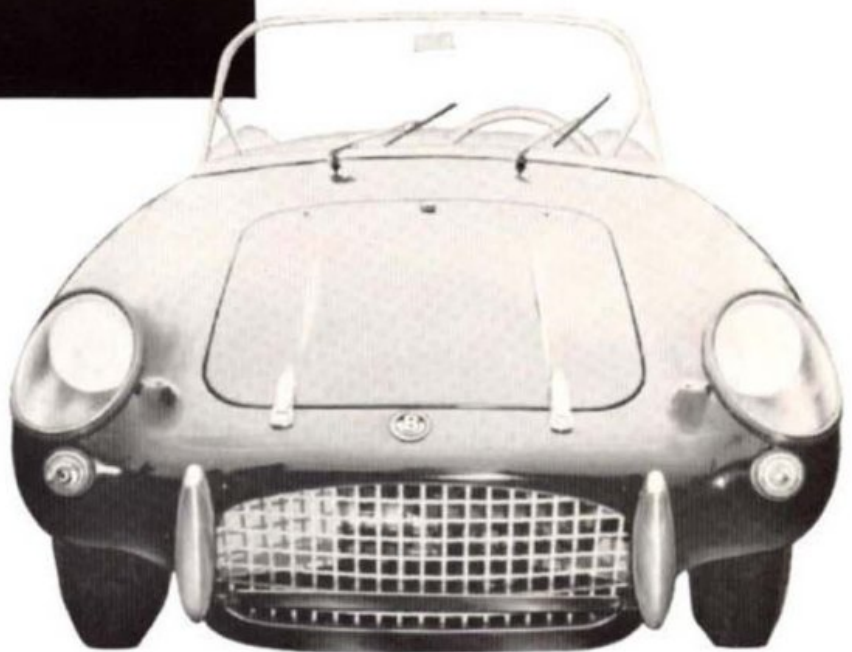




the
BERKELEY
has arrived!



● The Berkeley, widely acclaimed in England, on the Continent, through the Middle East to Australia, is ready now for the U.S.A. >> Berkeley, with its vivid acceleration . . . brilliant all-round performance . . . and, most important for you, its boundless capacity for fun. >> The first true Economy Sports Car (60 miles to the gallon), the Berkeley generously requites the sportsman's love for a fine machine . . . yet is so practical, so easy to handle, that for his routine transportation needs the conventional motorist loves it too. The Berkeley is going places . . . FAST!

the Roadster _____ . . . BY BERKELEY



BOTH MODELS

DIMENSIONS: Wheelbase 5 ft. 10 in. Track 3 ft. 8 in. Overall length 10 ft. 3 in. Overall width 4 ft. 2 in. Ground clearance 5 in. Turning circle 28 ft. Weight 6 cwt.

BODY AND FRAME: Resin bonded moulded glass fibre with aluminium alloy bulkheads and cross members moulded in to form a single structure.

COUPE MODEL: Fixed hard top with built in windshield and rear window.

SUSPENSION: All wheels independently sprung. Front by unequal length wishbones with Girling coil springs and damper units. Rear by swing axles with Girling coil spring and damper unit.

STEERING: Burman worm and nut steering box with three piece divided track rod and 16 in. steering wheel.

CONTROLS: Gear change lever mounted centrally on floor. Clutch, brake and accelerator pedals of pendant design; pistol type hand brake.

BRAKES: 7 in. Gibling hydraulic. Front, two leading shoes; rear, one leading and one trailing shoe.

WHEELS: Lightweight wheels with 5 stud fixing; fitted with 5.20 x 12 Michelin tires.

ELECTRICAL EQUIPMENT: 12 volt battery, charged by Siba Dynastarter. Ignition by twin coils. Two headlamps, incorporating parking lights, two tail lamps, incorporating hydraulically operated stop lights; two reflectors; twin electrical screen wipers; electric horn.

INSTRUMENTS: 4 in. dia. speedometer with ignition warning light. Head and side light switch, horn button, starter button, fuel gauge, amp. meter, high beam flashing indicator. Switch for windshield wiper attached to wiper motor.

SEATING: Bench type seat upholstered in Vynide.

COLORS: Red, blue, green, with grey upholstery.

STANDARD EQUIPMENT: Lever type jack, set of tools, instruction books.

the Coupe' _____ . . . BY BERKELEY





328 c.c. MODEL

ENGINE

Excelsior air cooled twin cylinder two stroke:
capacity 328 c.c.
Bore 58 m.m.:
Stroke 62 m.m.
90 Watt Siba Dynastarter
Output 18 b.h.p. at 5000 r.p.m.

TRANSMISSION

Front wheel drive through differential and
three speed reverse gear box. Final drive by
roller chain.

492 c.c. MODEL

ENGINE

Exclusive Excelsior air cooled 3 cylinder Two
Stroke:
capacity 492 c.c.
Bore 58 m.m.
Stroke 62 m.m.
90 Watt Siba Dynastarter
Output 30 b.p.h. at 5500 r.p.m.

TRANSMISSION

Front wheel drive through differential & four
speed & reverse gear box. Gear ratios: 1st—
15.21 to 1; 2nd—9.18 to 1; 3rd—6.35 to 1;
4th—4.64 to 1; reverse—16.61 to 1.

INTERNATIONAL COMMENTS:

From The Autocar, the British magazine authority on sports cars:

"One of the best techniques for smooth, fast downward changes is a straight-through action, with the throttle kept partly open. The engine is so responsive that very fast changes may also be made with the full double declutch action, and there is little serious protest if the gear box is treated as one with full synchromesh."

"Braking efficiency is measured during Road Tests with a Tapley meter, and it is remarkable that this little car is the first to have recorded . . . time after time . . . 100 per cent."

"The screen (windshield) is effectively defrosted externally in cold weather by warm air from the engine compartment which emerges from a rearward facing louvre in the bonnet."

"Engine accessibility on the whole is much better than that of the average orthodox car, and as there is no valve gear, sump, water cooling and so on, maintenance is reduced to a minimum."

RALLIES and DRIVING TESTS

LONDON MOTOR CLUB LTD., BRANDS HATCH SPRINT ON SUNDAY,
18th AUGUST 1957

W. Rosson, driving a 328 c.c. Berkeley was the winner of Group 3—
Sports Cars, Class A, up to 1,000 c.c. The sprint was over two laps, and
the times were as follows:

Best practice lap:	1 min. 28.8 secs.
First run:	2 min. 50.2 secs.
Second run:	2 min. 53.4 secs.

These times are considerably faster than many entrants driving closed
cars in classes up to 2,000 c.c., and we would like to congratulate Mr.
Rosson on putting up a first-class show.



DRIVING TESTS, MAIDSTONE AND MID-KENT MOTOR CLUB on 21st JULY, 1957

There were 34 entrants, and the cars were divided into the following
classes:

Class A. Open, under 1500 c.c.	Class C. Trials cars.
Class B. Saloon, under 1500 c.c.	Class D. Open, 1500 c.c. and over.
Class E. Saloon, 1500 c.c. and over.	

Winner of Class A: A. R. Wheeler (Berkeley)
Second in Class A: I. Mantle (Berkeley)
Premier Award, irrespective of class: A. R. Wheeler (Berkeley)

"The Motor," 12th June, 1957

". . . and Goddard-Watts set up a new 350 lap record in a Berkeley
coupe at 58.62 m.p.h."

THAMES ESTUARY AUTOMOBILE CLUB SPEED TRIALS AT BRANDS
HATCH ON 16th JUNE, 1957

The following were the results for standard sports and standard saloon
cars up to 1,000 c.c.:

1. J. I. Goddard-Watts (Berkeley)	Time: 2 mins. 45.4 secs.
2. R. A. Jamieson (Berkeley)	Time: 2 mins. 47.2 secs.
3. N. W. Graham (Berkeley)	Time: 2 mins. 58.4 secs.

DRIVING TEST ORGANIZED BY THE SINGER OWNERS CLUB AT CALI-
FORNIA IN ENGLAND, WOKINGHAM, ON 16th JUNE, 1957

A privately entered Berkeley was the outright winner of this event.



the **BERKELEY** is going places...fast!

