

BERKELEY BULLETIN



Sports Car News

The Berkeley has astonished the public, followers of Motor Sport and the Motoring Press by its amazing performances in racing, rallies and driving tests, often winning against cars of far greater capacity

Racing

BRITISH AUTOMOBILE RACING CLUB MEETING AT GOODWOOD ON WHIT-MONDAY

This event was televised by the B.B.C., and the following are some press reports:—

"The Motor," 12th June, 1957

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

"The Autocar," 14th June, 1957

"The spectacle during this race of J. Goddard-Watts in a Berkeley hardtop, catching and trying to pass I. M. Gillett's Mk. VII Jaguar between Woodcote and the chicane, is one that will not quickly be forgotten."

"Autosport," 14th June, 1957

"The tiny red Berkeley coupette, driven by Goddard-Watts, cheekily challenged a Mk. VII Jaguar, set up a new 350 lap record in 2 mins. 27.4 secs. (58.02 m.p.h.)"

Investigation immediately after the race showed that, due to centrifugal action on the carburettor when cornering, the engine was running out of petrol, and therefore oil, and consequently the near-side piston seized up.

However, the speed and performance of the car had been established on the three laps during which it led the field, and the fuel problem has since been solved, so that we now also have reliability.

BRITISH AUTOMOBILE RACING CLUB MEETING AT AINTREE ON 15th JUNE, 1957

The motor press reports were as follows:—

"The Autocar," 21st June, 1957

"All eyes were on the trim little vermilion Berkeley in handicap 'A,' and sure enough it

won. The winning speed of 53.25 m.p.h. should not be overlooked. From 328 c.c. this is not bad going."

"Autosport," 21st June, 1957

"Then followed the first handicap event. R. Smith's little Berkeley, with two credit laps and 1 min. 25 secs., could not be overtaken; the little car buzzed merrily around, never leaving the inside white line on corners, and in its course set up the first 350 c.c. lap record of 1 min. 48 secs., which represents 54.6 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.

Goddard-Watts' time was faster than 33 other entrants, who were driving cars with engines of capacity ranging from 3 to 10 times the size of the Berkeley.

BRITISH AUTOMOBILE RACING CLUB 26th MEMBERS' MEETING AT GOODWOOD ON 22nd JUNE, 1957

J. I. Goddard-Watts in a privately entered Berkeley won a 5-lap handicap race (2.6 miles per lap), at an average speed of 58.86 m.p.h., and raised his own 350 lap record to 60.002 m.p.h.

**LEINSTER TROPHY NATIONAL CAR RACE
AT WICKLOW CIRCUIT
ON SATURDAY, 13th JULY, 1957**

Two privately owned Berkeleys took part in this race, one owned and driven by J. I. Goddard-Watts, and the other by R. A. Jamieson. The circuit is 8.34 miles long. Practising was on Friday, 12th July, 1957, the qualifying time being 9.5 secs. per lap, that is a speed of 55 m.p.h.

Lawrence Bond took over control of the pits, and maintained all the records, and managed things so efficiently that both Berkeleys completed three practice laps at a time of 8 mins. 24 secs. each, for each of the three laps, that is a speed of 59.8 m.p.h., and so there was no problem about qualification.

The handicap speed that was set for the race was 60.1 m.p.h. and both Berkeleys had to complete nine laps, their total handicap credit being three laps and 5 mins. 45 secs.

The following are extracts from Lawrence Bond's race records:—

R. A. Jamieson.	Lap	Average Speed
	1.	60.05 m.p.h.
	2.	59.00 m.p.h.
	3.	58.85 m.p.h.
	4.	58.85 m.p.h.
	5.	59.00 m.p.h.
	6.	57.85 m.p.h.
	7.	58.29 m.p.h.
	8.	58.29 m.p.h.
	9.	58.85 m.p.h.

Goddard-Watts.	Lap	Average speed
	1.	62.00 m.p.h.
	2.	48.00 m.p.h. (approx.)

During lap 2 Goddard-Watts had the misfortune to oil up a plug, and changed both plugs on the circuit.

	3.	61.00 m.p.h.
	4.	61.25 m.p.h.
	5.	Time not recorded.

At the end of lap 4 one plug again oiled up, and both plugs were changed at the pits, but unfortunately a further plug change was necessary immediately after starting lap 5.

	6.	61.50 m.p.h.
	7.	62.50 m.p.h.
	8.	62.20 m.p.h.
	9.	62.35 m.p.h.

**SILVERSTONE, SATURDAY, 27th JULY, 1957
and
SNETTERTON, SUNDAY, 28th JULY, 1957**

J. I. Goddard-Watts entered his 328 c.c. Berkeley in the 1100 class at the meetings held at both these circuits. As in each case it was a scratch race, he had no chance of finishing with the winners, and his

object in entering was principally to help to establish small capacity classes for next season.

He finished in each race, and therefore achieved his object.

**B.R.S.C.C. MEETING AT BRANDS HATCH
ON MONDAY, 5th AUGUST, 1957**

On this occasion there was a "Berkeley only" race, which seems to have acquired the title of "Petit Prix." It was run over ten laps of the course. Thirteen 328 c.c. Berkeleys were entered, all of which survived practice, and for the race were lined up for a Le Mans type start.

Just prior to the start, George Catt was told over the public address system that his car was not properly lined up, and he caused a lot of amusement when he simply lifted the back end of the car and moved it over to the right position. Incidentally, George Catt is 6ft. 4in. in his socks, and weighs about 18 stone, but even so he seems to fit himself nicely into a Berkeley!

"The Autocar" of 9th August, 1957, reports:—

"A swarm of 328 c.c. 2-stroke Berkeleys hummed around for ten laps, after a Le Mans-type start. Impressive stable, they showed a fair turn of speed as the winner's average of 55.25 m.p.h. confirms. This was Goddard-Watts, who led from I. Burgess almost throughout."

"Autosport" of 9th August, 1957, states:—

"A ten lap race for Berkeley sports cars produced 14 of these little machines, which buzzed round at surprisingly high speeds for 328 c.c. Goddard-Watts and Ian Burgess went at it neck-and-neck for the opening laps, but the former gradually outstripped his rivals, lapping at over 57 m.p.h. in the process."

The results were as follows:—

1. J. I. Goddard-Watts, 13 mins. 28 secs.
55.25 m.p.h.
2. I. Burgess.
3. R. A. Jamieson.
4. I. Mantle.
5. N. Graham.
6. P. Wren.

Fastest lap: J. I. Goddard-Watts, 76.6 secs.,
58.28 m.p.h.

Goddard-Watts also established a new 350 class record for the circuit.

**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.

7th NATIONAL SIX-HOUR RELAY RACE ORGANISED BY THE "750 MOTOR CLUB" AT SILVERSTONE ON SATURDAY, 17th AUGUST, 1957

The teams entering this relay race had to be made up of a minimum of three, and not more than six cars per team. Four Berkeleys were entered, the drivers being Jon Goddard-Watts, Nelson Graham, Alex Jamieson and Jon Derisley.

The entrants ranged from "D" type Jaguars to Goggomobiles, the latter having 60 laps start. The Berkeleys had 45 laps start on the scratch team.

Thirty-nine teams entered, of which 25 finished, that is 14 teams ran out of cars, and many of the teams who finished had only one car running at the end of the race. Three Berkeleys finished, one having been withdrawn due to a seized big end.

"The Autocar" of 23rd August, 1957, reports:—

"Laurence Bond's Berkeleys were lapping at over 61 m.p.h.; one nearly lost a carburettor, overheated and cooked a piston. The affected cylinder was removed, lapped, and a fresh piston fitted within about a half-hour."

The results were as follows:—

Winners completed 189 laps.
Second and third tied with 187 laps.
Fourth—186 laps.
Fifth—185 laps.
Sixth and seventh tied—184 laps.
Eighth and ninth tied—183 laps.
Tenth to fourteenth (including the Berkeley team) tied with 182 laps.

Although not featuring amongst the winners, the Berkeleys proved their reliability and endurance by keeping going for 137 laps (i.e. the difference between 182 laps and the 45 laps start) at an average speed in excess of 61 m.p.h., and an interesting point emerged in that when they do run into trouble, even a major job like a cylinder and piston change can be carried out very quickly.

SILVERSTONE CLUB RACING, 27th SEPTEMBER, 1957

"Autosport" (4th October, 1957), commenting on the 1½ litre race, says:—

"The first (race) was notable for the quite incredible speed exhibited by Graham's little red Berkeley. Its first challenge came from D. Rees

in his Austin Special, but he disappeared a lap later and Arthur Mallock arrived in a hurry to take his place, but the Berkeley managed to keep on its tail for a whole lap after being passed, although one would not have thought that the Club circuit at Silverstone, with its long straight, was ideally suited to this miniature projectile."

The above results are subject to confirmation.

It is possible that other Berkeley owners have also scored recent successes, but the above are the only ones that have been brought to our attention.

We would emphasize that these are private entries, the only assistance that the company has given is advice and some help with engine tuning, and in some cases the attendance of a mechanic to carry out any running adjustments necessary.

We feel that this is a resounding list of successes, and we would like to congratulate not only the winners, but those Berkeley owners who put up a good show, but who for one reason or another did not feature amongst the winners.

We feel that the successes are all the more creditable when one takes into account the fact that the Berkeley, equipped with a 328 c.c. engine, is competing against cars with four times its engine capacity, and we feel we are not overstating the case when we say that the fact that the Berkeley is reliable, fast, and good looking, has been well and truly established by these successes.

Rallies and Driving Tests

EASTBOURNE RALLY, 1st JUNE, 1957

Six Berkeleys were entered for this event, but one entrant was a non-starter. Of the five that started, L. Bond, the designer, who was driving a works car, got into navigation trouble and lost a lot of time. He was not able to complete the hill test, because the engine and gear box were tuned and equipped for racing and were just not suitable for negotiating steep hills, so at this point he retired.

The second retirement was during the last of the driving tests, and was caused through gear box trouble.

C. M. Panter, driving a works car, finished the Rally and driving tests, but lost a lot of time on the road section, due to a faulty condenser.

A. Wheeler, who was unable to complete the hill test, due to the car being over-gearred, completed the Rally with the exception of the hill, but was not placed.

I. Mantle arrived very late at the start of the Rally, but completed the road section and the driving tests. He put up the fastest time of the day in one of the driving tests, but was forcibly retired, due to lateness in starting.

**EAST ANGLIAN AND EASTERN COUNTIES
DRIVING TEST MEETING AT RAYDON
AIR FIELD, SUFFOLK, ON 16th JUNE, 1957**

I. Mantle, in a privately entered 328 c.c. Berkeley, took part in this event, and gained first place in the Open Car Class, competing against cars of unlimited c.c. Second place was taken by a car of 1,991 c.c.

**DRIVING TEST ORGANISED 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.

BRIGHTON MOTOR RALLY, 22nd JUNE 1957

Four 328 c.c. Berkeley cars took part in this event, which consisted of a hill test and brake test in the morning, and two runs at six driving tests on Madeira Drive in the afternoon.

All four cars finished the course, and I. Mantle in a privately entered Berkeley won Class "B," that is for cars up to 1600 c.c. Sports. A. R. Wheeler was second in this class, about two seconds slower than Mantle.

The Brighton "Evening Argus" of 24th June, 1957, reports:—

" . . . I. Mantle was driving one of the four smallest cars in the event—a 328 c.c. two-stroke Berkeley sports. He won his class.

" His Berkeley showed what it was made of when it lifted its nearside rear wheel under the stresses of acceleration and fast cornering."

**DRIVING TESTS ORGANISED BY THE
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 B. Saloon, under 1500 c.c.
- Class C. Trials cars.
- Class D. Open, 1500 c.c. and over.
- Class E. Saloon, 1500 c.c. and over.

Three 328 c.c. Berkeleys were entered and driven, in class A, by I. Mantle, A. R. Wheeler and C. M.

Panter. The largest entrant in this class was 1172 c.c., and the other classes included Volkswagon, Borgward, Ford, Sunbeam, three special trials cars, T.R.2's, Austin Healey, XK.120, Aston Martin, Jensen, and Vauxhall.

There were three tests, each entrant being allowed one run at each test. The same start and finishing point was used for each test, and there was a fairly lengthy run up to the first hazard on each occasion—a point which is decidedly against a Berkeley, with its 328 engine. In spite of this, and the fact that there was a heavy shower of rain which softened things up somewhat, the 328 c.c. Berkeleys featured as follows in the results:—

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

We feel that you would like to join with us in congratulating Tony Wheeler on a fantastic win. He really knows how to handle a Berkeley, and has conclusively proved that in the right hands a Berkeley can beat very much larger and more expensive cars on equal terms.

**BEDFORD AUTOMOBILE ENTHUSIASTS
CLUB ANNUAL DRIVING TEST MEETING
AT WENDY, CAMBS.,
ON SUNDAY, 11th AUGUST, 1957**

In this event, which was won last year by a 328 Berkeley, Ian Mantle put up the best performance of the day and won the event outright in a 328 c.c. Berkeley sports car.

There were approximately 20 entrants (ranging from 3½ litre to the Berkeley 328 c.c.). No details are available at the time of going to press, but we hope to give you more details in the next Bulletin.

**NORTH WALES CAR CLUB JULY DRIVING
TESTS**

H. P. Fenton won the Open under 1,500 c.c. class, driving a 328 Berkeley.

Record figures subject to official confirmation.

STOP PRESS

John Goddard-Watts has qualified for the Final of the Autosports Championship to be run at Snetterton on Saturday, 12th October, 1957.