that weekend) to drive from the track to the town of Sonoma (about 10 miles) to take part in a special Wine Festival Party in the town square. "Yes I'll do it, sounds like fun." I thought, what an honor for the Berkeley to be picked from all the fantastic cars they have to chose from. After my race I spent a good part of the rest of the day cleaning the Berkeley. At 5 o'clock the 30 racers set off - I was 3rd in line, behind a '56 AC Bristol and a 1930 Austin 7 open wheel racing car, behind me was a '56 Porsche, then a '65 Cobra, and on and on. The police lead the way with flashing lights (where have I seen that before!), parading us at fast pace through the beautiful wine county hills to Sonoma, with mobs of people lining the streets once we got into town. We parked in the square (a very nice park in the centre of town) Sonoma is a small old town with Old West looking buildings, lots of cute little shops, very

touristy. People come and stay in B&Bs and drink wine.

The party was fun, Jan and her friend were able to join me and enjoy the great food and fantastic wines. It was starting to get dark, and nobody had headlights, so we all jumped into our cars and paraded, fast, back to the track. Blasting down the open road with the open exhaust, what fun!

Sunday opened to another nice day and not too hot. Morning practice went smoothly, the car was still slipping and sliding, but my lap times were improving - I wish I'd had 3 or 4 more days (maybe years) to learn the place. The Berkeley was running great, I was still being conservative with the revs, but for the race I decided to take her up to 6,500. Because I didn't have a crew I'd asked a long-time friend who used to help me in my '70s stock car racing days. Glen now works for a "big bucks" vintage racing team, he's a very talented guy working on old F1 and Lola, McLaren CanAm cars. I feel comfortable starting the race with someone there just in case something happens to the car (like the starter jamming).

We started out on our pace lap - people waving, the sound, the colour it doesn't get any better. I started 14th (not last at least) and had some slower cars in front of me. I tried to pick out, where can I pass him, where I can pass him, but, when the green flag drops, every car goes a different way than you figure! I got past some in the first turn, came up fast on a Jowett Jupiter, went to the outside to pass and he moved over on me and forced me off on to the dirt. I quickly braked and accelerated by on the inside of the next turn. I picked off a few more cars, but the leaders were getting away. I was passed in a big way by the Hudson (he'd started at the back) at the end of the long straight, and we went side-by-side into the very tight hairpin turn. What a sight that must have been, this giant hulking black car and the little yellow Berkeley, not giving an inch, in the corner ... of course when we hit the straight he took off. However, 2 laps later he went off and crashed into the wall, damaging his car and left the race. Next, I caught the normally very fast 1932 Alfa-Romeo Monza GP car. He was having problems, he sped up then slowed down, and eventually retired. Nearing the end of the race, I was slowly catching a 1932 Chrysler Rigante open wheel road racer, but I got caught in traffic and ran out of laps before I could get to him. The winner was a 1955 Porsche, but I was very pleased with my result - I finished 6th!

The rest of the day was spent enjoying the races and a fun awards ceremony. I loaded up all my stuff that evening, but decided to stay the night and make an early start Monday morning as I needed a spare tyre for the return trip. The next day I bought a tyre in San Refael, took my time, and made my way back

down through San Francisco. Then, within 2 miles of King City, I blew out a trailer tyre! This time I made it over to a farmer's side road (luckily I have a tandem axle trailer), pulled off the bad tyre and drove home on three. It was good to be home again and I'm sure the Berkeley was glad to be off that trailer.

Great news - I've just received my acceptance letter, the Berkeley will be racing in the Monterey Historics Automobile Races, August 16, 17 & 18*. It would be great to see some fellow Berkeley enthusiasts.

Let's go racing!

Jamie Pfeifer

Editor's Note

Apologies to Jamie and any members who would have liked to see him in action, but this article has obviously been in my in-tray somewhat longer than I had realised - in future I will try to give you sufficient warning of his up-coming appearances.



Berkeley TCV ?

Further to Gordon Padgett's letter in *Which Kit?* magazine, which was reproduced in the July issue, the following is a much-condensed précis of the problems encountered when Dave Ratner took on a 2CV-engined T60 in the 1970's (a more detailed account of the work carried out can be found in his Berkeley Developments magazine #13 of June 1979).

The Berkeley was acquired "partially converted" and the unit sounds ideal, but closer inspection revealed that the owner was probably selling it because he had realised the major problems involved in this conversion.

The unit was lying in the engine bay with no form of support and the only real work carried out seemed to be the fabrication of adaptor plates to allow the Berkeley drive shafts to mate with the Citroen flanges and the removal of the centre sections of the Berkeley top crossmember and engine tray! A 9" panel was removed from the bulkhead to allow the gearbox to pass through and facilitate alignment of the drive shafts. The Citroen unit came complete with its standard engine mounts, these were quite easily accommodated at the front, but an angled box arrangement had to be fabricated to allow the footwell crossmember to support the rear (using a Berkeley front engine mount).

The crossmember was bridged with a small space-frame which attached to the side wall suspension channel bolts, but rebuilding the engine tray required something more complex - more angle iron was used to fabricate an

upside-down bridge which cleared the underside of the unit and attached to the remaining tray sections. This meant that the suspension was now firmly braced and once more attached to the rest of the car. Since the gearbox blocked any direct path between the wheels for steering purposes, a staggered track rod was required. The next problem was the gear change, which again required similarly drastic rework to suit the available space.

A Morris 1000 silencer was mounted in the rear wheel arch and mated to the standard Citroen exhaust manifold. Despite having mounted the 2CV unit as low as possible, the bonnet still required a 1½" bulge at the front.

Even after all this work, one major problem still remained - the 2CV has 15" wheels, while the Berkeley has 12". Combine this with the reduction in vehicle weight and you have a serious gearing problem. The end product had manic acceleration and a top speed of about 52mph! The only solution to this is to somehow raise the body and squeeze 15" wheels under the Berkeley wings, or modify the reduction ratio of the Citroen differential.

When he gets a spare moment, Dave is going to have a look through his records and see if he can find the car's registration, but for the moment, it looks as though its identity will have to remain a mystery and it may not have survived. Reviewing the project today, he thinks that he would have put more effort into retaining the original gear lever arrangement and have new crown and pinions cut (to give more suitable gearing).

We have a total of four 2CV engined cars on the club database. They comprise of a USA SE492 (last heard of in the early eighties) and three UK T60s - two of these were owned by members in Lancashire in the 1980s, although one is listed as having a ladder chassis with Renault 4 torsion bar suspension and plywood punt, floor, sills and bulkhead, so probably only just still counts as a Berkeley! The final car, owned by current member David Keeler in Chester, is listed as having 2CV engine/transmission with Mini suspension/steering. When I started preparing this article, I assumed that this must be the Ratner car, but the "spooky" arrival of a letter from Mr Keeler (see *Marketplace*) a couple of weeks ago revealed otherwise.

XBO355 was bought as a Mini conversion with none of the Berkeley transmission or suspension, but he was not impressed by the looks and decided that substituting the 2CV unit should allow him to return it to a more original appearance, whilst leaving it with enough performance to cope with everyday use on modern roads. He has retained the Mini front sub-frame, steering and suspension, but has fitted 2CV wheels to the Mini hubs (to retain standard gearing) and repositioned the frame to give standard ride height - the front

suspension geometry also had to be sorted. A 2CV hub has been attached to the rear swinging arm, so that the car could take Citroen wheels all round, allowing a single spare to be carried. This alternative approach does not seem to have been so problematic as that taken by DR.

If you think this sounds like an interesting project, why not give David Keeler a ring, he is asking what sounds like a very reasonable price for a car which has had so much time and effort put into it. Some work remains and the bodywork requires some attention, but most of the difficult work has been done.

However, if you are thinking of modifying a standard car, to take advantage of that rusting Citroen taking root in your back garden, please think again! There are now a number of 2CV-based kit cars available - these include the new Deauville Canard 4-wheeler, a few Morgan 3-wheeler replicas, the rather strangely styled (but allegedly Morgan inspired) 3 or 4 wheeled Lomax, the Lotus Seven inspired Falcon (again available in 3 or 4 wheel form) and the much more impressive Blackjack Avion. Even if you do not like the looks of the latter (and I am not totally convinced) there is no denying that it is an extremely well thought out design which really looks as though all of the parts actually belong together and continues to impress when you start looking at the fine detail.

Incidentally, Gordon has been in touch re. the Berkeley with a motorcycle rear end (which he believes he saw in an issue of Kit Car magazine), and promises to send us further information if he comes across it again. He is pretty sure that the motorcycle donor was a BMW, presumably the K-series which is commonly known as the "flying brick" due to its slab-like engine layout (the in-line cylinders run across the frame, with the crankshaft on one side and the cylinder head on the other). The same bike is used in the Grinnal Scorpion, another stylish and together 3-wheeler design - it has no wet-weather gear, but somewhat more exciting performance.

Eric Bayliss also wrote in, to say that there is apparently a Berkeley 4-wheeler around with Reliant Kitten chassis and mechanicals.

Dave P.



National Microcar Rally - A Correction

In last month's write-up I mistakenly listed T60 154 LKO as belonging to Conal England who was a member about 5 years ago. My apologies to the actual owner Peter Edgley #2225 from Northampton, who I believe bought the car earlier this year.

Facts? and Figures - Part 9

Export Indicator Wiring

For certain export markets, Berkeley four-wheelers were not fitted with separate (amber) rear indicator assemblies, but instead utilised the high power side of the dual filament rear bulbs as combined (red) Brake/Indicator lamps.

When the indicators are not in operation, both rear lights function as brake lights, with the tail light (low power) filament fed by the light switch.

When indicating without braking, the front and rear lamps on the relevant side both flash in "normal" UK style (apart from the colour).

When braking, indicating takes priority, so the front and rear lamps on the relevant side still both flash, BUT the rear lamp on the other side still functions as a brake light.

This can be confusing for restorers armed only with the UK wiring diagram, as it is achieved by the use of a different switch assembly and, since this is not a UK fitting, we have never seen one to be able to record the differences. Thanks to Colin Overy and Jeff Upton in Ontario - we now have the relevant details.

The standard indicator switch input and output terminals are connected to the flasher unit and front lamps (as per UK and all other cars with separate rear indicator lamps), but an additional input terminal is provided for the brake switch and two separate output ones for the left and right rear lamps.

Terminal layout, wiring details and switch functionality are shown overleaf, but the overall effect is as follows :-

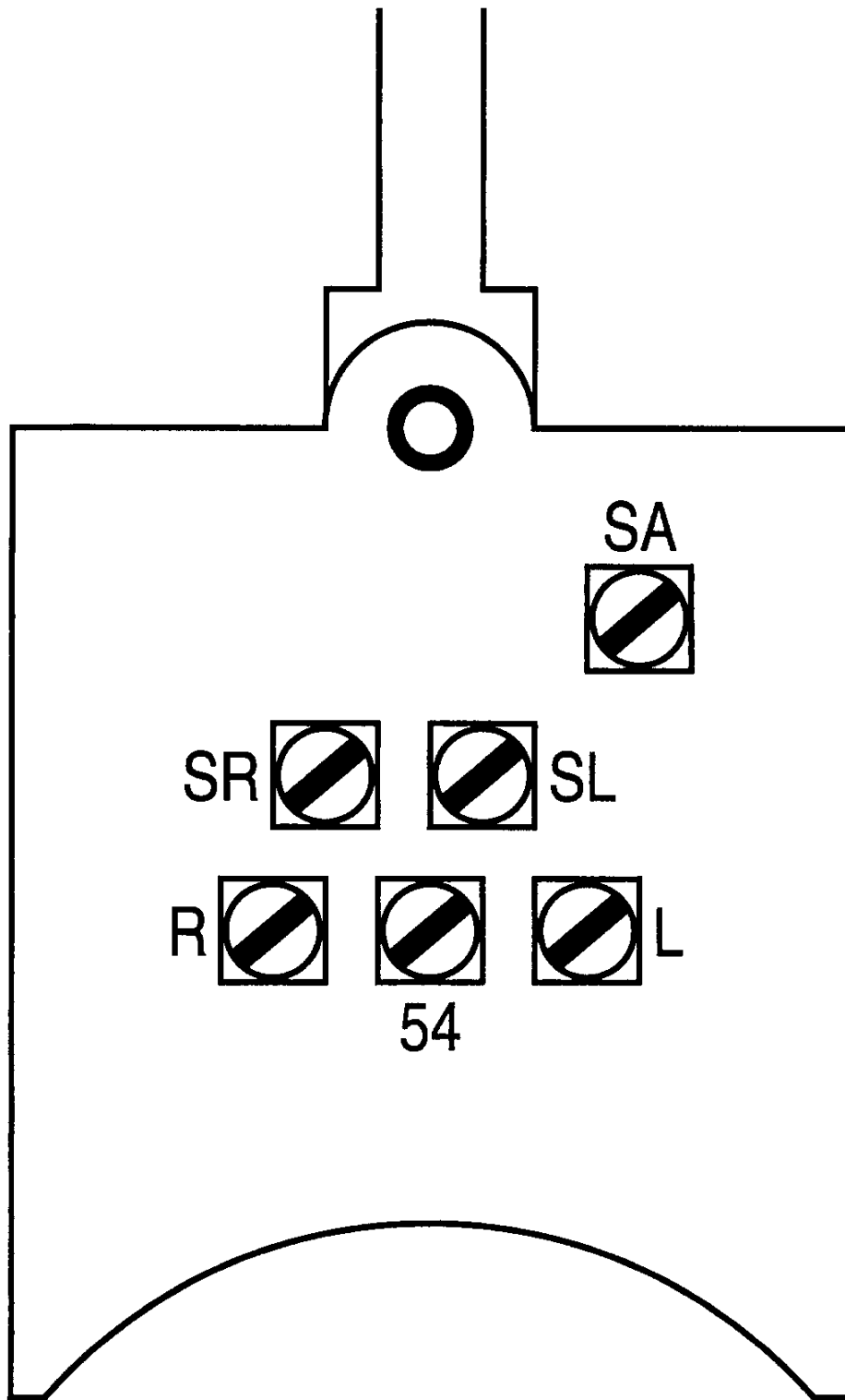
LEFT Leaves the brake switch connected to the RH rear lamp, but connects the flasher unit to the front and rear LH lamps

OFF Connects the brake switch to both rear lamps

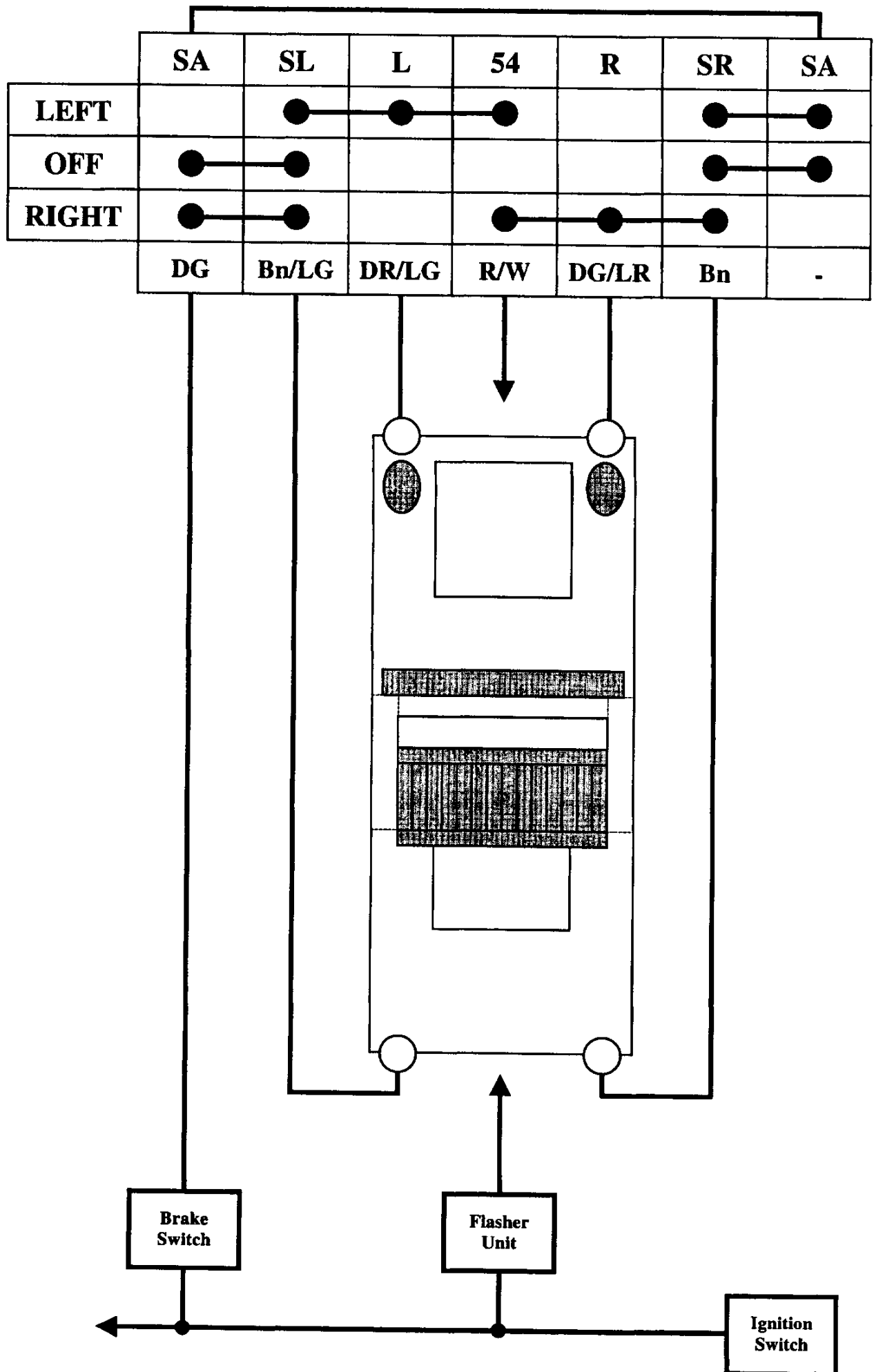
RIGHT Leaves the brake switch connected to the LH rear lamp, but connects the flasher unit to the front and rear RH lamps

NOTE

Wire colours stated on the following pages are based on those listed in the club wiring schedule which is thought to be correct for all later cars. However, they are not necessarily those which will be encountered on early models and it should also be noted that the colours may fade or darken with age, depending on where and how the vehicle has been stored over the last forty years or so.



Terminal	Wire Colour	Line Function
54	Red/White	INPUT from Flasher Unit.
SA	Dark Green	INPUT from Brake Switch.
L	Dark Red/Light Green	OUTPUT to LH <u>front</u> indicator lamp.
R	Dark Green/Light Red	OUTPUT to RH <u>front</u> indicator lamp.
SL	Brown/Light Green	OUTPUT to LH <u>rear</u> indicator/brake lamp.
SR	Brown	OUTPUT to RH <u>rear</u> indicator/brake lamp.



NOTE - Terminal SA is shown twice to clarify switching.

BEC PUBLICATIONS

SALES LEAFLETS

SL001	T60 (3 sheets)	£0.60
SL002	B95 (1 sheet)	£0.20
SL003	QB95 (1 sheet)	£0.20
SL004	Foursome (1 sheet)	£0.20
SL005	Twosome (1 sheet).....	£0.20
SL006	B65 (1 sheet)	£0.20
SL007	T60 (2 sheets)	£0.20

MAGAZINE ARTICLES

RT001	SA322 Road Test.....	Sept 1956, Autosport	£0.20
RT002	SA322 Road Test.....	Sept 1956, Autocar	£0.20
RT003	SE328 Road Test.....	May 1957, Autocar	£0.20
RT004	SE492 Launch	Oct 1957, Autocar	£0.20
RT005	Foursome Launch	Oct 1958, Motor	£0.20
RT006	Bandit Launch	Oct 1960, Motor	£0.40
RT007	T60 Road Test	Oct 1959, Motor Cycle	£0.20
n/a	Berkeley Sportscars - Road Test Limited Edition, Brooklands Books - see Spares List		

WORKSHOP

EM001	British Anzani Engine Manual & Parts List	£2.60 +40p stamps
EM002	Excelsior Engine/Gearbox Manual	£8.00 +60p stamps
TN001	Factory Tuning Notes for Excelsior Engines	£1.80
HB001	B95/105 Factory Workshop Manual (does not cover gearbox/diff or suspension)	£5.00 +80p stamps
C001	Carburettors	£2.40 +40p stamps
DS001	Dynastart	£1.00
EP001	Electric Fuel Pump (SU)	£0.20
GB001	Gearbox & Clutch	£4.60 +50p stamps
PS001	Prop Shafts	£0.40
DIY001	Trunion Block Lubrication Modification	£0.20
DIY002	Lubrication & Servicing	£0.20
DIY003	Engine Tray Strengthening	£0.20
DIY004	Maintenance Check Sheet	£0.20
DIY005	Fitting Rear Petrol Tanks to a T60	£0.40
MIY001	Heater for Excelsior Berkeleys (with expansion box exhaust)	£0.40
MIY002	Carb. Synchroniser	£0.20
MIY004	Dynastart Extractor	£0.20
MIY005	Clutch Holding Tool.....	£0.20
MIY006	Front Hub Extractor	£0.20
MIY007	Clutch Extractor	£0.20

ELECTRICAL

E001	Wiring Schedule - T60, B65, SE492 & B95/105 (lists colour/function for all later cars).....	£0.80
E002	Wiring Diagram - T60, B65 & SE492	£0.20
E003	Fitting an Ammeter to a Dynastart	£0.20
E004	Wiring Diagram - B95/105	£0.20
E005	Control Box Conversions (fitting Bosch or Lucas units to the Siba Dynastart)	£0.20
E006	Wiring Diagram - SA322 & SE328	£0.20

GENERAL

BG001	Buyers Guide.	£1.20	
PI001	Illustrated Part Identification Book (covers all models)	£6.00 +60p stamps	
GEN001	B95/105 Engine Specification.	£0.20	
GEN002	T60 Specification	£0.20	
GEN003	Road Test of RCA Engined SE328	Jan 1958, Autocar	£0.20
GEN004	Fires in Cars	£0.20	
GEN005	Differential, Front Suspension & Drive - Exploded Diagram	£0.20	
GEN006	B95 Engine - Exploded Diagram (from HB001)	£0.20	

Available from: Mike Rounsville-Smith, 41 Gorsewood Road, St. Johns, Woking, Surrey, GU21 8UZ.

POSTAGE - for individual items include 27p stamp (unless stated otherwise), for bulk orders contact Mike.

PAYMENT - by cheque or postal order, crossed and made payable to BEC.

Events

November

2 **Rufforth Park Autojumble**

Between York and Wetherby on B1224 (held 1st Saturday every month).
10.00am to 4:00pm. Admission: £4.00 per person.
Contact: 01904-738620.

3 **Malvern Motorcycle Restoration Show**

Three Counties Show Ground, Malvern, Worcs.
Contact: 01484-660622.

3 **Auto & Bike Jumble**

Torksey, Lincs.
Contact: 01427-718322

3 **Footman James Autojumble, Automart & Restoration Show**

Royal Bath & West Showground, Shepton Mallet, Somerset.
9.30am to 4.30pm. Admission: £5.00.
Contact: 0117-9071000, www.nwe.co.uk

3 **Ardingly Autojumble**

South of England Showground, near Haywards Heath, West Sussex.
Opens 10:00am.
Contact: 01623-752412

9 **Grand Northern Autojumble**

Borough Hall, Headland, Hartlepool.
10:00am to 4:00pm. Admission: £1.50.
Contact: 01429-262627 or 295512

9 **Classic Charities Car Dash**

Drive from Brooklands Museum (Weybridge, Surrey) or Whittlebury Hall (nr. Silverstone), via the MIRA Proving Ground to the International Classic Motor Show at the NEC Birmingham.
Entry: £99.00 per car (includes admission to show).
Contact: 01685 886434 or www.gtorganisation.com.

9/10 **International Classic Motor Show**

NEC Birmingham.
Saturday: 9:30am to 6:30pm. Sunday: 9:30am to 5:30pm.
Advance tickets: Adults/OAPs £6.50, Children £3.00, Family £17.00.
Admission on the day: Adults £8.50, Over 65's £7.50, Children £3.50.
Contact: 01217-674767, www.classicarshow.co.uk

- 10 Double "LL" Club Autojumble**
 Grange Centre, Midhurst, West Sussex.
 10.00am - 3.00pm. Admission: Adults £1.50.
 Contact: Dave Rudwick, 16 Highfield Close, Easebourne, Midhurst,
 West Sussex, GU29 9AQ, Tel: 01730-816443.
- 10 Chelmsford Bike Jumble**
 Marconi Sports Centre, Beehive Lane, Chelmsford, Essex.
 On the B1009 between A12 and A414.
 Opens 10:00am. Admission: £2.50.
 Contact: 0208 2526831, www.woodclass.com
- 10 Garstang Car & Bike Autojumble**
 Hamilton House, Nr. Garstang, Preston, Lancs.
 On the A586 Blackpool Road.
 Opens 10:00am. Admission: £2.00.
 Contact: Mark Woodward, 01253-407779 or 07768-741610.
- 10 Taunton Autojumble at Taunton Market**
 Off Priors Bridge Road, Taunton, Somerset. M5 J25
 9:30am to 2:00pm.
 Contact: Keith McGee, 01935-474630.
- 16/17 Great Western Kit and Sports Car Show**
 Westpoint, Devon County Show Ground, Exeter. J30 off the M5.
 Admission: Adults £7.00, under 12s £2.00.
 Entry free to all kit car drivers.
 10:00am to 5:00pm both days.
 Contact: 01233-713878, www.kitcar-shows.co.uk
- 24 Autojumble**
 Three Counties Showground, Malvern, Worcs.
 10:00am to 3:00pm.
 Contact: Ian Green, 01684-575902.
- 24 The Potteries Autojumble**
 Trentham Gardens, Stoke on Trent. 1 mile from M6 J15.
 10:00am to 3:00pm.
 Admission: Adults £3.00, OAPs £2.00.
 Contact: Andrew Greenwood, 01484-452002.
<http://classicmotor.co.uk/greenwood/andrew.htm>



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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

1957 SA322 VRU 633

Red. Soft top. Bench seat. Excelsior 328 engine with 3-speed gearbox (floor change). Restored over the last 6 years and less than 100 miles since. Wheels powder coated. Many new parts fitted including shock absorbers, tyres (plus spares), braking system, complete rewire and rebushed trunnion/kingpins on nearside. Garaged during and since rebuild. Tax & 11 months MOT. Many spares, including engine. Photos available.

£2,550

Contact: Phil Robinson, 01606-782793 (Hartford, Cheshire).

1960 T60 53 SPU

Red. Soft top. Bucket seats. Very good original condition. Dry-stored for several years, almost ready for MOT. Space needed. Lots of documentation, V5 & original logbook, Maintenance Handbook, MOT certificates, etc. See <http://home.clara.net/peterfrost/Berkeley.html> or www.3-wheelers.com for pictures. £1,800 ono.

Contact: Roger Grainger, 01564-778461 (Solihull, West Midlands),
roger@mandible.co.uk or 07970-922821 (mobile).

1960 T60 168 GHY

White with new red soft top. Has been standing for many years, but is virtually complete - partially dismantled in preparation for restoration. No V5, but Club Registrar has information to support retrieval of registration number.

Offers in the region of £380.

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

1961 T60 (Citroen-powered) XBO 355

Blue. Soft top. Bucket seats. V5 with original registration. 602cc 2CV6 engine/gearbox with Mini suspension & steering, 2CV wheels all round (with 2CV rear hub). Conversion nearly complete - drive shafts still need sorting. Body requires renovation. Reluctant sale, but haven't found time to touch it for the last 18 months due to other interests.

£300

Contact: David Keeling, 01928-724369 (Chester, Cheshire).

1961 T60 4004 UM

Red. Soft top (stitching rotten and no frame). Bucket seats. Original steering wheel. Stored for many years. Needs some repair to rear light & sill areas, has differential, but no engine (an engine may be available seperately). £450.

Contact: Alan Hitchcock (trade), 01367-240125 (Faringdon, Oxfordshire),
alanbubblecars@hotmail.com or 0776-663-8396 (mobile).