



THE SILVER SPOKE

THE NEWSLETTER OF THE GRAMPIAN CLASSIC MOTORCYCLE CLUB

March 2016

www.gcmcc.co.uk

Lang may yer lumb reek!



Barry's Conundrum....a reply of sorts.

Last month member Barry Milliner wrote in requesting assistance to identify this engine. Our communal club brains failed to come up with much so I asked around a bit...no-one is certain but some thought the combination of open valve gear in that configuration, and a big flywheel hinted at something French and very old. An alternative suggestion is that



it's a Blackburne....

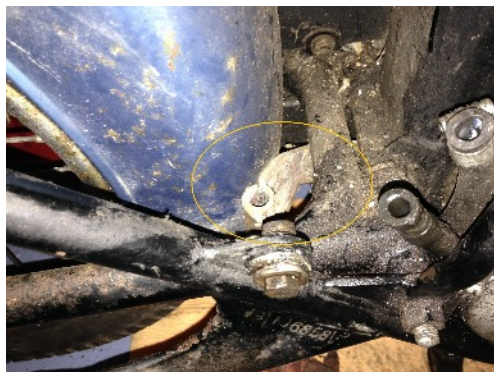
And here is a Blackburne engine in a



Contact
Dave Simpsons
M1350Explorer@gmail.com

Navigating a mystery object

We all know that during a strip down of a new (to you) bike, it is important to observe everything carefully, take notes and take photos. But what do you do when you are not sure what you are looking at? Crawford Logan had this recently when he took the oil tank off his Norton Navigator during the strip and found a strange bracket that did not seem to have an obvious purpose. It was not painted black like the frame and did not seem to have any visible means of attachment to the frame but was resistant to movement when pushed and pulled. See photo (circled). A good bit of looking and thinking resulted - you do not want to force anything - but eventually it was decided that brute force might be the answer. It was quite a surprise when he did work out what it was for! See if you can work it out - no prizes - but answer will be in next months Newsletter.



Turn the page for the chance to own tempting Italian exotica and read about the zen of the BSA B31 rebuild!

EVENTS AND INFORMATION

[Cairn O' Mount](#)

[Application forms have been emailed by Nick Wade and are also available on the GC-MCC website](#)

[FOR SALE/WANTED.....](#)

[Advertise your sales and wants for free! Want a part, got a bike to sell? You can do all that here for FREE! Ads by email please.](#)

TECHNICAL QUERY?

[Need to know how to start your new Zundap or what gunk to seal a tin chaincase with? Ask here!](#)

WEBSITE

The GCMCC website has information on events; photos and more www.gcmcc.co.uk

CONTRIBUTIONS

After a cracking run of contributions the well is now DRY!

Material desperately needed for **APRIL** or the newsletter will be very dull indeed!

Please send contributions by email!



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HOW TO GET TO KNOW YOUR BIKE - REBUILD IT MULTIPLE TIMES BY ANDREW DETTL

I've always liked machines and finding out how they work. I also enjoy attempting to fix things with a variable amount of success. So in early 2014 when I collected an almost complete but fire damaged 1953 B31 that had sat for over 20 years, I looked forward to the challenge of a rebuild. During the course of the restoration, however, I made a number of mistakes and learned many lessons, often more than once! A few examples follow:

" Forks. The difficulty with the forks is that the stanchion is covered in a metal shroud and cannot be entered into the top yolk without compressing the spring. Without the factory tool and only having one pair of hands, a solution was needed. The forks were first assembled after much experimentation with a home-made tool (consisting of an old handle to which a nylon strap was attached) used to draw the fork leg up through the shroud whilst compressing the spring. Compression was achieved via two ratchet straps located around the wheel spindle and top yolk. Upon assembly my 1st mistake of not renewing the bushes became evident with slight play in the RH leg. With bushes replaced the forks were reassembled but this time forgetting the spring (it all seemed too easy). The third assembly identified the LH oil seal cover not seated correctly but the fourth assembly went relatively well. Now a fork assembly expert.

" Transmission. Upon my 1st attempts to kick start the bike, it generated an increasing 'ratchet' type of noise and intermittent engagement. Off with the foot peg and primary drive cover to inspect the rebuilt clutch (new plates and basket) which was disassembled, checked and reassembled. Kicking the bike with the primary drive cover off revealed the clutch to be operating correctly and not slipping. Primary drive cover etc. reassembled and troubleshooting moved to the gearbox. Gearbox outer cover removed and kick start mechanism more closely inspected with a worn 'bump' stop being identified. Theorising that the lever might return too far and disengage a new bump stop was fitted. Cover replaced but no improvement. Cover back off and kick start ratchet disassembled and inspected. Ratchet spring and lock washer replaced with new items as the next theory was that they might 'jump' if the spring was too weak. All reassembled but again no improvement. The entire gearbox was now removed (along with oil tank, primary drive, clutch etc.), disassembled, inspected, recleaned, reassembled, checked and refitted. Still no good but confident in the gearbox - it must be the bloody clutch. Peg and primary drive removed again (about the 5th time now) when I had the 'aha' moment and noticed the cush drive nut had backed off. I hadn't noticed earlier as I had removed the plug to make it easier to turn-over when fault-finding, and hence had 'hidden' the problem. A new lock washer was bought, fitted, everything put back together and now she kicked over well but still wouldn't start.

" Starting. Continued kicking and pushing the bike could not encourage her give a sign of life. The first check was spark - plug removed, bike kicked over and strong blue spark was evident. OK it must be fuel (I thought). The carby had been ultrasonically cleaned so I re-checked all settings (float height, needle position, jet sizes etc.) and that I was actually getting fuel to the cylinder - all OK. Hmm, maybe timing? Bike kicked over a million times with advance/retard lever in every possible position and combination with the air lever. Still nothing. Next step was to remove the points cover and physically check the timing (points position and piston height before TDC). Timing cover now removed, magneto disconnected and removed and everything checked.

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HOW TO GET TO KNOW YOUR BIKE (Continued from Page 2)

Reassembled, timing reset, all reassembled and still no signs of life. At this stage I resorted to the internet and learnt that the spark is generated when the electric field collapses when the points open. My elementary knowledge of electrics led me to assume that the spark would be generated when the points closed and therefore close the circuit to the plug. Timing reset (by removing the timing cover, disconnecting the magneto, checking TDC on compression stroke) with new found knowledge. With much anticipation I kicked the life out of it with only the slightest splutterings - at least it was an improvement. What's next - poor compression even though the bore/rings/piston were all checked on assembly and the valves/seats reground? Compression tested and found to be low. Valve clearances rechecked and exhaust valve found to be tight. Clearances reset and she fired-up for the first time!

The bike now runs but is a bit lean. Also the dynamo works along with the rewired electrics but I keep blowing the fuse. No idea of the problem (you know my limited knowledge of things electrical) so more experimentation (mistakes and discoveries) needed to get her right. Whilst the restoration has been painful at times, the satisfaction of working though and solving problems, learning as you go, makes it worthwhile in my opinion.

As an amateur mechanic, I didn't restore the bike to be a showpiece (who really desires a plain mid 50's middle-weight?) but rather as a useable and reliable classic, and for the fun of it. As such I've painted it in the earlier silver and black finish rather than the original maroon. Anyway, I'm sure many members can related to this saga, and I hope to have her out on a club run soon. Before and after photos below.





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FOR SALE

MV Agusta GTLS 125cc. Un-registered & un-restored. Complete and original, including 'Emmevi' marked seat (although seat has a small hole, probably a cigarette burn). Tank has been rubbed down by previous owner and over-painted red. Now showing rust pits. Everything clean, but some corrosion, chips and bashes all over. Chrome on forks pitted, wheels have small dents & buckles, old tyres. Comes with letter on headed paper from M.V. factory 'IN LIQUIDAZIONE' showing year of manufacture (1971, about).

Engine re-built approx. 2 years ago and runs and pulls in all gears. New piston, rings, clutch basket, drive chain, headlight rim and several other small parts fitted to date. Un-used decals for tank available, if required.

Price £1200 ono. Contact Andrew Miles (01330 833665). *Ah, if only I had the money Andrew! Good luck with the sale. Dave.*

