Mem53 BEC Archives (IBEC 1st mag)

INTERNATIONAL BERKELEY ENTHUSIASTS CLUB

CLUB MAGAZINE NO.1 AUGUST 1965

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INTRODUCTION

From March 1963 to August 1964 I was the proud owner of YUF 786, a white B-105, into which I fitted a Triumph 650 c.c. engine (after blowing up the original Enfield twin on a "ton plus" Motorway trip!).

When I bought it I knew nothing about the history of Berkeleys, how to maintain them, how to improve them etc. By meeting other owners (few and far between around Manchester) I soon "got the gen" on these unique cars. Pete Whalley of Blackburn (who makes hard-tops for Berkeleys) proved to be a "walking encyclopedia" on them - he has owned about six over the years, his latest being one of the rare 4-seater jobs with the 492 c.c. engine.

By late 1964 I was sufficiently "clued up" to pass on quite a bit of information to other owners, so I decided to get a Club formed. I designed a Club Badge (based on the bonnet badge) and had 25 manufactured for me. Advertisements in "Exchange & Mart" and "Motor Sport" started the ball rolling, and membership has grown progressively to over 200 (70 in U.S.A.).

You can obtain Road Test reprints - handy for comparing performance figures (and reading about what the motoring press thought of our cherished "bombs").

As I have mentioned in my letters to some of you, we cannot hold weekly meetings in a hired room because we are too scattered round the country. Meetings on disused airfields enable us to get together for a chat and also to try our cars in mild competition.

Our friends on the other side of the Atlantic are so scattered they can't hope to get together at all - pity that poor gentleman alone in Alaska!

In true American tradition they are dead keen on either tuning their 328's and 492's to the limit or dropping in a bigger engine. When I say bigger I really mean it - they seriously consider such things as a T.R.3 motor and even a hairy great Chevy Corvette V-8! Kellogg Huntington Jnr. is more conventional - he put a 500 c.c. Triumph twin in his 492. (he has raced his car with the original 3-cylinder engine, and later on, with the Triumph).

To date, none of our British members compete in racing, but Barry Edwards runs his 492 in Autocross and hill-climbs, and Northern Secretary, John Marrison, hill-climbs his 105-engined B-95. In true B-95/105 tradition, John eats "Spridgets" and "Spitfires" for breakfast, spitting the remains out via his straight-through Burgess!

We have all types of people in the Club - wild young dicers, Sunday afternoon cruisers, and even young ladies! Two of them own 328 c.c. 4-wheelers, and Wendy's little red bomb is an immaculate job, but poor Pat is still gallantly struggling with a complete overhaul of bodywork and mechanics. (Back in 1957 it was raced at Goodwood, and Pat is naturally proud of this fact!).

Three small points worth noting:-

1. If you want to buy or sell a Berkeley, inform the Secretary (as well as the usual "ad" in "Exchange and Mart").

2. At the top of all your letters put the number of your Membership card and type of car (e.g. 1 - B.105, 14 - 328, 8 - T.60, 34 - 492 etc.).

3. All Members are entitled to use the Club headed notepaper.

This first attempt at a Club Magazine contains a few articles sent in by Members, a list of Members addresses to date, and, I hope, a report on our very first Airfield Meeting.

MARTIN ALLSOP.

CLUB OFFICIALS

Mr. John Marrison,
Northern Area Secretary,
8, Highfield Drive,
Heaton, Bradford. 9.
Yorks. (B-95)

Mr. Bernard Stevens,
Southern Area Secretary,
17, Stratton Drive,
Barking, Essex.
(T-60)

Mr. Malc Harvey,
South West Division,
"Appledore", Totnes by-pass,
Totnes, Devon.

Mr. Glyn Peat,
North Midlands Division,
13, New Mill Lane,
Mansfield Woodhouse,
Notts. (T-60)

Mr. Raube F. Marks,
U.S.A. Secretary,
149, W. Homonegah Road,
Rockton, Illinois,
U.S.A. (328)

Mr. Les Johnson,
Secretary, International B.E.C.,
6, South View Avenue,
Caversham, Reading,
Berks. (322, with 492 c.c. engine)

SPOTLIGHT ON COMPETITION MEMBERS

Wendy Shawyer

Driving her immaculate red "328", she won the Ladies Awards in the Driving Tests Meetings of the Maidstone & Mid-Kent Motor Club (June & July 1963, and June, 1964).

Kellogg Huntington, Jnr.

Raced his "492" at Elkhart Lake etc., blew the engine up, fitted a 500 c.c. Triumph "Tiger 100" engine, and raced at Elkhart once more!

Barry Edwards

Has entered his "492" in Autocross & hill-climb meetings, often beating "Spridgets" etc.

John Marrison

Driving his B-105 engined B-95, he has beaten "Spridgets" & "Spitfires" etc. in his hill climb attempts.

IF YOU ARE ENTERING ANY EVENT, INFORM THE SECRETARY WELL IN ADVANCE, SO HE CAN RALLY A FEW SUPPORTERS TO "CHEER YOU ON", ASSIST YOU, AND TOW YOU HOME IF YOU'VE "BLOWN HER UP" !

(If you have competed in the past, inform the Secretary:- "when & where," etc.)

LETTERS TO THE EDITOR

We are interested to hear YOUR views on running the Club, improving it, etc., so if you want to make ANY comments, write to the Secretary, putting "Letters to the Editor" on the envelope.

Remember, the more material we get from Members, the bigger and better future Magazines will be.

PEN FRIENDS

If U.S.A. (and Overseas) Members would like to correspond with Berkeley owners in Great Britain(or vice-versa) send in your name and address to the Secretary, for inclusion in the next Club Magazine.

"SWAP SHOP"

In the interests of forming a stronger club, it might be a good idea for members to exchange or sell surplus spares between themselves. Perhaps members would like to send in lists of spares or wants for publication in the next Magazine issue, or even for inclusion in the proposed monthly news-sheets?

Should the response be good enough (and I hope it will) then a regular feature might be made of the list, giving not only cheap advertising, but benefit to the Berkeley owners who really matter - our own Club members!

"CONTACTS"

Some of you Members no doubt have useful "contacts". (Mates who work in garages and can get cheap "bits", cheap welding etc., friends with access to typewriting & printing equipment, people "in the trade" who can obtain glass fibre and cheap resin.).

LET THE SECRETARY KNOW, SO WE CAN ALL BENEFIT.

MEMBERSHIP CARDS

Keep the blue one with you - for "Members Only" meetings etc.
The red card "Member of the I.B.E.C." goes on the inside of your windscreen, facing outwards, for all to see!

SPARES

Please deal ONLY with agents listed in the 3s.6d booklet ("Introduction to Berkeleys" - available from Club Secretary)
A certain firm in Middlesex have been causing bother by slow delivery of spares (and rude comments about the 492 c.c. and 692 c.c. models!). Ken Sloman at Prices is doing a grand job - I hope Fishers of Portsmouth turn out O.K.

ADDRESS OF MARTIN ALLSOP (As from September)

F0686191 CPL. ALLSOP, 230 SQD.,
R.A.F. LABUAN, B.F.P.O. 660.

ROAD TESTS ETC. AND WHERE TO GET THEM

1. Presenting the Berkeley Sports Car (Copy 12/9/56)
2. Road Test of 328 c.c. Berkeley Sports (Copy 3/4/57)
3. "A Three-Cylinder Berkeley" (Copy 9/10/58)

("The Motor", Temple Press Ltd., Bowling Green Lane, London. E.C.1.)

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1. Road Test of 328 c.c. Berkeley Sports (Copy 24/5/57)
2. Road Test of 492 c.c. Berkeley Sports (Copy 15/8/58)
3. Description of Berkeley "Foursome" 492 c.c. 4-seater (24/10/58)
4. Berkeley Victory in Monza 12-hours (Copy 17/4/59)

("Autocar", Iliffe Transport Publications Ltd., Dorset House, Stamford St., S.E.1.)

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"John Bolster tries the 322 c.c. Berkeley" (Copy 21/9/56)

("Autusport", 159 Praed St, London. W.2)

"Road Test of B-95 Berkeley" (Copy June 1960)

("Road and Track", 834 Production Place, Newport Beach, California, U.S.A.)

CLUB HEADED NOTEPAPER, CLUB BADGES, INFORMATION BOOKLETS

NOTEPAPER

8" x 7", "International Berkeley Enthusiasts Club" in black.

Obtainable from the Club Secretary.

CLUB BADGE. (3" diameter, steel, with drilled extension)

Send 16/- to TESTER, HATCHER & CO. LTD., CHURCH STREET, CLIFFE, ROCHESTER, KENT. (U.S.A. :- 18/-).

INFORMATION BOOKLETS

Containing history of Berkeleys, list of models produced, performance figures for each model, faults and how to cure them, list of spares firms.

Send 3/6 to the Club Secretary. (U.S.A :- $ 1)

"ROAD IMPRESSION OF THE T-60". By Stephanie Stewart (3-wheeler News, March 1963).

I remember how, when at eighteen I proudly obtained my first driving licence, and drove the rather sedate, slightly square looking family car, I would look with fascination at small, low sports cars, from which, when seated, one could lean out and touch the ground. This to me seemed the acme of exciting motoring.

Many years passed before I was able to deposit my little-all on just such a car. True it reached its 21st birthday soon after I acquired it, but to me it was none the less delectable, and I was utterly thrilled with it.

I am sure Berkeley owners must feel like this about their cars; the Berkeley is a gorgeous looking little sports car, and I'm quite devastated to think it is no longer in production. I feel this is a great loss to 3-wheeler fans, and anyone who is still a proud Berkeley-owner is lucky indeed.

I learnt from the dealer who kindly lent me a Berkeley that the car went out of production in 1961. This means that, as the first one came out in 1958, they were only in production for just over two years.

It pays to lavish care and attention on this car, as it shows if it is neglected. Maintenance should include regular greasing and oil changes, not forgetting the oil in the differential which it is important to change regularly.

Care in driving is also important, and I learnt when talking to the servicing branch, that clutch and gear-box troubles did occur in the Berkeley, if driven carelessly, but could be avoided by care, such as not riding the clutch, always getting in to neutral at traffic lights etc, and making sure to drive the car within its capabilities, and not as an out and out tough sports car.

A lot of enjoyment can be had from driving it without roaring about as if on the Le Mans circuit. It has a very lively twin cylinder Excelsior 2-stroke engine; four gears and reverse, with splendid acceleration and a top speed of about 60 m.p.h.

I found it one of the most comfortable of cars to drive. The bucket seat was excellent, with a high wide back for full support, and ample leg room for passenger and driver. There is a nice large steering wheel angled just right, and instruments and controls are well placed. They include a foot dip-switch, steering column trafficator and a very good electric twin windscreen wiper. The hydraulic brakes are good, and the car handles extremely well, with exceptional road holding and cornering ability. I was amazed when I drove it over rough, snowy roads how it ploughed bravely on unwavering through thick loose snow.

In contrast I thought how lovely it would be in sunny weather completely open, as the hood removes altogether. The Berkeley I drove was a soft top, and they were also made with fixed hard tops.

There is no heater, but perhaps a clever owner could devise some form of heating.

The inside of the car is somewhat austere, without trimmings. There is a small bare back ledge for luggage, or if cushions were added it could be used for small children. There are also storage spaces in the doors, and in the rear sides of the car, and there's a large front parcel shelf.

The seats tip forward for access to the back and they come right out for ease in cleaning through the car.

The bonnet opens in front and props open to get at the engine and battery, as in an ordinary car.

I was impressed by the size of the wheels. Large and sensible. They take a 520 X 12 tyre. In fact this is a Three Wheeler that handles like an ordinary car. It's a car that has the best of both worlds. With its light, fibre glass body the back end could be lifted to manoeuvre it round.

It's a wonderfully economical proposition with its low tax and 60 m.p.g., it's really a combination of exciting motoring in comfort, at motorcycle cost.

SUITABLE ENGINES FOR BERKELEYS

Most motorcycle engines will fit in a Berkeley, but the conversion is hampered by the need to arrange a self-starter and also to adapt the engine to fit the Berkeley gearbox (unless you use the bike's gearbox, without a reverse).

France produces 3 cars with air-cooled "twins" driving the front wheels. These engine/gearbox/drive units are ideal for Berkeleys because:-

1. Compact units, thanks to "flat twin" design.
2. Built-in starting.
3. Blower-cooled.
4. Ducts for car interior heating.

A. Citreon 425 c.c. "Bijou" and 2 C.V. (12 bhp. at 4,000 r.p.m.)

A "Bijou" plus 2 people weighs 14.9 cwt. and does 50 m.p.h. in 3rd and 51 m.p.h. in it's "overdrive" top gear. A 328 c.c. Berkeley plus driver weighs 7.5 cwt. so this vastly improved power/weight ratio, plus the more aerodynamic shape of the Berkeley, would give 60-65 m.p.h. "overdrive" speed without high engine r.p.m.

B. Citron 602 c.c. "Ami 6" (22 bhp. at 4,500 r.p.m.)

Its 22 bhp. engine pulls 15.75 cwt. of car along at 68 m.p.h. in top (at a mere 4,720 r.p.m.) 17 in 1st, 35 in 2nd, and 51 in 3rd. Our Berkeley plus driver weighs less than half the laden "Ami 6", so together with improved aerodynamics I estimate over 75 m.p.h.

C. Panhard 848 c.c.

1. "P.L. 17" model :- 50 bhp.
2. "Tiger" and "24 CT" models :- 60 bhp.

The "P.L. 17" engine develops the same power as the "hot" 692 c.c. Enfield twin used in the B-105, but the B-95/105 models are heavier and less streamlined than the 328 and 492 variety, so we would again have better aerodynamics and power/weight ratio.

A normal B-105 does around 100 m.p.h., so our "PL. 17" special" should be capable of nearly 110.

Now we take a look at the last powerplant, and what an engine!

Laden, the latest "24 CT" (tested by "SMALL CAR") weighs in at 20 cwt. A whole ton of motor car! The 60 bhp. engine (as used in earlier "Tiger" models) pulls this "tank" along at no less than 98 m.p.h.! (25 in 1st, 49 in 2nd, and 75 in 3rd.)

In a 328 or 492 Berkeley, this engine gives no less than 200 bhp/ton, and I estimate around 120 m.p.h., with scorching acceleration!

Let us now have a list of bhp/ton figures for standard models and converted "specials".

STANDARD

1.	322	c.c.	Anzani 4-wheeler:-	54.5	bhp/ton
2.	328	c.c.	Excelsior 4-wheeler:-	61.6	bhp/ton
3.	328	c.c.	Excelsior 3-wheeler:-	67.2	bhp/ton
4.	492	c.c.	4-seater 4-wheeler:-	85.7	bhp/ton
5.	492	c.c.	2-seater 4-wheeler:-	100	bhp/ton
6.	692	c.c.	B-95 4-wheeler:-	114.2	bhp/ton
7.	692	c.c.	B-105 4-wheeler:-	142.8	bhp/ton

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"SPECIALS"

1.	602	c.c.	Ami 6/328 or 492:-	73.3	bhp/ton
2.	602	c.c.	Ami 6/T-60:-	80	bhp/ton
3.	500	c.c.	Tiger 100/328 or 492:-	113.3	bhp/ton
4.	500	c.c.	Tiger 100/T-60:-	123.6	bhp/ton
5.	650	c.c.	Tiger 110/328 or 492:-	133.3	bhp/ton
6.	650	c.c.	Tiger 110/T-60:-	145.4	bhp/ton
7.	650	c.c.	Bonneville/328 or 492:-	153.3	bhp/ton
8.	650	c.c.	Bonneville/T-60:-	167.2	bhp/ton
9.	750	c.c.	Norton or Enfield/B-95 or 105:-	148.5	bhp/ton
10.	750	c.c.	Norton or Enfield/328 or 492:-	173.3	bhp/ton
11.	850	c.c.	Panhard P.L. 17/328 or 492:-	166.6	bhp/ton
12.	850	c.c.	Panhard 24 C.T./B-95 or 105:-	171.4	bhp/ton
13.	850	c.c.	Panhard 24 C.T./328 or 492:-	200	bhp/ton

If you fancy a suicidal dice with an E - Type try the 24 C.T. Panhard engine in your T-60 3-wheeler.

With a fantastic power to weight ratio of over 218 bhp/ton, windscreen removed to get wind resistance down, and steel nerves, you might win! (The E - Type is 220.7 bhp/ton)

1.	Aston Martin D.B.5	=	194.4	bhp/ton
2.	Jaguar XK-E	=	220.7	bhp/ton
3.	Austin Healey Sprite III	=	84.2	bhp/ton
4.	Austin Healey 3000 III	=	129.5	bhp/ton
5.	Daimler SP 250 "Dart"	=	143.5	bhp/ton
6.	Ford Thunderbird	=	144.8	bhp/ton
7.	Lotus Super 7	=	157.9	bhp/ton
8.	M.G. M.G.B.	=	104.4	bhp/ton
9.	Porsche Type 901	=	130.0	bhp/ton
10.	Triumph T.R.4	=	105.0	bhp/ton
11.	Triumph Spitfire 4	=	90.0	bhp/ton

Cross-checking the above figures with the previous list of "Berkeley specials", a 328 Berkeley with 650 c.c. Triumph T.110 engine of 40 bhp., has a better power to weight ratio than a 2,912 c.c., 149 bhp. "Healey 3000".

The Healey hits 120 m.p.h. but I couldn't see this being exceeded by our Berkeley. Why? Because as wind resistence builds up with speed, we have only 650 c.c. to push against it - the Healey has over 4½ times this. (A lot depends on gear ratios, too).

Anyway, it would leave a lot of Sprites, so who's complaining?

MARTIN ALLSOP.

IF YOU HAVE FITTED A NON-STANDARD ENGINE IN YOUR BERKELEY, OR CARRIED OUT OTHER MODIFICATIONS, PLEASE SEND FULL DETAILS OF HOW YOU DID THE JOB TO THE CLUB SECRETARY. TYPED OR NEATLY PRINTED, PLEASE, SO IT CAN BE EASILY INCLUDED IN FUTURE CLUB MAGAZINES.

FITTING A 492 c.c. EXCELSIOR ENGINE INTO A "322" MODEL.

This conversion was a little more difficult than one for a normal "mass-produced" model, because the car in question, TLR 429, was one of the first made.

Apart from fitting the larger engine, many other minor modifications were carried out to improve on the original specifications.

Removal of Anzani twin

1. All wires, cables, fuel pipe and clutch rod etc. disconnected.
2. Jack car up and support across one of the main engine tray members.
3. Wheels removed and Hardy Spicers disconnected (at the flanges nearest the differential).
4. Both exhausts, and speedo cable, removed.
5. 3 bolts securing engine/diff. cradle removed.
6. Slide engine forward, lift out of car.

Frame removal

1. Remove any bolts holding engine cradle under frame to fibre glass (bolted to alloy bulkhead at rear, and bottom wishbones, rest is rivetted).
2. Drill off rivet heads using low-revving electric drill (high tensile rivets burn out fast running drills).
3. Remove bottom cross-member.
4. Remove under frame and thoroughly de-grease engine compartment. (use "GUNK" etc.).

Fitting 3-cylinder unit.

1. Line up new under-frame which is both stronger and wider than the original.

2. Saw through right hand strut of under frame and position rear section as per original.

3. Bolt both to bulkhead at rear.

4. Bolt bottom cross-member to under-frame. (This had been gusseted and had a complete skin welded all round for extra strength.)

5. Bolt up rest of under-frame to fibre glass where possible, and drill new holes for wider frame member position, bridging the sawn parts with a steel plate. Run rivet holes through and rivet up.
(Note:- Nos. 2 and 5 were done to by-pass the right-hand exhaust pipe vent, rather than cut away glass fibre and re-fill in. It should not be necessary to do this on "328" models, as these were siamesed to the left and passed out of a single vent on that side. The Anzani had separate exhaust pipes passing out on either side of the unit, hence the extra hacksaw work!)

6. Fix front silent-bloc mountings in position.

7. Build engine/gearbox/diff. unit into engine cradle, setting drive chain etc.

8. Position an underframe and bolt at front and rear.
(Note:- Here my fitting differs from standard due to prototype parts again. The rear of the engine is suspended via "L" shaped brackets from a central upright member containing silent bloc mountings. The rear engine cradle also sits on a "jack". In conventional "492" models the engine cradle sat on, and was bolted into, a huge rubber cone mounted in a special bottom cross-member.)

9. Replace all cables, wires and drive shafts, fit 3 fuel pipes (triple carb. engine)

Many items have been omitted from this article, such as cutting away part of the right hand bulkhead to clear the "Dynastart" and give access to points etc., and the use of cardboard templates for brackets etc. The 3-speed column change was scrapped in favour of a floor-change 4-speed.

Engine/gearbox, floor change, carbs. expansion chamber, 2nd hand, engine cradle & underframe, bolts, washers, lock-nuts, rubber mountings, fuel pipes, NEW, as were the rest of the new components fitted.

Diff. modification.

Berkeley diffs. are notoriously leaky, and if they "run dry" completely they will wear rapidly and/or seize up solid !

The sprocket attachment bolts hold the split casting together, and if loose, cause leakage.

The star pinion housings, 4 in number, wear slightly, and the spindles revolve as well as the external pinions. (They were originally a press fit into their housings).

Thick oil was originally used for the diff., but it is difficult to replenish owing to position of filler plug. Replace this with a grease nipple and pump in GREASE. This minimises leaking, cuts down servicing, and also lubricates the drive shafts and sleeve passing through final drive bearings.

I will willingly answer any other problems you have, but please be brief and to the point.

LES JOHNSON.

FITTING A 650 c.c. TRIUMPH ENGINE INTO A B-95/105.

"Berkeley - Triumph B.T.110A Tiger Turismo" is the name I gave to my converted B-105. Impressive sounding, but 20 m.p.h. slower than a normal B-105!

When I bought it it was in standard trim (bar a black body flash and yellow "go-faster" tape!) but the lunatic who replaced the big-end shells had omitted the split pins retaining the Allen screws which hold the big-ends together.

The very first time I tried her flat out (indicated 75 in 3rd and 110 in top) the big-ends disintegrated and I ended up with shattered con-rods, broken pistons, and a holed crankcase!

YUF 786 arrived home in the back of a furniture removal van, the remains of the Enfield twin were removed, and the "good bits" off it sorted out.

My father bought a 1949 Triumph 500 c.c. "Speed Twin", got the engine out of it onto the bench and the conversion began.

The splines on the Triumphs crankshaft would not accept the larger diameter splines on the Enfields duplex sprocket and starter ring, so we "bridged that gap" with thick steel washers, (hand-filed splines internally and externally).

The dynamo drive pulley was the next problem so we drilled and tapped the end of the crankshaft to take an extension for the pulley.

To adapt the special pear-shaped primary chaincase to the Triumph's crankcase we bolted a $\frac{3}{16}$ circular steel plate over the area where the conventional Triumph chaincase fits. This plate was then drilled and tapped to take the special Berkeley chaincase (retained by Allen screws).

The rear of the Enfield engine is flat and the gearbox bolts directly to it, but the Triumph has a curved rear, so we had to make up $\frac{3}{16}$" steel "spacer plates" to get the engine and gearbox bolted together. Luckily the space was just sufficient for us to leave the B.T.H. magneto in place.

To bolt the engine into the car, we had to make steel mounting plates (which bolted onto the crankcase and the front mounting bar).

The Enfield has oil in its "sump tank" but Triumphshave a separate tank, which required special brackets to get it rigidly fixed (above and behind the cylinder head).

We "hacked" the siamese exhaust pipes and with the aid of silencer bandage we forced them to fit the Triumphs ports.

Many weeks of hard work went into the conversion, but eventually it was wired up and ready to go. One night while "The Law" were not about, one bonnet-less "bomb" was seen roaring (and smoking) round the streets of Manchester. It worked!

The 500 twin was a rough old motor, and coupled up to gear ratios high enough for a 50 bhp. Enfield, performance was sadly lacking.

Luckily Triumphs crankcases share the same mountings, so we removed the 500 dropped in a 40 bhp. Tiger 110 (650 c.c.) and sold the old "Speed Twin" as a complete bike, at a cash profit!

Performance seemed better, but the clutch slipped badly, so we fitted stronger clutch springs and tried again. 20 in 1st, 40 in 2nd, 60 in 3rd, 90 in top and 20 seconds for the "standing $\frac{1}{4}$". Success at last!

Apart from one blown head gasket and worn carbon brushes in the magneto, that engine proved very reliable and could cruise all day at 75. I checked the fuel consumption over 500 miles of rapid motoring (and a few sprints down the drag strip!). and it worked out at 58.5 m.p.g. Who says you can't have economy with performance?

Because of R.A.F. commitments I part - exchanged it for a new N.SU. Prinz 4, which has an air-cooled 598 c.c. overhead-camshaft twin and one of the fastest gearshifts you can get.

It cruises at 75, same as the Berkeley, but it's flat-out then. It can't corner half as fast, and only does 37 m.p.g.

When I return from overseas I will be on the look-out for an engine-less 4-seater Berkeley. Drop in a 60 bhp. 848 c.c. Panhard O.H.V. flat-twin (replacing the original 30 bhp. 492 c.c. 3-cylinder Excelsior 2-stroke) and leave even "hot" B-105's in the dust!

Shorter name this time "Berkeley - Panhard 850 G.T", and a large notice declaring "OVERTAKEN BY 848 c.c.", just to annoy flat-out Healey-Sprites!

MARTIN ALLSOP.