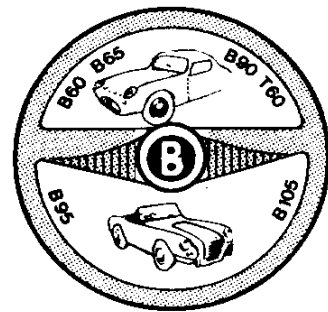




# BERKELEY ENTHUSIASTS CLUB



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**NEWSLETTER • NEWSLETTER • NEWSLETTER**

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**July 2001**

**242**

Firstly the Club committee would like to apologise to members for the late arrival of this Newsletter, but (as you have probably already gathered) despite pleas over the last six months or so, no one has stepped forward to take over as Editor.

I am sure that I speak for all of us in thanking Dave Dolman for his impressive efforts over the past 75 months. Yes, that's right, he was editor from April 1995, an issue which saw Phil James selling his award winning SE492 WXJ914, to June 2001, an issue which saw Phil James selling his equally impressive SE492 SGJ280 ... . So, have we come full circle? Well, in a way we are actually going backwards as this is the first of a handful of lesser quality monthly mailings to fill the gap until the Newsletter-proper can be re-established.

In response to Nigel's plea in the June issue I have volunteered, on a short term basis, to take advantage of the gap to further our efforts on an important project. This issue therefore contains the first of a short series of articles in which we have strived to identify valid technical data for the servicing and maintenance of Berkeley (and Coronet) models. It is the result of many months research, but is definitely not claimed to be the definitive piece - that can only come with added input from fellow club members. If anyone can add further data or has any comments (good or bad) please put pen to paper, or finger to keyboard, and share your views/knowledge with the rest of us.

Hopefully this exercise will produce enough solid data to allow the Club to compile and publish a Workshop Manual worthy of the Berkeley car, whilst providing less experienced owners with valuable information along the way. The club has been in existence for nearly forty years, after all, and the longer we leave it the harder this task will become.

If you have any technical queries or details of any design improvements which have been applied to your car then please send them in. What about the nylon bush which replaces the rubber one in the lower front shock absorber eye? - a number of members have apparently been running this mod for years, but as far as I am aware it has never been published in the Newsletter. Likewise the O-ring king pin mod referred to in Phil James' advert last issue.

Please note that although the Club caters for owners of all Berkeleys, the decision was made some years ago to concentrate on the preservation/restoration of standard vehicles. Many cars only survived the seventies by virtue of the substitution of alternative power units and there are a number of interesting cars around which display great ingenuity and are welcome at club events. However, this is a club for enthusiasts of Berkeley cars, not what they can be turned into, and there is a thriving kit car industry which offers many alternative lightweight sporting designs which take advantage of current design knowledge and do not involve the creator in the basically irreversible modification of classic vehicles. We do not therefore provide technical information on the creation of Mini-powered or similar conversions, which are not in the spirit of the original design concept.

Between November '86 and March '91 Malcolm and Jennie McKay produced and posted 52 Newsletters, having to make do with a somewhat temperamental photocopier. During Campbell McCutcheon's term of office the services of a professional publishing house were utilised for the first time and he managed a not unimpressive 47 issues (some of you may recognise the header on this page which was originally used during that period). When Dave took over, the club decided to simplify the task and minimise the workload.

One of the problems of doing a job well is that potential replacements need to feel that they can make a positive contribution to style and/or content and, of course, be certain that they have the necessary spare time available to meet the regular issues that club members have come to expect, and print houses presumably demand.

The editor of the new millennium can relax in the knowledge that printing, packing and mailing are all outsourced (as detailed in Dave's *So you want to be an Editor* article in the February Newsletter) allowing him/her to concentrate on the basic matter at hand. So if you care about your club and feel that you could have something to contribute to this rewarding position please contact Mike R-S or Nigel Halliday.

In the meantime we will continue to provide a basic Newsletter keeping you up to date with events and spares availability, etc.

Once again, if you have any contribution or Berkeley related queries, however small, please make the effort to write in.

Dave Perrin



## **AGM - A Brief Report**

Full details of the BEC Annual General Meeting will be published in a future newsletter. The main news however is that all of the BEC officials, with the exception of the editor, have been re-elected to their posts.

David Dolman resigned from the post of editor by prior notice and no ordinary committee member was re-elected at the AGM. Unfortunately a full-time replacement editor did not come forward on the day of the AGM, although four members did volunteer to produce an interim newsletter. David Perrin was one of these volunteers and we thank him most sincerely for producing this issue.

The committee agreed at the AGM that they would continue to look for a full time editor and look at all aspects of the production of the club newsletter/magazine. Consideration may also be given to instructing a professional editor to produce the magazine if that is the only solution to the problem.

The committee is aware that for 90% of our membership the monthly newsletter is what they receive from the club in return for their subscription. We therefore apologise for the return to a photocopied format, hopefully as an interim measure, whilst the editorial post and direction of the magazine is further considered.

IF IN THE MEANTIME ANYONE WISHES TO STEP FORWARD OR DISCUSS THE POSSIBILITY OF BECOMING THE FULL TIME BEC EDITOR WOULD THEY PLEASE CONTACT ONE OF THE CLUB OFFICIALS.

Nigel Halliday

## New Members

The Club extends a warm welcome to the following :-

2193 John East, Maidstone, Kent.....	looking
2194 Graham Tootell, St. Ives, Cambridgeshire.....	looking
2195 Charles Knight, Ontario, Canada.....	SE328
2196 Bruce Bartlett, Bude, Cornwall.....	T60
2197 Claus-Dieter Ohmke, Colchester, Essex.....	T60
2198 Roger Scobie, Exeter, Devon.....	looking
2199 Bill Elliott, Illinois, USA.....	T60
2200 Graham Woodard, Biggin Hill, Kent.....	looking
2201 Leslie Bettell-Higgins, Burwash, East Sussex.....	looking
2202 Graham Rigby, Stockport, Cheshire.....	T60
2203 Barry Cooksley, Rhoose, South Glamorgan, Wales.....	T60
2204 Jason Heather, Paignton, Devon.....	SE328
2205 Quirinus Nederpel, March, Cambridgeshire.....	T60
2206 Raymond King, Lincoln, Lincolnshire.....	looking
2207 Mark Monaghan, Bolton, Lancashire.....	T60



## Membership List

It is just over five years since the last BEC Membership List was printed and over that period another 250+ membership cards have been issued, so an update is long overdue. Thanks to the efforts of Mike Millen we are now in a position to go ahead with this exercise, but first we need to go through the formality of asking if any members object to having their full contact details published.

Obviously it is common courtesy to respect the privacy of others and the matter also has security issues, so if any of you would rather that we did not divulge your phone number or full address then contact Mike Millen. We will delay publication for a couple of months to allow you time to respond.

Similarly we no longer give contact information in the New Members section. If you wish to offer the hand of friendship (as ambassador for the Club) to a new member in your area then contact Mike and he will forward your address, allowing *them* to make the first move.

# **Berkeleys in the News**

## **Classics**

The June 2001 issue of *Classics* magazine has an excellent article featuring our Membership Secretary Mike Millen's B105 in a back-to-back comparison with a Suzuki Cappuccino. The August issue is already on the shelves, but back issues are available from SPL Publications on 01689 887238 or by e-mail at JBarrett@splpublishing.co.uk .

## **Practical Classics**

The July 2001 issue of *Practical Classics* features a very sad looking red T60 in a Honiton farm/scrapyard. It is apparently for sale at a price of possibly as low as £40. As this would appear to be a car which we do not know about, could one of our Devon members please find the car and report back to us with details for the Club Register. At £40 it must be worth buying!

## **Classic Cars**

The July issue of *Classic Cars* features another dilapidated Berkeley, only this one is a rare Sports 492cc car in Wiltshire. It appears it may also be for sale. The car is green and has been part-converted to take a Mini engine. It lives with an S class Jaguar in a field near a river. Do any of our local members recognise this car? As above, we would like to know more in order to update the Club Register.

Nigel Halliday

## **About the Club Register**

For those of you who were not aware, the BEC originally came into being (although under a different name) in the early 1960s and we still retain all of the membership records back to that time. These records include car details, giving us an archive which must be the envy of most other clubs and which, more importantly, is recognised by the DVLA as a reliable data source.

Obviously, not all Berkeleys have been owned by club members, so details of the chassis/engine numbers and original registrations from any "new" vehicles is always welcome.

The Register is held by Nigel Halliday (hence the "Registrar" title on the *Club Contacts* page) and, over the last decade or so, it has been an important element in the retrieval/retention of original registration marks for members bringing long-dead cars back to the road.

# Facts? and Figures - Part 1

## Models

The four power plants used during Berkeley production were:-

- 322cc British Anzani  
SA322 (1956) also fitted to the Astra Utility, Fairthorpe Atom Mk IIA, Powerdrive, Opperman Unicar-A (probably all with fan cooling) and Cotton, Greeves & Tandon motorcycles.
- 328cc Excelsior  
SE328 (1957-58), T60 (1959-60), B65 (1960) also fitted to the Coronet, Opperman Unicar-T (both with fan cooling) and Excelsior motorcycles.
- 492cc Excelsior  
SE492 (1957-59) also used (in mid-engined rear wheel drive configuration, with what appears to be a Berkeley differential) in the Friskysprint Mark 1 competition car.
- 692cc Royal Enfield  
B95 & B105 (1959-60) also fitted to Royal Enfield motorcycles and the Friskysprint Mark 2. NOTE - the Friskysprint design was also manufactured in Australia by Lightburn who substituted the engine/transmission unit from the FMR TG500 (Messerschmitt "Tiger" four-wheeler) and marketed it as the Zeta Sport.

## Sources

There are a number of period sources for Berkeley Service Data, this article is an attempt to list the discrepancies between them and clarify which figures are correct. In the following text all alphanumeric codings (e.g. DIY002) refer to BEC publications which are available from Mike R-S and were most recently listed in the February 2001 Newsletter.

When compiling large 'universal' volumes errors are bound to creep in and, unsurprisingly, none of the reference works known to the club are totally accurate - details of the offending figures are given in the relevant sections.

Even the manufacturer's publications contain errors and inconsistencies - the gear ratio figures quoted in Berkeley sales leaflets and workshop manuals being prime examples (it must be remembered that the invention of the pocket calculator has greatly simplified the generation/checking of such data since the days of the slide rule and logarithmic tables).

## Manufacturer & Dealer Publications

Mantle's Garages of Biggleswade were directly involved in the development of Berkeley cars and championed them in various branches of motor sport throughout production - Ian Mantle drove in road trials and George Catt (manager of their Henlow branch and founder of the original Owners Club in the 1950's) was an enthusiastic Berkeley racer. Mantle's may well have contributed to the basic factory *Owner Maintenance Handbooks*, the contents of which are duplicated in their *Berkeley Sports Car Maintenance Handbook* publication (*MPG*) with the addition of service instructions for the power train and suspension (it does not cover the SA322). *MPG* was later available from Price's Garages Ltd (a Berkeley dealership in Leigh-on-Sea, Essex which continued to provide service and spares into the 1970s). When stocks of the original 20 page foolscap version had been exhausted Price's reformatted it into a neater book style (34 pages) which also contained a few amendments.

Copies of *MPG* are available from Nigel Halliday, and it is also featured on Colin Pears' web site (go to <http://www.pearsy.co.uk>, select "Berkeley Articles and Good Gen" and click on the hammer symbol).

Excelsior published at least five issues of *Running and Maintenance Instructions (R&MI)* for their engine/gearbox units, all of which contained chapters on Amal Carburettor(s) and Siba Dynastart :-

- 1/5/1957 328cc (HJR gearbox) including Spare Parts Lists.
- 1/6/1958 328cc (HJR gearbox) & 492cc (TR gearbox).
- 1959 328cc (HJR gearbox) & 492cc (TR gearbox), inc. Zenith carb.
- 1/3/1960 244cc, 328cc & 492cc (HJR, TR & VR gearboxes), inc. Zenith carb.
- 1/9/1962 244cc, 328cc & 492cc (HJR, TR & VR gearboxes).

As a progression from the 1957 *R&MI* Parts List content (which only covered single carb non fan-cooled 328cc engine and HJR gearbox) at least two separate Parts List books were published :-

- 1/10/58 328cc engine (options: twin carb inlet manifolds & fan cooling),  
492cc engine,  
HJR gearbox (328 only)  
TR/VR gearbox (492 only),  
Dynastart,  
Amal carbs.

- 1/3/60 244cc engine (single carb, fan cooled),  
328cc engine (options: twin carb inlet manifolds & fan cooling),  
492cc engine (caged roller bearings big end after #3B/892),  
HJR gearbox (244 & 328),  
TR/VR gearbox (328 & 492),  
Dynastart,  
Amal carbs.

Despite 1959 & '60 issues of R&MI covering the Zenith carb installation on the 492cc engine, this is not listed on either of these Parts Lists and as far as the club are aware it was only fitted in marine applications.

In late '59 Frisky adopted the Excelsior 244cc twin power unit for the Family Three (instead of the Villiers 197cc single), hence the inclusion of the smaller fan-cooled 3-speed Talisman unit in later versions of these documents.

A photocopy of the British Anzani Motorcycle Engine Manual (EM001) and a reprint of the 1959 Excelsior *R&MI* (EM002) are both available from Mike R-S (the latter is supplied with a supplement covering the VR gearbox).

Two Excelsior *R&MI* photocopies are available from Bruce Main-Smith & Co Ltd, but they are of much poorer quality than the Club reprint. 'PRINCE/1677' is the 1959 version. 'WALKER/712' is an incomplete copy of the 1962 issue (patched up with pages from '59), in which the "irrelevant pages omitted" by BMS include the engine description, running-in instructions, lubrication requirements and the fault finding chart & wiring diagram from the Dynastart section !

The Berkeley factory produced an apparently extensive dealers workshop manual (HB001) for the B95/105, but unfortunately the club has only ever come across sections A to E ('General Data', 'General Information', 'Maintenance Information', 'Engine' & 'Fuel System') and it seems likely that the remaining sections (F to U) listed on the contents page were never completed.

## **Journals and Motor Trade Publications**

Newnes published *Practical Motorist & Motor Cyclist* magazine, the February 1958 issue of which included an Excelsior service/decoke article (printed in the May '88 & Feb '95 Newsletters), but this just seems to be a reworking of the relevant information from the *R&MI*. They also produced a number of

reference books primarily intended for the motor trade, these include *Motor Repair*, *Motor Engineer's Pocket Book* and *Motor Cycle Data Book (MCDB)*.

*Motor Repair* is a four volume set (with accompanying box of service charts) which "brings together in a convenient form all the essential repair information and data on cars, commercial vehicles and tractors dating from 1948 to 1959 in a clear, concise and factual(!) manner from the point of view of maintenance and adjustment, trouble tracing and repair". It is particularly useful as the Berkeley chapter (covering SE328 & SE492\*) contains line drawings of Suspension, Steering, Differential, etc. and the General section contains further chapters covering Excelsior Engines (Sept '89 Newsletter), Albion Gearboxes/Clutches (included in GB001), Amal Carburettors, Burman Steering Gear, Hardy Spicer U-Js, Lucas Generators & Control Boxes, Lucas Starting Motors, Lucas Windscreen Wipers, Siba Dynastart, SU Fuel Pumps and even a short piece on AC Fuel Gauges. It also has chapters dedicated to Bond Minicar, Friskysport, Goggomobil, Isetta and Opperman Unicar.

\* NOTE - although the Berkeley chapter in the original 1959 version of *Motor Repair* (7 sides, Nov/Dec '88 Newsletters) only covers the Excelsior engined 4-wheelers, the 1962(?) edition (6 sides, Aug/Oct/Dec '95 Newsletters) also covers the B95/105, but does not contain the handbrake adjustment mechanism drawing. Both versions contain the same few errors.

*Motor Engineer's Pocket Book* and *Motor Cycle Data Book* are sister volumes "intended to assist the sevice engineer by providing the necessary dimensions and data which will enable him to service and overhaul motorcycles/cars available in the UK during the past five years or more".

Similarly, Caxton published *The Modern Motor Engineer*, the *Data Sheets and Wiring Diagrams* volume of which gives data "selected from the viewpoint of the motor engineer dealing with the servicing of automobiles made after '57". This weighty reference book includes 1957-58 data sheets for Berkeley 'Open Two-Seater Car' (SE328) and 'Sports' (SE492) models (December '88 Newsletter). As with *Motor Repair* these do contain some errors, but include otherwise unavailable dimensional tolerances for the crank mainshafts.

Girling produced an Applications/General Maintenance manual which includes 3 sides devoted to Berkeley four-wheelers, containing a clear drawing of the braking system and close-up photos of master cylinder installation, handbrake cable routing/adjustment and front/rear shoe adjustment, all with accompanying text (Dec '94/Jan '95 double Newsletter).

Microcars tended to be ignored by the DIY motoring press, consequently the only period maintenance articles tend to be in motorcycle magazines (due to the cross-over between three-wheelers and motorcycle/sidecar combinations). Although the Dynastart features inevitably relate to Villiers installations, the following articles are all of some relevance to us :-

- *Motor Cycling* 30-4-59 Servicing the Dynastart.
- *Motor Cycling* 7-5-59 More about the Dynastart.
- *MotorCycle Mechanics* Sept 60 How to Maintain Your Dynastart.
- *Motor Cycling* 30-3-61 How to maintain an Albion gearbox.
- *The Motor Cycle* 4-5-61 Servicing your Siba.
- *Motor Cycling* 6-7-61 Servicing the Talisman twin engine.
- *Motor Cycling* 28-3-62 Servicing the Dynastart.
- *MotorCycle Mechanics* Feb 65 Photo-build of Talisman motorcycle gearbox.
- *MotorCycle Mechanics* June 65 Photo-strip of 328cc Excelsior engine.
- *Motor Cycle & Cycle Trader* date unknown Trader Aid - Siba Dynastart Servicing Data Sheet (a wall chart version of "Servicing your Siba" with the addition of test procedures for Voltage Regulators and Reversing Solenoids).

## Club Publications

Since the formation of the BEC in 1964 it would appear that only two attempts have been made to gather service information together. This is presumably due to the existence of *MPG* which (although not currently listed as a club publication) is the nearest we have got to a full workshop manual - it was either originally published while the cars were still in production or as a result of Berkeley Cars going out of business (at the end of 1960) and remained available until the mid-to-late '70s.

*Berkeley Lubrication and Servicing* (DIY002) was compiled in the mid-70's and appeared in the Newsletter a couple of times during the 1980s, it seems to stick faithfully to the factory handbook/*MPG* figures. *Berkeley Service Check Sheet* (DIY004) was originally part of the Summer 1980 Newsletter and was reprinted in the Newsletter during the mid-'80s, it includes some useful additional information, but specifies a couple of non-factory figures (details of the discrepancies are given in the relevant sections).

More technical tedium in next month's Newsletter.

Dave P.

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Reasonable care is taken to verify the technical merit of all articles featured in the Newsletter, however neither the Editor or the BEC will be held liable for any damage to person or property resulting from recommendations herein.

## Marketplace

**1958 SE328** (repeated advert, but price has dropped by 40%)

Soft-top. Rolling shell fitted with new suspension units. Body prepared ready for painting. Complete car with rebuilt Excelsior twin engine. Ideal project for enthusiast. £1,500.

Contact: Mrs H C Riches, 7 Fairway Road, Hythe, Southampton, Hants, SO45 5FU. Tel: 02380-879723

**1959 SE492**

Soft-top. Old English white with red interior and weather gear. Fully restored in 1998 (detailed in Newsletters 201, 204, 208 & 210). Electronic ignition and many other mods to improve reliability. Includes many spares and towing dolly. £4,500 ovno.

Contact: Phil James, 01509 673460 (Loughborough).

**T60**

Soft-top. British Racing Green? Tidy runner with MOT. Supplied with detachable hard top £1,695.

Contact: Mr Poyner, 01626-872740 or 07939-350778 (trade - Torquay).

## Events

### Festival Rally

The Scottish Microcar Club have arranged a full week (July 28<sup>th</sup> to August 4<sup>th</sup>) touring the Scottish Highlands - further details were in the May Newsletter.

Contact: Mark Herbert on 0131-552-8136.

### Hengrave Hall

The East Anglian Microcar Rally (held near Bury St Edmonds, Suffolk) is on the weekend of the 3<sup>rd</sup> to 5<sup>th</sup> August.

Contact: Tony on 01493-600921.

### National Microcar Rally

Scheduled for the weekend of the 7<sup>th</sup> to 9<sup>th</sup> September at the Cardiff Caravan Park (Pontcanna Fields, Cardiff), but MAY NOT TAKE PLACE due to the foot and mouth crisis. We hope to have further information in time for the next newsletter, but until then will all potential rally-goers please bear this in mind and remember to contact the organiser for confirmation during the week preceding the rally.

Contact: Dave Morgan on 01443-412878.