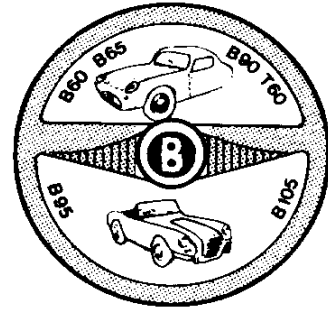




BERKELEY ENTHUSIASTS CLUB



NEWSLETTER • NEWSLETTER • NEWSLETTER

August 2001

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Before dozens of you get around to writing in, we know that the old-style Newsletter header contains the erroneous B60 and B90 model designations which seem to have come into use during the late 1960s or early '70s. This issue has consumed the Club's remaining stock of paper, so this will not be a feature of future issues.

My thanks to Dave Dolman who has forwarded a few letters to me over the last few weeks. One of these was from Mike Dunn who has sent in a couple of photos taken at the AGM and promises to follow them up with some jottings on the event. His note reads "... photo's from our AGM-Rally that we went to. WHERE WOZ THE REST OF YERZ?". Well, I had problems arranging transport and, having spoken to Nigel a few days earlier, decided to spend the weekend at home working on what became the July Newsletter. What is your excuse?

With regard to the current Newsletter format, my hand-me-down Amstrad 386 PC is probably not capable of producing anything much more extravagant, but I will be including some line drawings in the next couple of issues and hopefully before the new year we will be able to resume normal service with a return to photographic reproduction, so if you have any shots from the AGM, other events, or your current Berkeley project, copies would be much appreciated.

At the end of *Facts? & Figures* last month I stated that the club had apparently only made two attempts to gather service information together. I was of course referring to published items - in fact Mike R-S has been working on such a project for many years, but hopefully with your help we will be able to add a few little extras to the wealth of knowledge that he has amassed over 35 years plus of Berkeley ownership.

So far I have received no correspondence regarding any of the known, but undocumented, improvements/modifications requested last month. *Facts? & Figures* this month starts getting technical, so hopefully some of you will feel the urge to contribute something of relevance. It doesn't matter if you are disagreeing or adding something fresh, all input will be gratefully received - don't forget the knowledge and wisdom amassed during this exercise will ultimately be channelled into THE Berkeley Workshop Manual.

The committee would like to express their special thanks to Doug Young, Editor and Archivist/Librarian at the Royal Enfield Owners Club, who recently searched their archives for us and came up trumps with a May 1960 Parts List covering "Engine and Gearbox Components fitted to the Berkeley B95 and B105 Cars". I didn't know that this item existed, but it turns out that there is already a copy hidden in the BEC archive, however, having access to a second unblemished copy allows us to verify some of the less clear part numbers. Unfortunately it is not illustrated, but it does contain a five page listing of engine components for each model, and a further pair of sides devoted to the VRA gearbox and clutch - more on these next month.

We have access to Super Meteor and Constellation motorcycle Parts Lists, and the cosmetically identical Excelsior VR gearbox is shown in later Excelsior documentation, so we are in a position to create an illustrated version - contact me if you would be interested in a copy, and if there is sufficient demand we will make it a Club Publication (when time allows).

The Club already has copies of the Excelsior Parts Lists as detailed in the July Newsletter, but these are perhaps of more academic interest since no-one is currently supplying new Excelsior engine or gearbox components, whereas there are a number of motorcycle dealers specializing in Royal Enfield bikes, and they seem to have reasonable stocks of NOS (New Old Stock) spares.

A comprehensive Parts List covering the engines and gearboxes of all Excelsior and Royal Enfield models could ultimately be issued as a club publication to complement the Club Workshop Manual, but the manual is obviously our main priority.

Finally, please note that Membership Renewals, etc. should now be sent to Mike Millen's NEW ADDRESS in Kent - see *Club Contacts* on page 15.

Dave Perrin

New Members

The Club extends a warm welcome to the following :-

2208 Anthony Fredette, Porterville, Ca, USA

(afredette@sosinet.net) SE492

2209 Andrew Smith, Launceston, Cornwall looking for T60

Rejoined :-

358 Ron Palgrave, Newcastle upon Tyne. looking

Correction :-

2204 Jason Heather, Paignton, Devon. SE328 & T60



Membership List

Remember, if any of you would rather that we do not divulge your phone number or full address in the BEC Membership List then contact Mike Millen. Publication will be towards the end of the year, but please respond now, rather than later.



Royal Enfield Owners Club

In case any of our B95 or B105 members are not aware there is a thriving owners club catering for all Royal Enfields - motorcycles (British originals & new Indian ones), bicycles, lawnmowers and even stationary engines in any state of preservation ("or neglect!" it says here). The membership fee is £12 and further details are available on their web site www.royalenfield.org.uk or from :-

Sylvia & Mick Seager
R.E.O.C.
30/32 Causeway
Burgh-Le-Marsh
Skegness
Lincs
PE24 5LT

Minutes of the BEC Annual General Meeting

**Copt Oak Village Hall, Leicester
Sunday 1st July 2001**

Present:

Mike Rounsvile-Smith	Phil Parry Jones
Colin Pears (Treasurer)	Peter Locke
Nigel Halliday (Spares/Registrar)	Guy & Ann Chard
Dave Dolman (Editor)	Dave Ratner
Mike Millen (Membership)	Dave Traylor
Russell Hancock (Regalia)	John Robertson
Ken Wallace	John Lee
Darren Jeff	Graham Rigby
Keith Walker	Jeff Payne
Ron Mallett	Alex Briggs-Dolman
Chris Pellett	Peter Hankins

Address and Welcome – Nigel Halliday

Nigel welcomed everyone to Copt Oak adding that it was a pleasure to be sharing the event with the British Two Stroke Club.

President's Address – Mike Rounsvile-Smith

Mike introduced himself and the other committee members and went on to say that it had been a fairly quiet year in the presidents seat. He has received the usual level of queries and requests for information, and BEC Publication sales have therefore been steady throughout the year.

Spares Secretary's Report - Nigel Halliday

Spares purchases and sales have been as expected and there are no issues with timeliness of purchases or sales.

Over the past year sales of body ancillary parts has exceeded those of engine and gearbox components. New items made available included wiring looms and side-screen/hood-stick sockets.

Nigel has attended a couple of meetings with the co-ordinators of the Talisman Telegraph with a view to setting up closer ties with them - this should be of benefit to the club re. supply of various engine and gearbox components.

Spares purchases have been slightly down this year, but we are about to make a bulk purchase of wheel bearings, and batches of Excelsior twin exhausts (expansion box type) and T60 bonnet hinges are also in the pipeline.

Registrar's Report - Nigel Halliday

Nigel has received and processed a steady trickle of DVLA lost registration number applications over the last year and the BEC can still claim a 100% success rate with these.

The DVLA are currently carrying out a review of all clubs authorised to endorse these requests, with a view to reducing the number by 75%. It is hoped that our shining success rate will preclude us from expulsion, but if this does happen it seems likely that a single club (e.g. the Register of Unusual Microcars) will become the only body authorised to process such requests for all microcars – watch this space.

Over the past two years Mike Millen has set up a computerised database, duplicating Nigel's written records and he expressed his thanks to Mike for the many hours work which he has put into this project and for continuing to maintain/update the database.

Membership Secretary's Report – Mike Millen

Mike advised that there are currently 226 UK members, 18 USA members and 26 others, making a total of 270 members. At this time last year we had 280 members so the club can be considered to have a fairly stable head count.

There has been a problem with the Newsletter distributors, who failed to process Membership Cards. Anyone who renewed their membership before July and has not yet received their card should contact Mike and he will enclose it with the next Newsletter.

The revocation of Honorary Membership status (except that of the club founder Martin Allsop) from the end of December 2000 which was approved at last years AGM has been delayed, but is now going ahead and a letter informing all members of the outcome will shortly be distributed.

EDITOR'S NOTE - Mike has just moved to Kent - see *Club Contacts* (page 15) for full address. Please bear this in mind when returning current renewals. The Membership e-mail address bec-membership@bigfoot.com is, of course, still valid.

Editor's Report - Dave Dolman

Dave advised that, in accordance with his announcement last year, the June 2001 newsletter was his last. He added that he is happy to forward any newsletter correspondence to whoever assumes the role.

Nigel was contacted by three people willing to undertake the editorship, either full time or as a 'stop-gap' measure. Unfortunately, the apparently ideal candidate withdrew their offer a week or so before the AGM, so it was decided to accept Dave Perrin's offer for the temporary position until a permanent arrangement could be sorted out.

Details of what the role entails were included in the February 2001 Newsletter, but if any members would like further information with a view to taking on this role then please contact a member of the committee.

The committee and assembled membership gave their thanks to Dave Dolman for producing such an excellent publication over such a long period - well done Dave (and Alex). In view of his dedication, and by way of thanks, it was agreed that Dave should keep the BEC flatbed scanner.

A discussion was held on whether it would be prudent to change to a bi-monthly magazine until the editor's position was properly sorted out. It was finally agreed that because of members reliance on monthly newsletters, especially those overseas, we would strive to maintain a monthly publication.

Treasurer's Report – Colin Pears

Colin produced an extensive cash flow report detailing the income and expenditures of the Club over the last year, which is summarised opposite.

He added that he is willing to stand again as Treasurer for the next year, but intends to resign from the post at the next AGM.

As can be seen we have a positive income-over-expenditure of £1048 which is a good state to be in.

This is comprised of a modest profit-and-loss credit (£171) on the Ordinary Account and a large profit-and-loss credit (£724) on the Spares Account because Nigel is about to make a number of spares purchases. Overall it can be taken that the existing level of subscription charges is adequate to meet current operating costs.

CASH FLOW REPORT

April 1st 2000 to March 31st 2001

INFLOWS

Bank Interest	31.76	
Regalia Sales	146.20	
Spares Sales	4894.52	
Subscriptions	<u>5257.53</u>	
TOTAL INFLOWS		10330.01

OUTFLOWS

Committee Expenses	457.31	
Newsletter:		
Distribution	2021.01	
Editors costs	50.39	
Printing	1755.00	
Typesetting	<u>400.00</u>	
TOTAL Newsletter	4226.40	
Regalia Postage	16.46	
Shows:		
Advertising	10.00	
Rallies	<u>215.88</u>	
TOTAL Shows	225.88	
Spares Purchased	4174.66	
Subscriptions:		
F.B.H.V.C	<u>181.00</u>	
TOTAL OUTFLOWS		<u>9281.71</u>
OVERALL TOTAL		<u>1048.30</u>

Election of Committee Members

Since the majority of the existing Committee members were willing to stand for re-election it was put to the floor that the Officers and Senior Committee members be re-elected 'en-bloc'. This motion was passed unanimously.

The 2001/2002 Committee elect is therefore as follows: -

- | | |
|--------------------------|-------------------------------|
| 1. Mike Rounsville-Smith | President & Secretary |
| 2. Nigel Halliday | Spares Officer & Registrar |
| 3. Colin Pears | Minutes Secretary & Treasurer |
| 4. Russel Hancock | Regalia Secretary |
| 5. Mike Millen | Membership Secretary |

The meeting was closed at 16:00.

Colin Pears,
Minutes Secretary



Berkeleys in the News

Classic Bike

Not strictly Berkeley, but definitely of potential interest to B95 and B105 owners. The August 2001 issue contains a six page Buyers Guide to the big Royal Enfield twins (i.e. Meteor, Super Meteor, Constellation and Interceptor) and the centre spread is a Mk1 Interceptor.

Which Kit?

The *Backchat* column of the kit car magazine's January 2001 issue featured a letter under the heading BRILLIANT BERKLEY from T60 owning member Gordon Padgett in Blackburn who confessed to being "a trike fan" and went on to extol the virtues of the original cars, applauding their "beautiful handling" and "brakes which will stop a tank".

It may have been slightly misinformed - I'm not aware of anyone fitting a Reliant engine into a Berkeley (a three-wheeler conversion for the 492 perhaps? - see page 12) and I don't think that the British Anzani could really be described as an outboard engine, but overall it can be taken as a positive reference. It would perhaps have been preferable if they had managed to spell the name correctly, but the piece may just have retriggered the Berkeley urge in one or two of their readers and it has at least allowed me to pad out another half page of the Newsletter!

Facts? and Figures - Part 2

Help

Although the club has a reasonable selection of material, a few items have not yet been located. If any members own or know the whereabouts of any of the following documents please contact Dave Perrin or Nigel Halliday (addresses on *Club Contacts* page):-

- British Anzani Engine Manual (Dynastart version).
- "Missing" sections (F to U) of factory B95/105 Workshop Manual.
- Albion VRA (B95/105) Gearbox/Clutch Handbook or Parts List - we have the May 1960 Royal Enfield Parts List (as detailed in this months editorial), but there may have been others.

One item not mentioned in Part 1 is the *Servicing the Berkeley T60* article featured in Three Wheeler News (January '91 Newsletter). It contains too many errors to list here, but does include a reasonable "Diff's-eye-view" sketch of the RH front wheel/driveshaft and associated components. Any information on further sources would be greatly appreciated - even if, as in this case, it just allows us to warn members to ignore said publication.

Spark Plugs

When combustion occurs, burning mixture causes the plug's centre electrode to reach much higher temperatures than the cylinder head. The correct plug for a given engine has a thermal path (from centre electrode to its body and, hence, the cylinder head) which is low enough to prevent the electrode from overheating and causing pre-ignition, but high enough to allow it to burn away deposits which would otherwise build up and hinder ignition. When an engine is tuned for higher performance the resultant increase in combustion temperature generally requires a 'colder' plug (with a lower thermal path).

The following table lists the KLG originals against a few equivalents:-

	SA322	Excelsior / B95	-	B105
KLG	F70	FE70	FE80	FE100
Champion	L82C	N5C	N4C	N3C
NGK	B7HS	B6ES	B7ES	B8ES
Nippon-Denso	W22FS-U	W20ES-U	W22ES-U	W24ES-U

The Anzani engine uses 'short reach' plugs, hence the different designations to

the other ('long reach') types. Most motorcycle dealers are NGK stockists and automotive outlets generally have these and/or at least one of the other two makes.

NGK for Excelsiors

The B6ES seems to be a borderline equivalent to the FE70, so the B7ES could well be more suitable for sustained high-speed use and it is definitely necessary if tuning work has been carried out. Extensive tuning may demand the B8ES, which is even colder, but it is definitely not the correct grade for the standard engine. As mentioned above, using a plug which is too 'cold' will render it prone to fouling in traffic, etc., although this may be offset slightly by the use of electronic ignition.

However, many club members seem to be running B8ES or even B9ES with no noticeable problems. Although this serves to demonstrate the versatility of modern plugs and oils, there seems little point in fitting unnecessarily cold grades as this can only lead to less reliable running when the ignition system is not performing at 100% and/or the ambient temperature is low.

Plug Gaps

It should be noted that although many manufacturers now specify plug gaps of 0.7mm (0.028") or more, these are made possible by the use of electronic ignition systems which generate the higher HT voltages needed to jump larger gaps, not by advances in spark plug design. The correct gap for all models with standard ignition is therefore still 0.020" to 0.025" (0.5mm to 0.6mm).

Points Gap

All two stroke models are fitted with the Siba Dynastart system:-

Model	Dynastart Type	Cam	Comment
SA322	AZLpX12/90-1200R	FCdX/1	Further details in Feb '98 Newsletter.
SE328	AZLsX12/90-1200R	FCsX	-
SE492	AZLaX12/90-1200R	FCaX	Small points cam.
SE492	AZLbX12/90-1200R	FCaX/1	Large points cam.

Early Anzani engines may have been fitted with the FCDX points cam, for which the correct points gap is 0.014" - 0.016" at TDC, however, it is unlikely that this type was fitted to Berkeleys. Later models were fitted with the FCDX/1 cam which has a different profile. Siba *Operating Instructions* specify maintaining the points gap at 0.018" - 0.020" at TDC.

An article detailing changes to the 492 ignition (points, backplate & cam) was

included in the 1989 Yearbook and reprinted in the Nov '97 Newsletter. Briefly, the majority of SE492s were fitted with a small diameter points cam which left insufficient room for the felt lubricating pad fitted to the twins. Instead the cam was hollow with a small radial hole which allowed oil from the hollow to reach the cam surface and lubricate the contact breaker heels - this obviously relied on more frequent oiling than the felt pad arrangement.

The inevitable dry cam caused rapid heel wear, resulting in closed points gaps and erratic running. On the last 100 or so engines built in 1959 the Dynastart housing was given a larger bore to accept a new larger diameter backplate and cam, using points assemblies similar to those fitted to the twins - most of these cars were exported. The problem of rapid wear was apparently exacerbated during the 1980s when defective remnant stock found its way onto the market.

In 1989 the club therefore had a batch of large-cam components manufactured, allowing the modification of early engines to the later specification. These kits (FCAX1 @ £25.00) are still available from BEC Spares, but do also require a machining operation on the Dynastart housing, and the purchase of three sets of contact breaker points (MB209 @ £36.00).

Excelsior Errors

- The Dynastart section of *Motor Repair* specifies 0.020" - 0.022", but the Berkeley section states 0.014" - 0.016".
- The *Servicing Your Dynastart* article (from the May 4th 1961 issue of The Motor Cycle) included in DS001 also states 0.020" - 0.022".
- Although later versions of Excelsior *R&MI* state 0.020", the original specifies 0.014" - 0.016".
- Similarly the later version of *MPG* states 0.020", but the original specifies 0.015".
- DIY004 states 0.016".

Dynastart Brushes

The Siba *Operating Instructions* do not specify a dimension for brush wear, merely stating that they should be replaced if worn to the shoulder. DIY004 gives new brush length as 5/8", suggesting replacement at 3/8" (sooner if the rotor track is worn or has been skimmed to salvage commutator damage).

B95/105

The Royal Enfield powered models are fitted with a Lucas 18D2 distributor (with centrifugal auto advance unit) on which the contact breaker points should

(with centrifugal auto advance unit) on which the contact breaker points should be set to 0.015". The Lucas C39PV2 dynamo output is controlled by an RB106/2 CVC (Constant Voltage Control) box and has a cut-in speed of 1,200rpm (at 13.0V \pm 0.3V) with maximum output of 19Amps being available from 2,150rpm. The starter motor is a Lucas M35G.

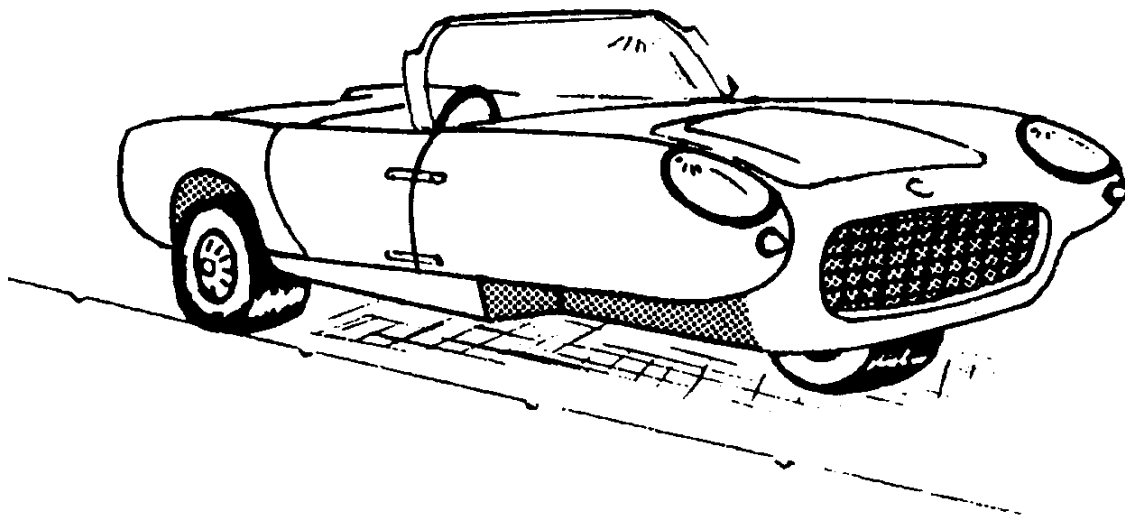


NOTE

For those of you hadn't already guessed, my interests lie more with two stroke engines so that is the area in which I concentrated my early studies. Consequently the four stroke content is slightly lacking - please bear with me on this and I will try to make amends in later issues.

A follow-up list of period motorcycle magazine articles relevant to the B95 and B105 Royal Enfield engines will also be included shortly.

Dave P.



Borrowed from the Spring 1982 Newsletter

BEC PUBLICATIONS

SALES LEAFLETS

SL001	T60 (3 sheets)	£0.60
SL002	B95 (1 sheet)	£0.20
SL003	QB95 (1 sheet)	£0.20
SL004	Foursome (1 sheet)	£0.20
SL005	Twosome (1 sheet).....	£0.20
SL006	B65 (1 sheet)	£0.20
SL007	T60 (2 sheets)	£0.20

MAGAZINE ARTICLES

RT001	SA322 Road Test.....	Sept 1956, Autosport	£0.20
RT002	SA322 Road Test.....	Sept 1956, Autocar	£0.20
RT003	SE328 Road Test.....	May 1957, Autocar	£0.20
RT004	SE492 Launch	Oct 1957, Autocar	£0.20
RT005	Foursome Launch	Oct 1958, Motor	£0.20
RT006	Bandit Launch	Oct 1960, Motor	£0.40
RT007	T60 Road Test	Oct 1959, Motor Cycle	£0.20
n/a	Berkeley Sportscars - Road Test Limited Edition, Brooklands Books - see Spares List		

WORKSHOP

EM001	British Anzani Engine Manual & Parts List	£2.60 +40p stamps
EM002	Excelsior Engine/Gearbox Manual	£8.00 +60p stamps
TN001	Factory Tuning Notes for Excelsior Engines	£1.80
HB001	B95/105 Factory Workshop Manual (does not cover gearbox/diff or suspension)	£5.00 +80p stamps
C001	Carburettors	£2.40 +40p stamps
DS001	Dynastart	£1.00
EP001	Electric Fuel Pump (SU)	£0.20
GB001	Gearbox & Clutch	£4.60 +50p stamps
PS001	Prop Shafts	£0.40
DIY001	Trunnion Block Lubrication Modification	£0.20
DIY002	Lubrication & Servicing	£0.20
DIY003	Engine Tray Strengthening	£0.20
DIY004	Maintenance Check Sheet	£0.20
DIY005	Fitting Rear Petrol Tanks to a T60	£0.40
MIY001	Heater for Excelsior Berkeleys (with expansion box exhaust)	£0.40
MIY002	Carb. Synchroniser	£0.20
MIY004	Dynastart Extractor.....	£0.20
MIY005	Clutch Holding Tool.....	£0.20
MIY006	Front Hub Extractor	£0.20
MIY007	Clutch Extractor	£0.20

ELECTRICAL

E001	Wiring Schedule - T60, B65, SE492 & B95/105 (lists colour/function for all later cars).....	£0.80
E002	Wiring Diagram - T60, B65 & SE492	£0.20
E003	Fitting an Ammeter to a Dynastart	£0.20
E004	Wiring Diagram - B95/105	£0.20
E005	Control Box Conversions (fitting Bosch or Lucas units to the Siba Dynastart)	£0.20
E006	Wiring Diagram - SA322 & SE328	£0.20

GENERAL

BG001	Buyers Guide.	£1.20	
PI001	Illustrated Part Identification Book (covers all models)	£6.00 +60p stamps	
GEN001	B95/105 Engine Specification.	£0.20	
GEN002	T60 Specification	£0.20	
GEN003	Road Test of RCA Engined SE328	Jan 1958, Autocar	£0.20
GEN004	Fires in Cars	£0.20	
GEN005	Differential, Front Suspension & Drive - Exploded Diagram	£0.20	
GEN006	B95 Engine - Exploded Diagram (from HB001)	£0.20	

Available from Mike Rounsville-Smith, 41 Gorsewood Road, St. Johns, Woking, Surrey, GU21 1UZ.

POSTAGE - for individual items include 27p stamp (unless stated otherwise), for bulk orders contact Mike.

PAYMENT - by cheque or postal order, crossed and made payable to BEC.

Events

August

18/19 **Cumbria Classic Weekend**

Dalmain House, Ullswater.

Contact: graeme@gtforrester.freeserve.co.uk

19 **Tax Exempt Day**

Free entry to all pre-1973 vehicles.

Gaydon Heritage Motor Centre, Warks.

26/27 **National Tramway Museum Festival of Transport**

Camping available.

Contact: 01773 852565.

September

2 **Classic Event**

Cholmondely Castle, Nr Maopas, Yorkshire.

Contact: 01484 660622.

7-9 **National Microcar Rally**

Cardiff Caravan Park, Pontcanna Fields, Cardiff.

No final word on this one yet, but it is looking increasingly likely that this event will be cancelled due to the foot and mouth crisis. All potential rally-goers please bear this in mind and remember to contact the organiser for confirmation during the week preceding the rally.

Contact: Dave Morgan, 01443 412878.

15/16 **Elmbridge Classic Show**

Leg-o-Mutton Field, Downside Ridge Road, Cobham, Surrey.

Contact: 01932 701061

October

14 **Double LL Club Autumn Autojumble**

Grange Centre, Midhurst, West Sussex. Entry £1.50, free parking.

Contact: Jan & Dave Rudwick, 01730 816443 or 07798 775319,

or Michael Jeavons, 02392 649474 or 07714 406776.



Club Contacts

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Reasonable care is taken to verify the technical merit of all articles featured in the Newsletter, however neither the Editor or the BEC will be held liable for any damage to person or property resulting from recommendations herein.

Marketplace

1957 SE328 NWM194

Complete car with V5 and original Log Book. Totally dismantled - body split into three sections (some fabrication of box sections begun, but requires major rebuild). Screen reconditioned and a little cosmetic work done, also some new parts - hubcaps/spinners and some switchgear.

Also available, fuel injected 955cc Triumph Daytona 3-cylinder motorcycle engine (produces approximately 127bhp) and ancillaries.

Offers (for either or both).

Contact: Neil Jones (jonesmail@hinckers.fsnet.co.uk),

01656-740758 (Bridgend, Glamorgan) or 01639-825363 (work).

1960 T60 DSU697

Soft top. White with black interior/hood. Excellent condition with MOT & tax. Used weekly and on various Berkeley & BTSC rallies, as seen on this years annual rally. £2,000.

Contact: Keith Walker, 01604 686402 (Northants).

B95/105

STILL WANTED DESPERATELY B95/105 bonnet, any condition.

Contact: Eric Bayliss, 01803 882363 (Brixham, Devon).

Various Spares

SE492/B95 windscreen base and frame - sound but requires re-plating. £90

B105 twin-carb inlet manifold. £10

T60 hard top shell, modified to fit onto standard windscreen frame - requires tidying and repaint. £55

Various drive shafts and spring dampers - all average condition, £5 - £10 ea.

Two 175/70SR-12 tyres (widest 12" tyre available, now very rare)£15 ea.

Honda Z600 (600cc air-cooled parallel twin - same size and power as B95) engine/gearbox/differential complete with drive shafts, etc. £110

Contact: Roger Hainsworth (roger.hainsworth@contron.co.uk),

01403-265424 (Horsham, West Sussex) or 01403-261029 (work).

Wanted for Excelsior Talisman motorcycle

Points cam for Miller alternator equipped model (not the pre-1959 Wico-Pacy flywheel magneto version).

Contact: Fred Heydon, 01803 551955 (Paignton, Devon)

