

# Talisman Telegraph



Issue No. 44 - Summer 2020

Workshop Activity - The Talisman Tinkle

The Journey of my Life Part 3

DR Restorations Report - Stafford Show Memory Lane

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# Letter from the Editor

Welcome to the Summer Issue of the Talisman Telegraph.

Little did I know when I wrote my letter in the previous issue what lay ahead. The saving grace, if any, were the evenings lighting up and, after a very damp February, a gorgeous Spring, April and May particularly.

The one thing about motor-cycling is you are socially distanced. I have been out for rides, with my son initially, and friends, taking picnic lunches to isolated spots.

However, we are a long way from normality and I don't see it changing in the near future, alas. With events like Stafford, Auto-Jumbles, etc., being cancelled or postponed, there is nothing to write about, so compiling this issue has been challenging.

Stafford is currently scheduled for October, combining with Mortons other show that takes place in October. It will be interesting to see how busy it will be if it goes ahead.

One thing that has happened is the re-commencement of restorations - that project at the back of the barn has been dug out and there has been a flurry of activity on supplying parts.

One owner, who is a new member of the E.T.E.S. has a Talisman that he purchased 25 years ago and now wishes to restore it.

I have received a lot of enquiries on how to improve the performance so I have reprinted an article from TT16 on tuning the Talisman for 20 B.H.P.

Just remember though that the crankshaft is joined together by a Woodruff Key so turbo charging is definitely out. The journey of my life concludes in this issue. Bjorn may have to add a chapter to his story telling us about his journey back to the UK to pick up his two engines.

# Letter from the Editor

Also, Jayne Edwards tells a little tale from long ago titled “The Talisman Tinkle”.

Dale has been busy restoring and has submitted a workshop report.

Colin

## Pub Watch

The home of the get along gang the Green Dragon has been totally restored and rebuild where necessary at a cost of £1.25 million, however it remains closed can you imagine a worse time to reopen a pub that has been shut for nearly two years.

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*Front Cover: Colin Powell's TT2 1955 on a ride out around the Buckinghamshire Countryside*

# Stafford Show Memory Lane

The ETE's first attended the Stafford Show in 2000 and we have attended every one since. We still see it as the premier event to attend with a stand.

As you know this event has been cancelled twice already this year and is current scheduled for the 10th/11th October combining with the other show that normally takes place at that time.

Will it take place? who knows in fact this is not the first time. In 2001 it was postponed until 7th/8th July due to foot and mouth crisis. I have selected some pictures taken over the years at the show.



*L-R: Keith Thurlow's S9, Peter Mandel's S8, Terry Biglands S8, Graham Walton-Binns S8, Colin Powell's S8 and Chris Ellison's S8*



*Above L-R: Graham Walton-Binns S8, Terry Biglands STT4 and TT1, Dale Rutherford's STT1, Barry Wilson's TT1 and Colin Powell's STT1*

*Below: A busy stand in 2018*



# Spares



One headlamp underslung pilot light assembly complete with holder and bulb - lens - rubber gasket and spring £17.50 + P&P.



Top Lucas nacelle for early Talisman £11.00 + P&P.

Mudguard stays for early Talisman £12.50 + P&P each.



# Spares

Frame with swinging arm. £75.00 pick up only. Sat/266



Early tank in primer but will need some work. £32.00 + P&P.



## The Journey of my Life Part 3

Out in the dark somewhere, there was a desperate fight going on, I was the shivering landmark in case he should happen to pass by.... “Do you belong to this hotel?” Someone asked me, in the middle of trying to increase blood circulation by powerful flapping

hugs. A young polite shiny-eyed boy with a charming/semi shy Hugh Grant tilted head looked at me. “We have reserved a room”..... By his side a sighing same age student brunette longing to rough up the curls of her Hugh. “I am sorry” I said,” but if you go inside there is a phone, call ##### and the landlady will help you”. The landlady came, the youngsters’ went hand in hand with the key, no luggage, and I had a moment of heartwarming observation. Remembrance of the flame of youth is a good thing. I know about that, and I know about being 73.

Oivind came later, the bottom-of-my-lungs-cold and Harwich Border control followed the next morning. The first still bothers me, the second was all friendliness. The High-vis. dressed officials had to walk some distance, and had no official stamp, but signed with personal signature, title, place of service and service-number ID. They even offered some friendly talk about our journey, the pleasure of summer biking and the psychological effects of the painful national Brexit split. A mutual heartwarming and symbolic welcome back next year patting on the shoulders took place among contained merchandise for Europe.

Holland/Germany is more than motorway-high-speed-commuting. Once upon a time some Arian ancestors of mine followed the Ice north, made their stone axes, found plenty of Flint stones to make fire and tips on arrows. Then ended as hunter/gatherers to become Scandinavians. I think this is a reason for the déjà vu, a genetic memory kind of experience I



## The Journey of my Life Part 3

have on entering a small tidy brick and stone village wherever I am in Germany. So also this time, choosing the narrow alleys, avoiding the wind mill parks, exploring the not on the map places, the tiniest villages (Where a majority walked around looking for Pokémon's) and eating the local food. I kind of belonged there. In England I met brothers and sisters I could argue with. Some of them probably had genes from hairy guys wearing horns, in Germany I visited the mossy graves of my grand-grand-grand parents who demanded system, subordination and obedience, strange but that's how it sometimes feels.

Behind the wheel I was thinking about nice roads for future motorbike riding, and that was actually more scary than appealing. When you look at the covers of present motorcycle magazines, you always get those high-speed-exhaust-to-tarmac images. Usually taken from a stomach-on-the-ground photographer to demonstrate level of cornering speed. Even a 1918 model looks like going through the charming white-church countryside with a manic Valentino Rossi wan-a-be (disguised as a 60+ guy) in the saddle. That is not my style, I am so young that I know even my 95 mph 1953 Triumph Thunderbird has no front brake. That is the scary part, wherever we went, the general traffic shoved no mercy for transport designed in the first part of last century. The nice side is the beauty in the landscape, the friendliness of the natives and classic Art-paint inspiring roads once constructed for horse and carriage that now invites to meditative stops and deep breathing. I had an aching hunch that facts and emotions not always work together.

What surprised us was the almost total absence of motorbike riders, both in England and on the continent. We met some, all

## The Journey of my Life Part 3

on big BMW Trans-globe, aluminium giant suitcase equipped, small Rhinos, lifting their tails when letting out waist and flatulence. Sometimes they came, and went, in groups of ten and more. The few in number riders might have something to do with the time of the year.

Germany off main roads gives a lot. Both culinary experiences, hospitality and general charm are plentiful. To find a local Gasthof we stopped at a gas station. The woman, about to close for the night went full-hearted into the search and ended with offering us the remaining Wurste (Extremely well tasting sausages) as a gift. The place she found for us was fantastic. Imagine a hotel where the legs of the bed vary by almost an inch, and a rolling bottle on the floor will get smashed upon hitting anything within 2 yards. A totally adorable hotel, the floors having 3% decline, and that in a country organized by a 100th of a millimeter.

To arrive at the Zoll was another decline. I went, happy and optimistic in to get my deposit refund, and the guy at the desk, Der Haupt Zoll Furer, checked the computer. No (I will not use the German words) the papers was not OK. He almost threw them in the waist basket. "WHAT ? My 900 Euros. I have not tried to cheat your nation. I have done all the right things. You can see the signatures, you can see the dates " ... "Pahhh... Anyone can make a signature" Again I had this uncomfortable feeling of having to lick and crawl. When he added those Englishmen ("Diese Engländer"), I felt I was in a polo match, sweaty horses all around me, and I was the ball. But because the barcode on the papers had not been scanned (How should I know?), they rejected the papers. I felt I was considered a professional criminal and my money a donation to the coming

## The Journey of my Life Part 3

Sauerkraut Weinact gemutlichkeit zusammengekomst...The Germans write in DEUTCH which the English don` t understand, the Brit`s write in ENGLISH which the Germans don`t want to understand.... I feel I have some unused coal-mine swearing, and a big portion of childish nasty colourful descriptions of how to empty a bucket of yellow ants down the collar of his shirt (my first impulse was down his trousers, or up his ...), but those are not a part of my adult self.

If you think we still consider us lucky ????

Bjorn Odegaard



*Bjorn's engine being worked on in the test rig.*

## Talisman Tinkle

This is a true story. In the year 1999/2000 I had been to visit my old home near Dolgellan (Merionethshire) about 60 miles from where I live now, traversing the A494 in both directions, a very pleasant ride through our Welsh countryside, not a lot of traffic, pleasant sunshine. One the way back, I called on “Rheilffordd Llyn Tegid” (Bala Lake Railway) to view the Little Locos, have a cuppa and butty, then passing through Bala, Corwen, Rhuthun, not rushing, just a nice gentle pace, listening to the pleasant “thrum” from the Siamesed exhaust, not that Scott yowl, but just as nice to my ears. (Yes, my family once owned and rode the Two Scotts we once had).

Still on the A494 road, I dropped to 2nd gear to negotiate the “1 in 4” double hairpin bends slowly, and then climbing the “1 in 10” hill, still the engine was running as sweet as a nut on well oiled threads! After a mile or more I reached the Clywd Gate Hotel at the top of the climb from Rhuthun (lovely views), anticipating the down hill, then level stretches to Llanferes and Loggerheads. On shutting the throttle to a tick over, more or less coasting really, when suddenly I heard a most melodious tinkling sound coming from the engine. What the heck is that, I thought, and whipped the clutch in pronto, sort of with extreme urgency. One cylinder stopped firing while the mag side kept firing, that’s what it seemed like anyway, overwhelming silence from the engine engulfed me whilst I coasted to a stop some 2 miles further on. On getting off, the engine would not turn over either by the kick starter or the rear wheel. Engine or gearbox seizure I thought. Still being about 10 miles from home, I had to be rescued by the RAC – what an awful end to a most enjoyable 110 mile ride.

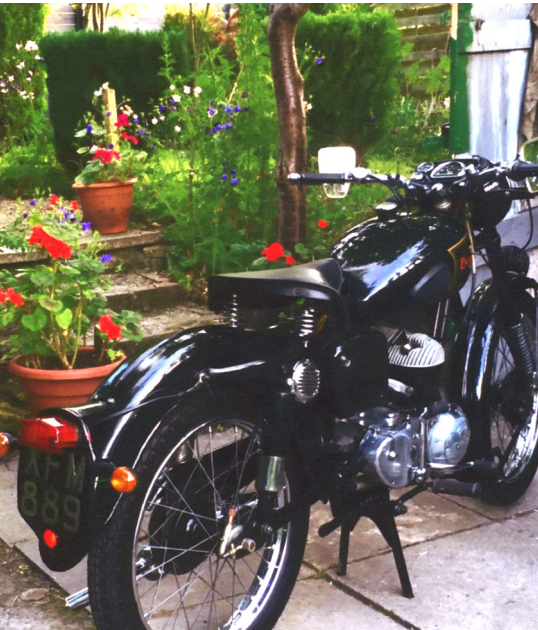
Next day, on stripping the engine down, cylinders off, no bore seizure, but observed the cranks drive side being OK, BUT,

# Talisman Tinkle

horror of horrors, the inner crank web was parallel with the drive side cranks, i.e. upright. So where was the flywheel side crank web? Found it – 40° or so opposite its inner web.

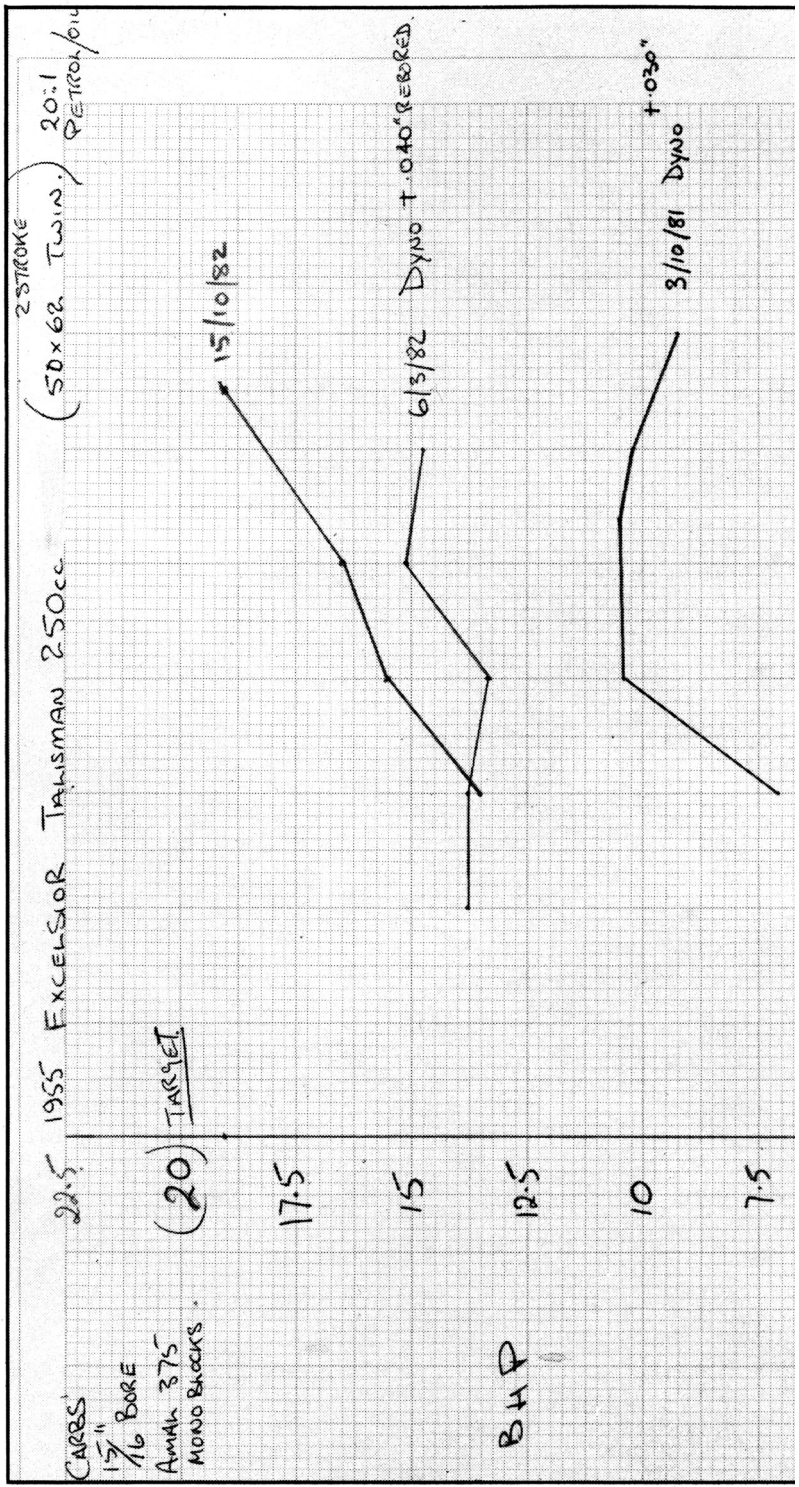
Flywheel off/mag, etc., outer crankcase off, OMG – I discovered that the crankcase nut had worked loose and was hitting the con rod big end as it went round, carrying bits of the crank nut and also off the big end. So, as I shut/eased the engine off at the top of the hill, I assumed that it was then that the nut came off to jamb the inner crank web/con rod, thus stopping the engine. But, due to the flywheel inertia, the right hand web kept turning. My father helped me in doing this work, and luckily, having been in the possession of so many spare parts, we were able to re-built the engine again, and a week or so later, took the bike on a proving run down the A483 as far as Welshpool and back, and it ran as sweetly as ever again. Next overhaul was undertaken by a very professional team, namely the Duo – Colin and Chris.

Jayne Edwards



# TARGET 20BHP

Getting the most out of an old two-stroke is not as simple as it might seem, as JIM STONE discovered.



5

3000 3500 4000 4500 5000 5500 6000 6500 7000  
R.P.M.

□ "The powerful urge of the unique two-stroke engine responds so smoothly to your wish . . . Standards of performance have changed somewhat since those words appeared in an advertisement for Excelsior's Talisman Twin (in 1951, in case you're interested), and the "Freedom to shake off slower traffic on the open road . . . on the one and only 250cc British Twin" has long since been exchanged for the liberty of being considered odd for wanting one of these old ring-a-dingers.

Some years later, when the lightweight war was beginning to hot up, it was not unusual for a sports model to boast an "individually tuned" two stroke motor (inevitably one of the Villiers range) but there was not always a great deal in the way of extra performance. Sometimes this fact even made its way through the polite phraseology of the road tests of the day, and quite what measures were taken to tune the motor were kept darkly secret. However, when Bantam racing took off it demonstrated that at least one British two-stroke power

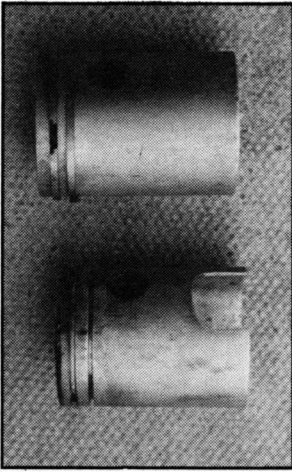
unit could be made to perform more than adequately. Even now the little rooster can be found in the results of lightweight races.

Jim Stone did not choose to tackle a Talisman Twin to vindicate the adverts of yesteryear, nor to prove that Excelsior's own powerplant was better than the Villiers unit, nor even because he particularly wanted one. The fact is, he couldn't afford a Rudge, and Rudge have ruled the 250cc class in vintage racing for a long time. With a 1958 cut-off date now enforced, it looks as though they can go on winning forever, and Jim still can't buy one. (He's now developing the Royal Enfield Crusader unit, but that's another story for another time.) Still, with the advance in two-stroke technology it should have been possible to get even a crude example to push out more power. Theoretically, it should have been possible to get one to put out enough power to leave any four-stroke single far behind, but in any engine, the limit of development potential is determined when it is first laid out on the

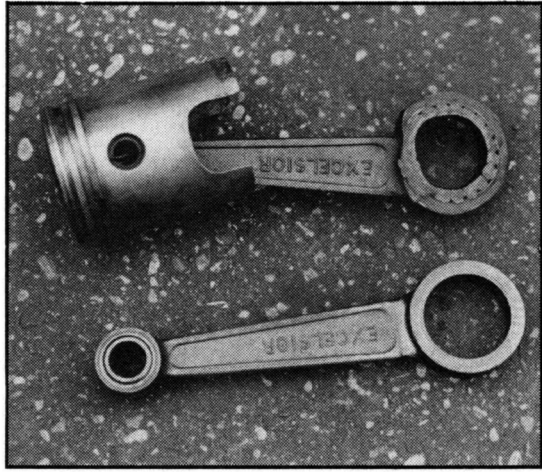
drawing board. The determining factor is almost always the crankshaft assembly.

Motorcycle engines have, almost from the beginning, had a higher specific output (measured in bhp per litre) than car engines, but even so the designer of the Talisman Twin probably never envisaged a time when water cooled two-stroke twins would prove capable of over 100bhp/litre (not to mention racing engines which develop considerably more than that) and, in any case, the engine was not intended for a high speed sportster but a fairly average road machine with a sporting patina. Twin cylinders or not, Jim Stone's bike made only 10.5bhp when it was first put on the dynamometer, and the two-part, bolted up crankshaft with pressed-in parallel pins was meant for that and not a lot more.

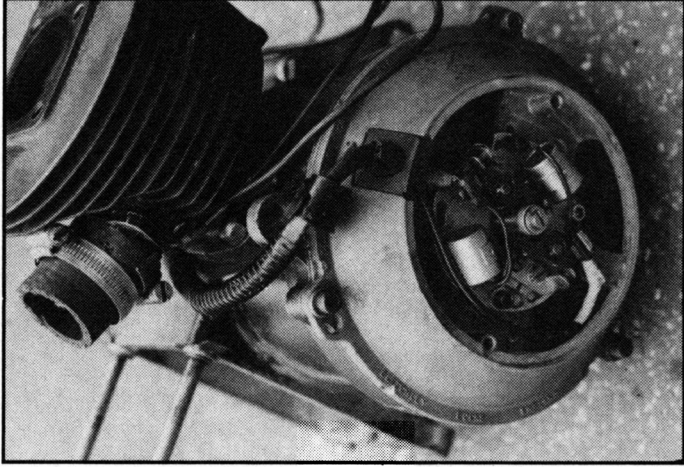
A 90% increase in power is a lot more, and it is scarcely surprising that although the development can be done, it cannot be reliably maintained. The urge is there to be had, but the crankshaft assembly simply cannot handle it.



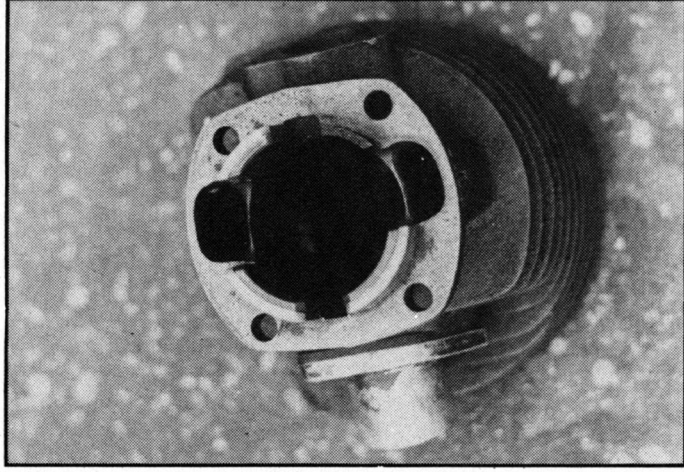
*Two development pistons: standard Talisman on the right; a welded and cut one on the left, with two Suzuki rings.*



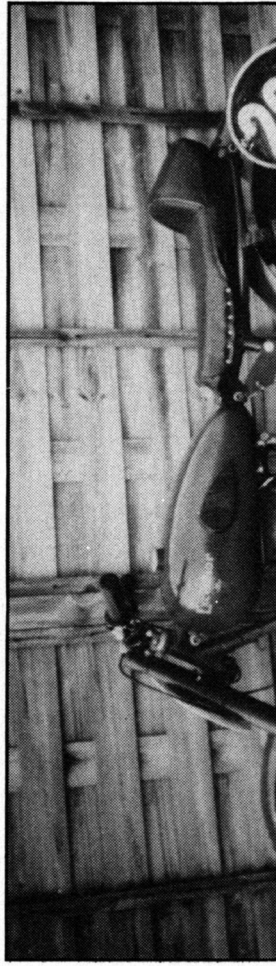
*It's not meant to look like that. Welded rollers and distorted rod tell their own story. Piston is fitted with an extra ring, off a Suzuki 200.*



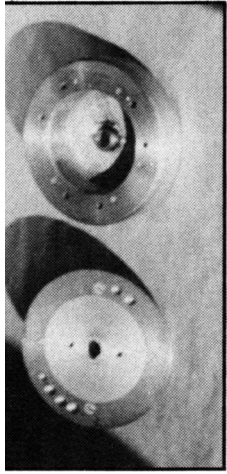
*Note the ex-Norton Jubilee ignition assembly fitted in place of the flywheel magneto.*



*Large ports declare that the barrel has been worked over fairly seriously.*





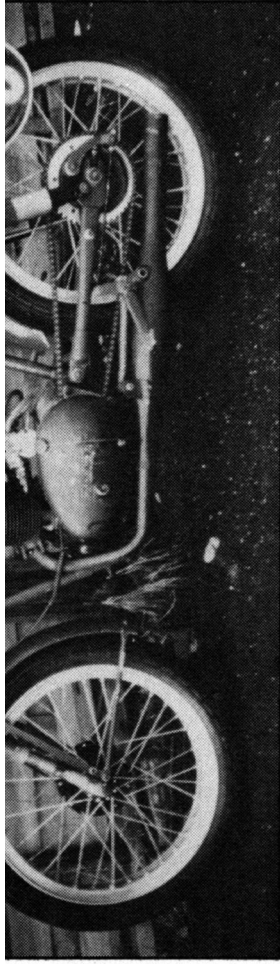


*The original but balanced flywheel mag (right) and the unused plain flywheel.*

twin carbs anyway, but no original parts were available) and the carbs were rubber mounted, by means of specially made adaptors and car radiator hose. The integral float chambers had to be machined slightly, so they would clear each other and the primary chaincase. An in-line filter keeps grollies from the tank out of the carbs.

The barrels were ported by Terry Beckett, who carved large chunks out of the original metal to get the gas in and out more quickly and in larger quantities. It cannot have been very difficult to improve on the porting of the Excelsior engine as far as increasing power goes, but the original was almost certainly designed with economy in mind and, it goes without saying, that has suffered.

Beckett also designed and made the expansion chambers, though Jim retained the down pipes. These kept breaking up



*Jim Stone's Excelsior in early racing trim - note the expansion chambers.*

because they were so rotten, but Mini "cotton reel" exhaust mountings kept them from falling off. The chambers were designed to work optimally at 7,000rpm, but that turned out to be rather hopeful, as the engine never attained such high revs.

Excelsior, along with Royal Enfield, used Albion gearboxes. Greeves also used the same brand, and as luck would have it almost all the internals are interchangeable. This allowed the use of a close ratio scrambles cluster from the latter make (now in the Enfield), which helped keep the bike on the boil. Needless to say, gear selection problems raised their heads from time to time.

Power was transmitted through a standard Albion clutch, although this was tried in both wet and dry forms. In the end a dry clutch was opted for, as it tended to slip when run in oil. A new

engine sprocket (drilled for lightness) was made up, giving a higher overall ratio. And, as it went bang in a big way

while coming round Mansfield at Cadwell Park, that is the stage at which the Talisman retired. The last dyno reading showed 19.5bhp, which is as near as dammit to the 20 that was Jim's target. However, it may not be the end of the bike, for there is talk - albeit

uncommitted at present - of cutting a Yamaha RD crank in two and devising some way of drawing the halves together securely, to fit into the Talisman crankcase. The bore and stroke are identical, so no problems there, and a pair of Bultaco TSS pistons would sit nicely on top of the rods, and . . . who can tell? But if in a year or so your racing Rudge is blown into the weeds by an Excelsior Talisman Twin, you'll know who, and what, it is.

However, as an example of what can be done to make a dull stroker snappy, we will examine Jim's engine in more detail.

The crank, as has been mentioned, comes in two parts. To install it in the three part case, the timing side is pressed up then slipped through the centre section of the case. A Woodruff key and keyway locate the two halves, and the drive side assembly slips over the other, and the two are pulled together with a sleeve nut (which has been known to come undone in the heat of battle). The centre section has two bearings, so that the assembled crank is supported at four points altogether. One might think that this would lead to a rigid structure, but that is not so.

To achieve further strength, all the threads in the casings were helicoiled, rather than running studs straight into the alloy, to allow fastenings to be pulled up really tight.

Jim decided that he could do a decent job on the bottom end himself, although he acknowledges that he had some

invaluable advice from Terry Beckett, the well known tuner. One of the first requirements of two-stroke tuning is to increase the primary compression which occurs when the mixture is drawn into the crankcase. Standard Talisman cranks are hammer-headed, which leaves an awful lot of space in the case, and can hardly compress the mixture at all. To remedy this, Jim fabricated some cheeks in elektron, drilled and tapped the original metal and made the crank flywheels circular. I say he did it, but a lot of the work was carried out by the apprentices he is responsible for training – very handy that, and a surprising, but not excessive amount of motorcycle development work was done by his trainees on company machines.

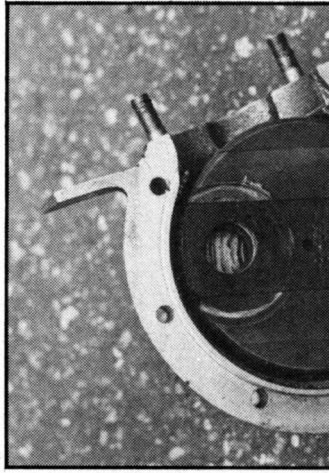
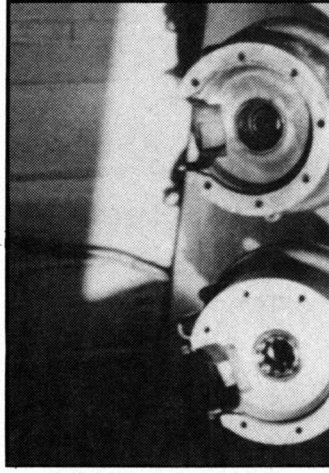
On the primary side of the case, enlargement of the transfer passages meant that more meat was required around the mouth and this area was cut away and then rebuilt with Devcon, the passages being angled differently to get a better gas flow. Making the barrel

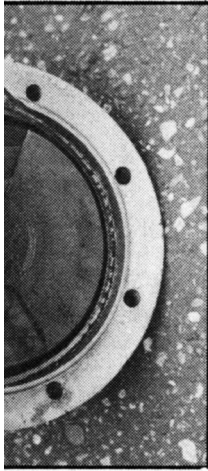
passages match up also involved some breaking and making good, as can be seen in the photograph of the component.

The biggest problem, and the one about which least could be done, lay in the crankpin and big-end. The latter is a crowned roller type, bearing on a parallel pin, in early Talisman models. Because this pin is a simple push fit, when subjected to heavy loading it can fret in the holes and wear them oval. This, in turn, allows the conrod to turn sideways and a nip-up is the inevitable result. Later pins were shouldered, but the problem still occurs, even if slightly less frequently. Excelsior parts are not terribly easy to come by, and the constant search for cranks grew tiresome, which is why the Talisman now awaits possible further development.

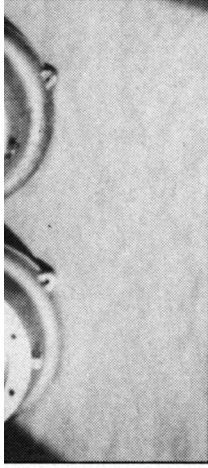
At the other end of the conrod from those often auto-welded rollers, Jim bored out the little-end to accept needle rollers and upped the size of the gudgeon pin. Experiments were made with various pistons and piston rings: one ring, two rings, a piston welded up and recut to accept rings from a Suzuki GT200. In the end he settled for the original two rings (which begin to flutter at about 4,000rpm) plus a Suzuki ring at the top of the piston, for added control. This arrangement appears to work satisfactorily.

Something which did not work at all satisfactorily was the original flywheel magneto. This was a heavy assembly which did not take kindly to rapid acceleration and deceleration – it kept breaking the key on its shaft. Jim

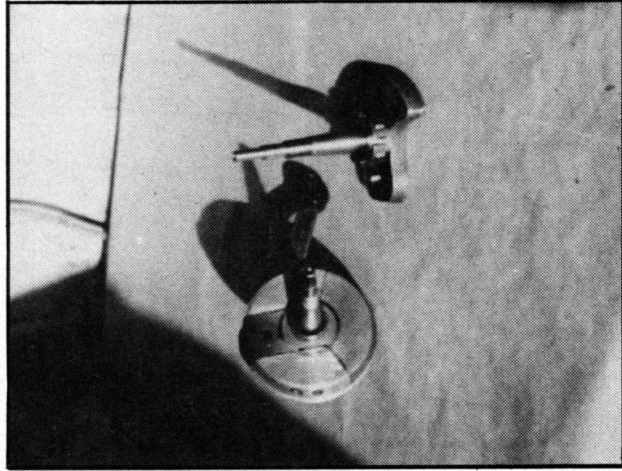




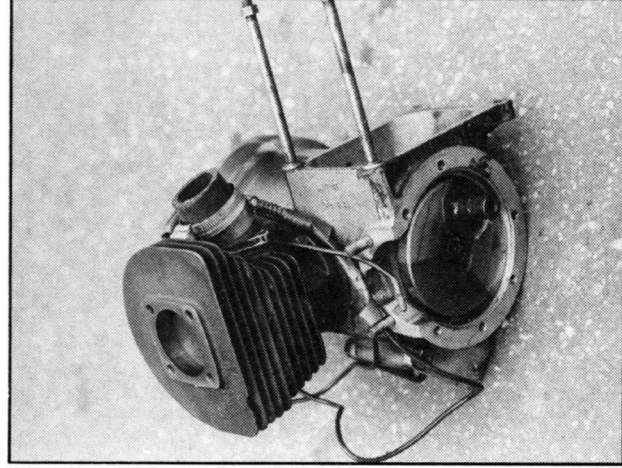
*The remaining portion of the crankcase and built-up crank.*



*The modified case (left) has been built up in the mouth area.*



*The hammer headed crank and the electron-modified one.*



*Most of a Talisman Twin! The crank was built up, but the weak point is the push-fit crank pin.*

balanced it, but it still kept breaking so he switched to battery and coil ignition, but, in an attempt to keep the bike looking original, used two puny 2a/h batteries housed in the seat hump. This meant that the power was soon

exhausted, which proved frustrating. A change back to the magneto was made, but after it was discovered that it would not deliver sparks accurately over 4,500rpm, the points and coil were put back. Throwing originality to the wind, two 6a/h batteries were mounted on the frame. The twin points plate came from a Norton Jubilee, for no better reason than that it was readily available. To add weight to the end of the crank for more flywheel effect, one of the apprentices made an aluminium plate with a cast-iron ring. However, he machined the wrong taper into the centre, and Jim was unable to use it.

The shaft was supported at the timing end in an Oilite bush, and Jim found that he melted it first time out, allowing the shaft a float of about  $\frac{3}{16}$ in, which did wonders for the timing! The bush was replaced with needle rollers.

In its early stages the bike ran with the original single Amal Monobloc, bored out and with a remote SU float chamber. During development this was changed for two Monoblocs, starting off as  $\frac{3}{4}$ in bore models, but ending up at  $1\frac{1}{16}$ in. New manifolds were made to suit (although the Talisman Sports featured

# Restoration Scene

This is the current status as of the 1st August 2020:

Maurice Cheers	STT4
Tony Oates	TT1
Colin Fryer	TT3
Chris Mitchell	328 S10
Shaun King	TT1
Bob Fennell	TT1
Fran and Phil	TT3
Roy Puttock	Special BSA/C15-328
Mike Grigson	TT4
Tom Cronin	STT1
David Warner	TBA
Stuart McIntosh	TT3
David Mee	TT1
Andy Proctor	TT4
Frank Lourens	TT6
Trevor Cummins	STT1
Desmond Hacker	S8
Giles Spencer	STT1 Special
Bjorn Odegaard	TT1
Ivor Tanner	TT1
James Buckenham	TT1
Keith Wilson	TT7
Dave Mattock	TT3
Terry Gobbald	TT1
Simon Clark	TT1
Mitchell Jordan	TT1
Jon Randall	TT4

# Restoration Scene



*Jon Randall's work in progress, TT4.*



# Dale Report

Well its interesting time lately as it is for everyone I guess. Lockdown came as a surprise but in a way it's been a good thing for me as I have had no distractions and been able to do some of those jobs that have needed doing for so very long. As I work from my own garage I have for some time wanted to completely restructure and tidy it to make a better workshop with more space. I live with my dad so with him stuck here 24/7 as well it seemed the obvious time! First I finished and dispatched a Talisman 328 engine to its owner so he could continue the rebuild of his bike and then set about the tidy up ready for some more customer jobs.

A 250 bottom end rebuild had been delivered literally a couple of days before the lockdown but I hadn't started it as I couldn't get the crank done straight away and also knew a 3 cylinder 500 engine was due so wanted to get the work done all together. I had also just completed the blast cleaning of frames and Tinware for a James Comet and a Talisman Twin so a clear workshop before prep and paint should make life easier. So the sort out began and 3 weeks later I could have a dinner and dance in the workshop, everything has a place and everything is in that place but I can't find a damn thing. Oh well I will get used to it!

As usual one thing leads to another and under a sheet since 1995 at the back of my garage was my old Honda CX500, my first big bike. The brakes were seized and the master cylinder exploded so with it stood in the light for the first time I just couldn't leave it like that looking so sad. So on the bench she went to, and I quote "Get it running". Two weeks later and 10X the work I intended and she shines like a new pin and is roadworthy again. Not a full restore as nothing went for chroming this time but I'm happy with the result!

## Dale Report

So while this was going on a nice man had been looking how to get his 3 cylinder engine bottom end and gearbox to me as like the rest of us he couldn't bring it as he wanted, so a courier rolled up one day and beautifully packed in the back was one engine and a packet of chocolate digestives! It's a small thing but it cheered me up no end!

With the CX now off the bench I set about stripping the 2 Excelsior engines. The twin came apart fine to reveal no damage just completely worn out, the click from the big ends was impressive and all the seals were cracked and brittle so new big ends and new seals and bearings and we should be all good. My new Ultrasonic cleaner also turned up and was put to good use.

The 3 cylinder was a surprise in that the big ends had no wear but the loose crankpin webs have so much play in them its surprising they haven't knocked loose. This meant new pins needed on the 2 loose ones but the mag side is serviceable. The rods are perfect so new pins are being made for standard rollers. Every crankpin is made specifically to fit the web its going into so we get the correct fit every time and the cranks are returned to me with the pins and webs all marked up for me to assemble.

The gearbox on the 3 had me a little confused for a while, having stripped it down I found a clutch release bearing in the housing but the pushrod just going through it. Having mainly dealt with bike gearboxes I wasn't sure what was going on but thanks to my very good friend Phil a parts book arrived in the post and the mystery was solved. Missing from the housing is a small mushroom shaped item called a Push Rod Thrust Pad.

# Dale Report

A few minutes on the lathe will resolve that now I know what I'm making!

So with the crankshafts away at the machinists and all the prep and parts ordering done it's now a short (hopefully) waiting game and I looked what to do next. The metalwork I mentioned is still awaiting paint but the weather forecast for the first time in ages gave a good few days of nice weather so I decided it was time to return to a stalled project.

My 1985 Rover SD1 Diesel had sat for 18 months under a cover after a painting disaster (it wouldn't dry) last year and was looking very sorry for itself so outside I went determined to finish it off and return it to the road ( or at least back to its nice dry garage).

2 weeks work one case of sunburn and a few bad words and I now have a fully re-sprayed and 99% rebuilt car under its cover while sit inside and type this and it buckets down with rain outside. On top of which I should be at the TT!

So hopefully the cranks will be ready any day and I can get them completed and back to their owners and I will set to and paint the tinware next, the Talisman was destined for Stafford last April but went on hold for a while and the James is a full bike restoration and I do need to get that one done asap now. After that the book is empty so if anyone needs any restoration work doing I would be very grateful for the work.

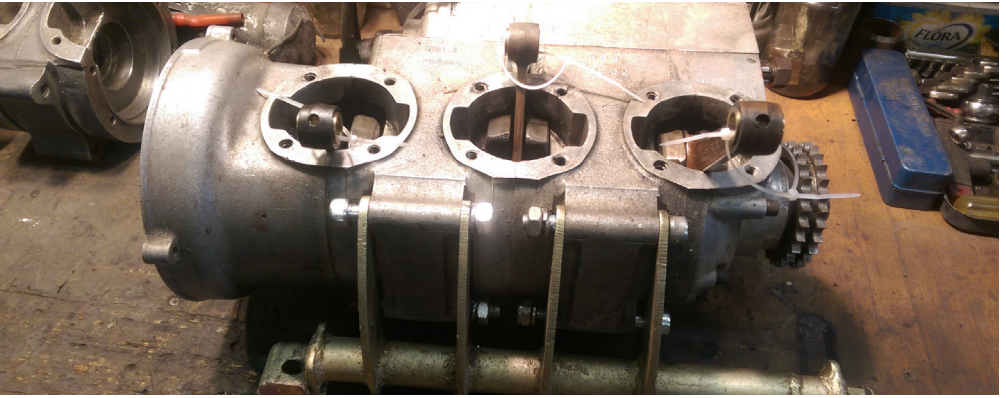
In the meantime stay safe everyone!

Best Wishes

Dale Rutherford



# Dale Report



## Workshop Activity

Since the last newsletter, Chris and I were able to complete and test run Bjorn Odegaard's engine.

A video was made of the engine running and sent to Bjorn, who was pleased to see it running and ready to collect. More easily said than done – it is currently covered over in a corner at the back of the workshop.

The Triumph Daytona proved a challenge, mainly in obtaining parts as it is now classed as obsolete by Triumph. I mean, it's only 28 years' old!!

Anyway, Triumph directed us to a small company in mid Wales who specialise in the old engines. They were very helpful and the bike has now been put back together.

It is very rare, I have seen only 4 x 1000 Daytonas during 28 years of ownership, two red ones and two blue ones. It was the first model they dropped from the initial range of six bikes, two Trophys, two Tridents and two Daytonas.

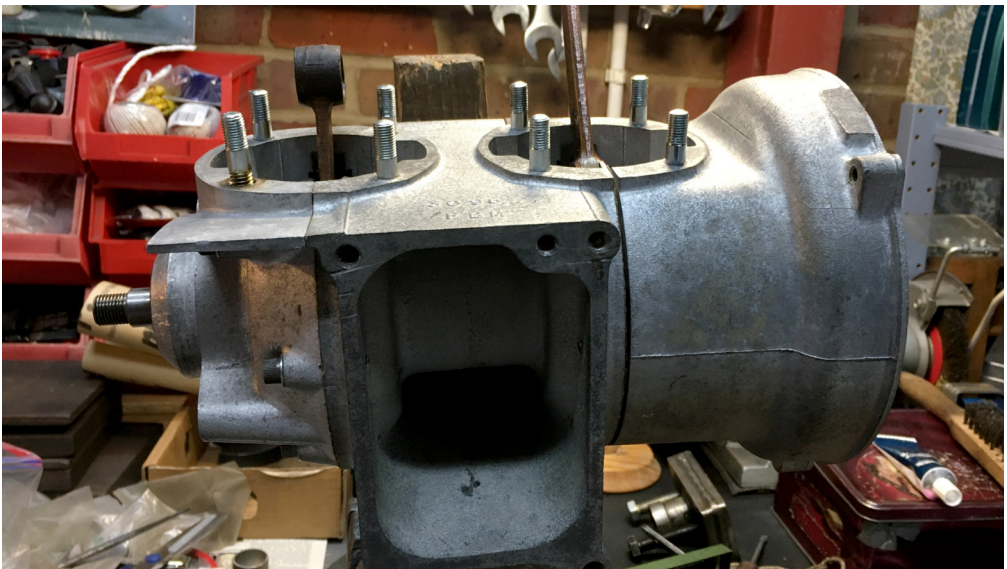
The demonstration engine has been virtually finished, just a couple of parts for the carburettor needed and some chromework awaited.

So it was on target to be shown at Stafford and then, as they say, the lights went out!

We had undertaken to do a bottom end for Keith Wilson. Having stripped it down, Chris took the cases for cleaning – within a couple of days lockdown started and I have not seen Chris or the cases since!

# Workshop Activity

With the relaxing of lockdown, Chris has managed to collect the cases and deliver to Ginger Hall, so we have been able to re-build the bottom end. For Keith, the longest re-build time in history.



# ETE Suppliers

## **Villiers Services**

No.3 Merry Hill  
Quarry Bank  
Brierley Hill  
West Midlands DY5 1SD  
Tel: 01384 265797  
email:  
contact@villiers services.  
co.uk

## **Paint Matchers**

### **JP Supplies**

Unit 11 Springfield Business  
Cntr  
Stonehouse  
Gloucs. GL10 3SP  
Tel: 01453 791158

## **Precision Motorcycle**

### **Paintwork**

Unit 3, Manor Farm East End  
North Crawley  
Newport Pagnell  
Bucks MK16 9HW  
Tel: 01234 391002  
Mob: 07900934634

## **Tank and Foot Rubbers**

Jeff Hunter Engineering  
35 Sandgate Road  
Hall Green  
Birmingham  
West Midlands, B28 0UN  
email: jeffalanhunter@aol.  
com

## **Seat Refurbishment**

R.K. Leighton  
Unit 2  
Partridge Court  
Price Street  
Birmingham B4 6JZ  
Tel: 0121 359 0514

## **Tank/Frame Transfers**

Marcia Derrick  
Classic Transfers  
P O Box 17  
Wooton-Under-Edge  
Gloucs. GL12 8YX  
Tel: 01454 260596

## **Speedos**

David Woods  
'La Casita',  
Church Lane,  
Eastergate,  
Chichester  
West Sussex. PO20 6UZ  
Tel: 01243 542521

## **Exhausts and Silencers**

Armours  
784 Wimborne Road  
Bournemouth  
Dorset BH9 2HS

# ETE Suppliers

## **Piston Rings Amal Carbs**

Martin Bratby  
1, The Coach House Works  
Limepit Lane  
Huntington, Cannock,  
Staffs. WS12 4PA  
Tel: 01543 572583

## **Springs Specialist**

Active Springs Studley  
Poplar Trading Estate  
Redditch Road  
Studley  
Warks. B80 7AY  
Tel: 01527 854932

## **Cables**

JJ Cables Ltd.  
Hillfields Farm  
Lighthorne  
Warks.  
CV35 0BQ  
Tel: 01926 651470

## **Nametab Engineering Ltd.**

Simon Bateman  
Unit 7,  
Walkers Road  
Manorside Industrial Estate.  
Redditch  
Worcs. B98 9DH  
Tel: 01527 60395  
email: [simon@isdsm.co.uk](mailto:simon@isdsm.co.uk)

## **Electrical Specialists**

Paul Goff  
62, Clark Road  
Prestwood  
Bucks  
HP16 0NU  
Tel: 01494 868218

## **Cork Clutch Service**

Bob Metson  
Lomond, Chestnut Way  
Henfield,  
West Sussex BN5 9PA  
Tel: 01273 494437  
[bob@robertmetson.plus.net](mailto:bob@robertmetson.plus.net)

# Excelsior Services

A variety of services can be offered to assist you with your restoration:

- 1/ **Wico Pacy Ignition Generator** refurbishment exchange unit service. Alternatively we would happily sell you a refurbished replacement.
- 2/ **Wico Pacy Generator Bush.** We have had these remanufactured.
- 3/ **Crankshaft nuts** supplied.
- 4/ **Short Engine Restoration.** Bottom end only.
- 5/ **Rebored Barrels.** A range of oversize barrels are available, all have been cleaned, painted with black heat proof paint and ready for fitting.
- 6/ **Bearings and seals.** Complete sets in stock covering engine and gearbox. Also primary chain with joining link.
- 7/ **Heads.** A selection of heads both early and late are available for purchase. These have been cleaned and are ready to fit.
- 8/ **Wico Pacy replacement condensers** to help with starting a stubborn Talisman.
- 9/ **Rectifiers** - modern solid state that can be tucked behind toolboxes or under the seat.
- 10/ **Front Fork Bushes.** Sets of 4.
- 11/ **Exhaust Clamp Bolts.** Sets of 6 Zinc plated with washers.
- 12/ **Head-Bolts** sets of 8. For both early and late engines.
- 13/ **Front Fork Gaiters** - Now available.
- 14/ **Excelsior Lapel Badges** - two types available.
- 15/ **Lucas style headlamp switches** OFF-H-L modified so they work on the Talisman.
- 16/ **Rotor** - We now have a supply of Rotors to buy.
- 17/ Selection of brand new **gearbox sprockets** 17T 19T **Spares Update**

# ETE News

- 1/ We are expecting the front fork bushes to be with us at any time. There are several ETE's waiting and they will be shipped out as soon as they in.
- 2/ Wico Pacy rotor securing screw. We are having a small batch made if your need replacing let us know first come basis.
- 3/ We are also re manufacturing crankpins including shouldered ones for the drive side.
- 4/ Subscriptions - For those who have "forgotten" a reminder will be enclosed in this issue. If you no longer wish to subscribe an Email would be appreciated. Membership stands at just over 100.
- 5/ Wico Pacy generator refurb's are keeping Chris busy. If you have a dead one we will give you £30 as long as the casing can be used again.
- 6/ The back of the workshop is becoming full up with restored Talisman Engines. *R-L MK5 250 restored by DR Restoration owned by Frank Lourens from Jersey, ETE show engine based on TT2 circa 1955, early TT1 engine restored by ETEs owed by Bjorn Odegaard from Norway and the next project awaiting attention.*



# Picture Gallery



*Top: Derek Carpenter's 1962 TT4. - very late engine number R13512*

*Below: Jayne Edwards TT2 1955 single Carb.*

