And then there was the Coupe.

RMJ 946

I had been doing some consultancy work on and off over in Ghana West Africa, having recently been made redundant from same company.
For years I had worked in Nigeria, Cameroon and Ghana and other, sometimes horrid places, managing large UK construction companies, plant equipment, thankfully they still needed some occasional support so I could still get paid, occasionally.

It was by e mail I got to learn about some Berkeley cars being moved from one London address to another, the owner Tony Eustace had approached the BEC to assist with identification, the cars had belonged to his father was only found again, when sorting his estate following his death.

I was ready for a UK leave, so I arranged to go and look see them, in the new lock up location with Nigel Halliday.
Not only did he have his fathers old and accidented SE328 Sports car, XPT 704 with its engine out, sat on the floor next to it.
But were also piles of other engine bits , clutches , gearboxes and dynastarts, carbs, as well , and what appeared to be best part of another Berkeley four wheel car.

A closer examination of this one showed, it had external door handles , not seen before, weird door locking system , with inside door locking handles , that and the doors them selves , were totally different shape and form from any other Berkeley door we had seen before.
It had wide spaced engine bearers for a triple Excelsior engine. No engine fitted. We had noticed the piles of engine bits were all triple Excelsior engine bits.

The Chassis plate SE328 Serial No 101 was still in place .The owner recalled the second car and bits were all purchased at the factory closure sale in 1961 by his father.
It had been in his fathers lock up untouched all the time, until his death and this recent move and me looking at it.

The reason he explained, was that his father had an accident driving his car XPT 704, as we could still see, this shortly after buying the second car and bits from the factory sale. Due to this he thinks he must have lost all interest in both. Just shutting the door and walking away it seems.

After a lot more looking and thinking we began to understand this second car was the lost, but much talked about, 1957 London Motor Show Berkeley Coupe.

This was the first time the Berkeley factory had displayed a 492 cc triple cylinder engine in a car and its first as a Coupe.