Needless to say before I went back to Africa in December 2008 I had collected the Coupe, agreed a deal with the owner and that I would, re commission his fathers accident, damaged car for him.

Now I was the proud owner of a bit of Berkeley history.

With a major restoration project in front of me. Plus an SE328 to get going.

Some time later after I had finished work overseas I started to look at what I had or did not have in the way of the Coupe parts, not a lost cause this one, but was very close . Time to start research and collect some more parts

Now I had two project cars both now stored under cover in my new canvas garage. And a SE 328 car in the workshop shed.

But then there came along another T60. Just like buses.

805 SHK

This T60 was yet another car that turned up out the blue, a T60 rolling shell that needed to be moved on by the current owner as space was needed.
I was soon there to collect it.

I am the keeper of lost causes, or what!

This one still had the entire front and rear mechanical parts, Drums Drive shafts Suspension all the bits that get removed first, then lost.

The metal parts on the punt were rotten; it had very bad body parts and had little else left on it.

It seemed now that I was not going to find it hard to find something to do, now that I was finished with “paid” work.

902 EBO and RMJ 946 COUP'E

Pictured with some of my collection of body parts I collected, both cars awaiting my return from overseas stored in the new Canvas garage.

EBO is full of parts Coupe is on its side. Still need a bigger garage! But it is dry.



XPT 704 SE328

Tony Eustace's Dads, old car.

I really good example of a completely original untouched car Three Speed and reverse column change.

Just collected from its new lock up storage

Ready for the journey home, to be re commissioned for its owner.



T60
805 SHK

For some unknown reason I was not allowed to keep this car on the front garden.

Even though I thought the paint job matched the front garden nicely.

Strange I know, but true.



So to continue with my car restorations,

I will begin again, in reverse order.

805 SHK T60

This came from Mike Brooks who used to have a huge collection of micro cars, most now gone, this was a project he had stored for years, but found him wanting the room, that meant it had to go.

This car was incomplete and in a poor state but it did have the front end parts that I new I needed on another four wheel project. So was to be the parts donor.

The T60 cars in general have survived in much bigger numbers than any other Berkeley model, I had saved one, sold one and now it could save a rare four wheeler the Coupe by transplanting some of the T60 bits. I did this with out to much concern of putting a dent in the population of the remaining T60's that are left.

With all the metal bits removed that were salvageable, the body got sold on to Chris Woods. In fact I delivered it into a field of his and left it sat on top of a park table. It did look odd as I drove off. Pity I had no camera at the time.

It did have its V5 documents and nice registration so it will perhaps appear again one day as Three Wheel Special.

Jackie was pleased to see off the front garden.

XPT 704 SE328

This is Tony Eustace's car – it not mine but has spent some time with me in the shed, as I recommissioned it, it had stood for nearly 47 years. But of interest never the less.

Looking at the car it was obvious to me that it had spun 180 degree and the back wheel flattened where it violently hit the curb, the opposite front corner had been removed and partly put back together incorrectly, with trunnion locks facing the same way, this makes the wheel lean out in a most peculiar way, a common mistake often made.

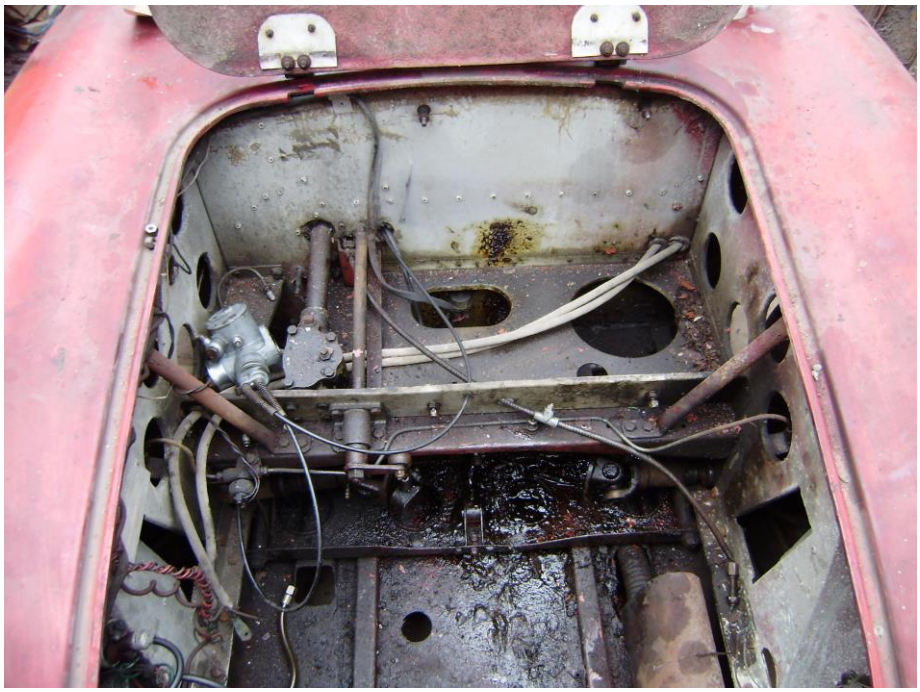
The engine was out as I guess the engine got knocked off it front rubber mounts.
The engine bearers had bolts pulled through leaving a big hole damaged mountings

Incorrect assembly of top trunnion

A common mistake to make, the wheel leans out in the most peculiar way

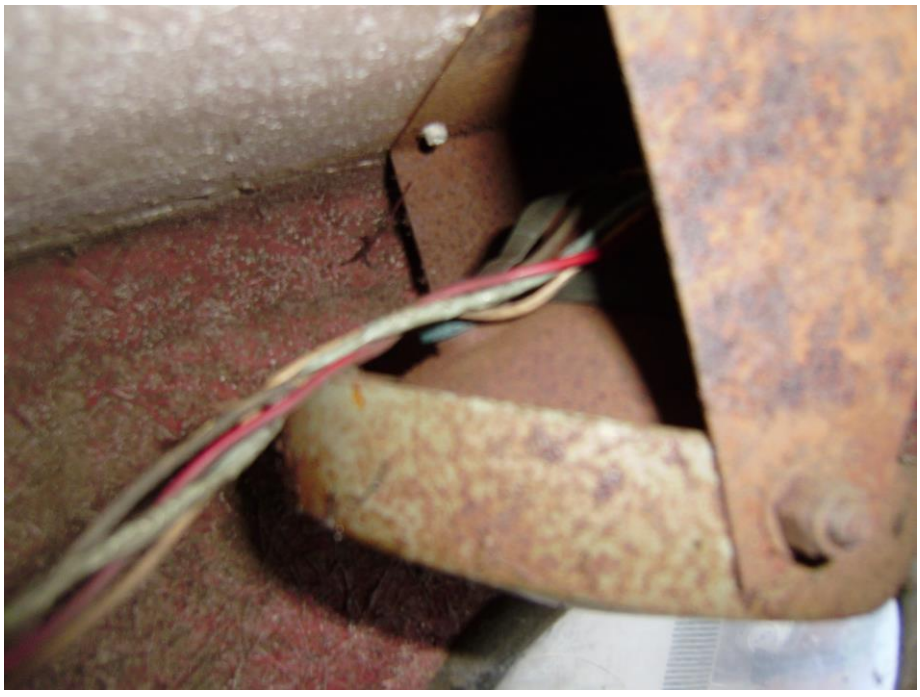


SE 328 engine bay with its tank out for cleaning



Nothing in here has been touched since it left the factory

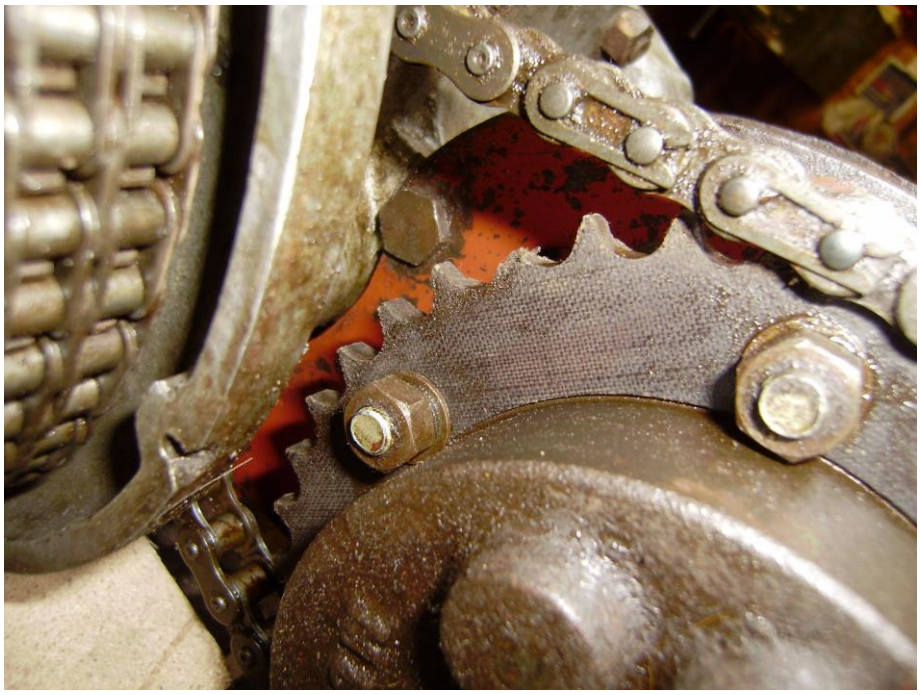
Even the old style transparent earth wire and the various thick thin and medium wires of the original wiring loom, just as it was.



PMG head lamp and bulb connectors were used before WIPAC came on the seen.

A fibre diff sprocket made for quite running.

But like this often failed, later to be replaced with steel.
Some running repairs to the chain, by looking at the two connector links perhaps a stretched chain broke the sprocket



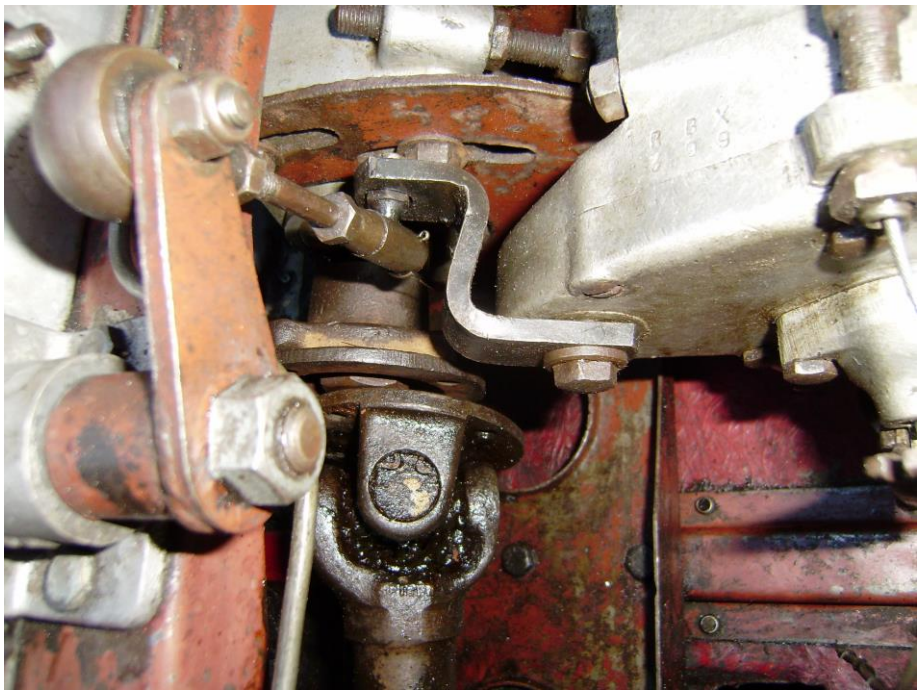
Early cars had battery in a wooden box sat at the cill in the passenger's foot well



Three speed and Reverse by Column change was the norm.



Inside the engine bay the Column change link arrangement is clear to see



Unlike how the parts book shows, this arrangement has its rubber mounting set vertically with the cradle, parts book suggest they were at an angle
But not on this one.

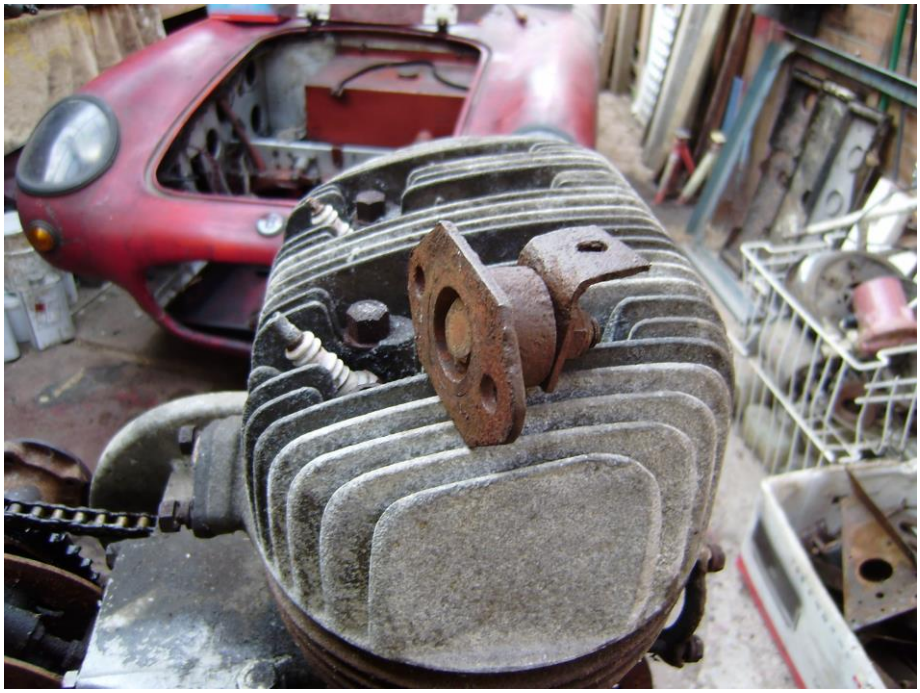
Bent and battered front cradle mounts



Simple Metalastic Bush inside a tube



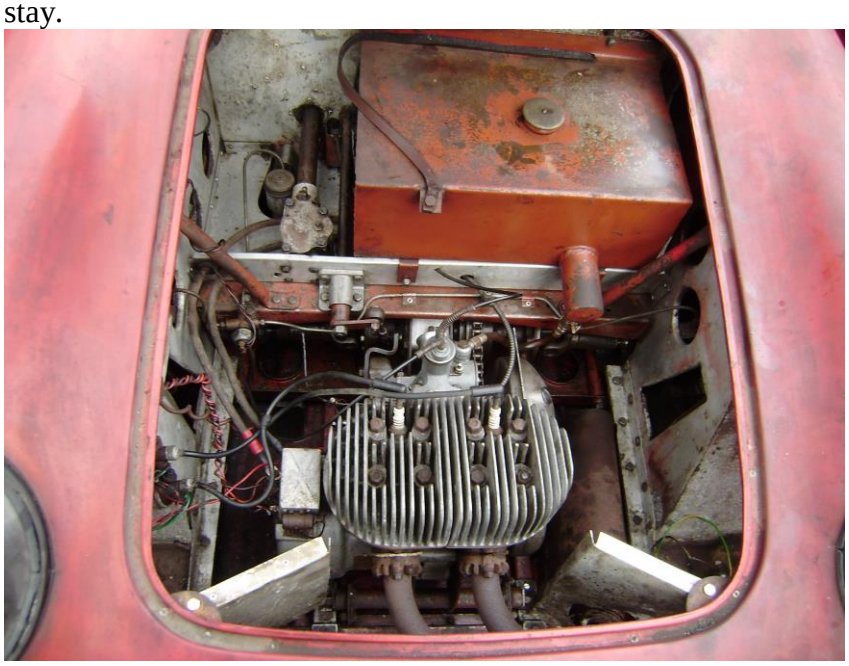
The repaired mount, before bolting back to cradle



The mount in pieces and part of the broken angle plate



This is a picture of repaired engine bearers, the engine mounts and tank all cleaned and built back in. I think this picture is a useful reference to how an original SE328 engine bay should look, even the original curly wires still in place and leather bonnet stay.



The Excelsior may be old and some say troublesome, this one after I cleaned the points a bit, wire brushed the plugs that were in it and with the carb cleaned out and new petrol mix down the plug holes, fired into life after only a few spins of the Dynastarter, just WONDERFULL 47 years on and not out.

There was lots of smoke but then that soon cleared away – this old engine will need a total rebuild in my view eventually , as the crank seals will be rock hard and who knows what the condensation has done to all the main bearings but for now, enjoy.

The reminder of the work was to strip all the brake cylinders and get those all working.
With new fluid and a couple of hoses.
Adjusting the clutch back after its re build, so gears could be selected.
The light fittings were corroded solid as were all the switches, but soon had them moving; the few that were damaged beyond repair were replaced

Very soon after it was time to try it out on the road , my first venture in a Three Speed and reverse car and one with Column change , so off up the road in front of our house I shot, its only two hundred yards long until the junction and after I turned and headed back, into first . Then into second and then it all went black ---------

I had to pull up directly, these early cars have the bonnet hinges at the back, and the bonnet lock had been seized so I had removed it, now nothing now was holding the bonnet down, even at slow speed and with just a hint of a breeze it had flipped up, blocking the view forwards completely; and the ancient leather strap also broke.

Wow that would be scary out on the road proper – a reason I guess why later cars all have the hinges at the front.

Steady as you go.



This car has proven very useful in so much as we have been able to copy the seat size and method of construction , some thing that was lost for a long time, the replicas we have had are not very good in shape or fit

Seat Stitching



Seat Fixing



Same can be said for the side Curtains and Hood



The side windows and hood a very useful point of reference

With the car now running with all its systems working, but nothing restored it was time to get this car back to its owner, my work was done.
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Nigel Halliday arranged for the use of a mile long private drive way and we asked Tony to come to meet us there; he had no idea he was to be reunited with his dads old car.

It was a surprise for him to see it there; the car looked just as it did when I collected some months before.

When told to get in, he did, and when told to try start it, and it did,

Well I guess you could say. He was well pleased.

What a brilliant day, we were soon a whizzing up and down the road in it like kids.

Tony at the Wheel



Tony still smiling



This a very rare picture of Nigel Halliday actually driving a Berkeley

The gear lever is on the left under the steering wheel Nigel



Nigel getting the hang of it all, great fun.

