

Ged Rumble

The photo of the bike in Part 1 was how it looked on its arrival from Menorca in July 1993. It was scruffy to say the least, considering that it had only 4,000 miles on the clock. But it was complete and something to get my teeth into over the next two years.

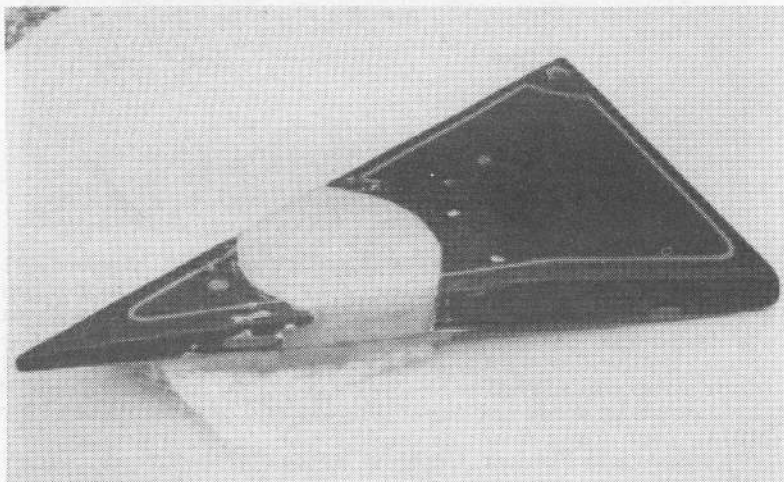
So where did I start? With the cycle parts. I wanted a rolling frame that I could move about easily as I don't have that much room, and have two other bikes that I need to put on the hydraulic workbench from time to time, to prepare for runs etc.

The A.R.E. bench that I have was bought three years ago as a combined family Christmas present. All the family chipped in a bit and I bunged the rest. What a treat! Best gift I've had in years; it makes looking after your bikes a real pleasure.

The frame, swinging arm and a few other odds and ends went off to Epoxy Powder Coatings in Birmingham (0121 328 2145). While the frame was away I decided to have a go at the GRP items that were in a bad way.

The nearside panel had been modified by Ray Ellan to accept a filter to keep dust out of the motor when he had the bike in Kenya. the filter consisted of a Mini element covered by a saucepan lid! this was mounted on the side panel and connected to the carb. by rubber hose and steel tube. As it was my intention to get rid of this arrangement and fit a conical S&B maxiflow filter, a six-inch diameter had to be filled. And, as it had cracked and was in two pieces, the edges of the panel needed to be rebuilt.

There is a firm locally that specialises in all the essentials for fibreglass work, including good advice. So now I make my small moulds out of Plasticine and use beeswax as the mould release. In the photo of the



side panel, the remains of the Plasticine can be seen along the edge where excess fibreglass remains to be trimmed. The final result was first class and gave a good solid repair for re-finishing.

The seat arrangement comes in two parts. The seat itself, and the hinged base that lifts to allow access to the oil tank filter. The hinged base needed tidying and caused no problems. The seat and its frame were completely shot, so a new one had to be made. This I did by moulding the new seat frame over the hinged base to give a perfect fit, leaving allowance all round for the upholstery cover return so it would fit the base without being sprung and cause cracking later. The hinged base was coated with beeswax and then the glass and resin was built up to about 0.125 in. After removal, trimming and upholstery was carried out by R.K.Leighton in Birmingham (0121 359 0514). It fits like a glove and looks superb.

The fibreglass moulding that carries the rear light, number plate and indicators was also in a very bad state. It was cracked almost in two and badly twisted out of square, but with patience more glass and resin was soon turned into a tidy piece that really looks well on the back of the bike.

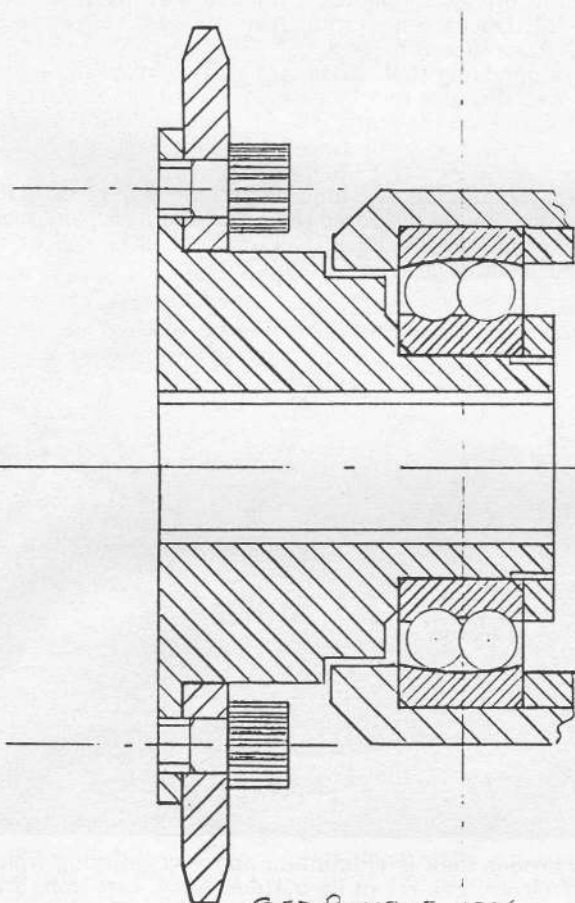
The petrol tank, side panels, and hinged seat base were given to Ron Hosell in Darlaston, and he resprayed them in a two-pack paint based on Tekaloid Scott purple BM 88 B04. Twin gold lines against the purple set it off a treat. A good job? Oh yes indeed!



The coolant header tank is aluminium and was suffering from a terrible case of electrolytic rot in its bottom. Alloy, cast iron, brass and steel, all in the cooling system. What a cocktail for disaster! I should have had a new one made, but I didn't. I cleaned the tank of corrosion, and bunged up the holes with Araldite. A short term solu-

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OUT-RIGGER ASSEMBLY



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tion, but I still had to spend money on more important things.

The radiator, for one, was in a very bad way. The top tank and its end panels had been taken off in Kenya, and not a very good job was done, all boded up with body filler. So off it went to Jack Butterworth to be sorted out. It came back with a new top tank and side panels, as well as the outlet tubes in the new position I'd asked for. This was so that the hoses between the top radiator tank and the header tank connect without any distortion, so reducing stress on the soldered joints.

On assembly, I used Quinton Hazell RH595 hoses, available from all car spares shops. They have a near 90° bend, are very supple and generally much better than those cotton rubber hoses that end up rock hard. By the way, they also fit the Silk 700S.

Now for the wheels. A trip down to The Central Wheel Co., who are very local to me, to have the tyres removed and a chat about wheel rims. Mine were corroded and pitted, and I thought they were past it, so I asked about the price of a new Akront flanged rim. The man at Central Wheel takes a look and says, "I'd stick with your Borrani's if I were you. They fetch good money at bike jumbles." What a nerve!

So it was back to the garage, out with the abrasive wheels and polishing mops etc., and after a couple of weeks of late nights the rims, hubs and brake plates gleamed. Central rebuilt the wheels with polished stainless butted spokes, and the wheels looked superb. I'm glad I kept those Borrani rims. The money saved bought new Dunlop TT100 tyres and real rubber tubes.

I polished the fork legs, top and bottom yokes, and now had all the components to build my rolling frame. The front forks and wheel went into the frame with no problem, but a little thought had to be applied to the rear wheel. On dismantling I found the final drive and rear wheel sprockets were 0.250 in. out of line. The final drive sprocket needed to go in towards the gearbox and couldn't, as it was in as far as it would go.

The first thing was to see if the swinging arm was central in the frame. It wasn't — out by 0.0625 in. It needed to move to the left, looking from the rear. New spacers were made to correct this error, but I still needed to pinch some more to get things lined up. The cush drive in the rear wheel could give me a little, so new spacers were made to fit between the wheel and the cush drive bearings. This moved the assembly over by another 0.0625 in. My error was down to 0.125 in, and this had to be found, somehow, from the outrigger assembly.

George Silk, in his wisdom, made the outrigger assembly on my bike a bolted-up type, with the sprocket as a separate item (see sketch). This is useful in two ways. Sprockets of all sizes can be bolted up without the expense of broached splines and the other items of expensive engineering. Most important to me was that the flange that the sprocket bolted up to was 0.250 in. thick. By reducing this to 0.125 in., the sprocket was moved towards the gearbox and I was finally all in line!

So, in with the rear wheel, and I have my rolling frame that will get heavier as assembly goes on. But I will still be able to move it around and get it on and off the bench with ease.