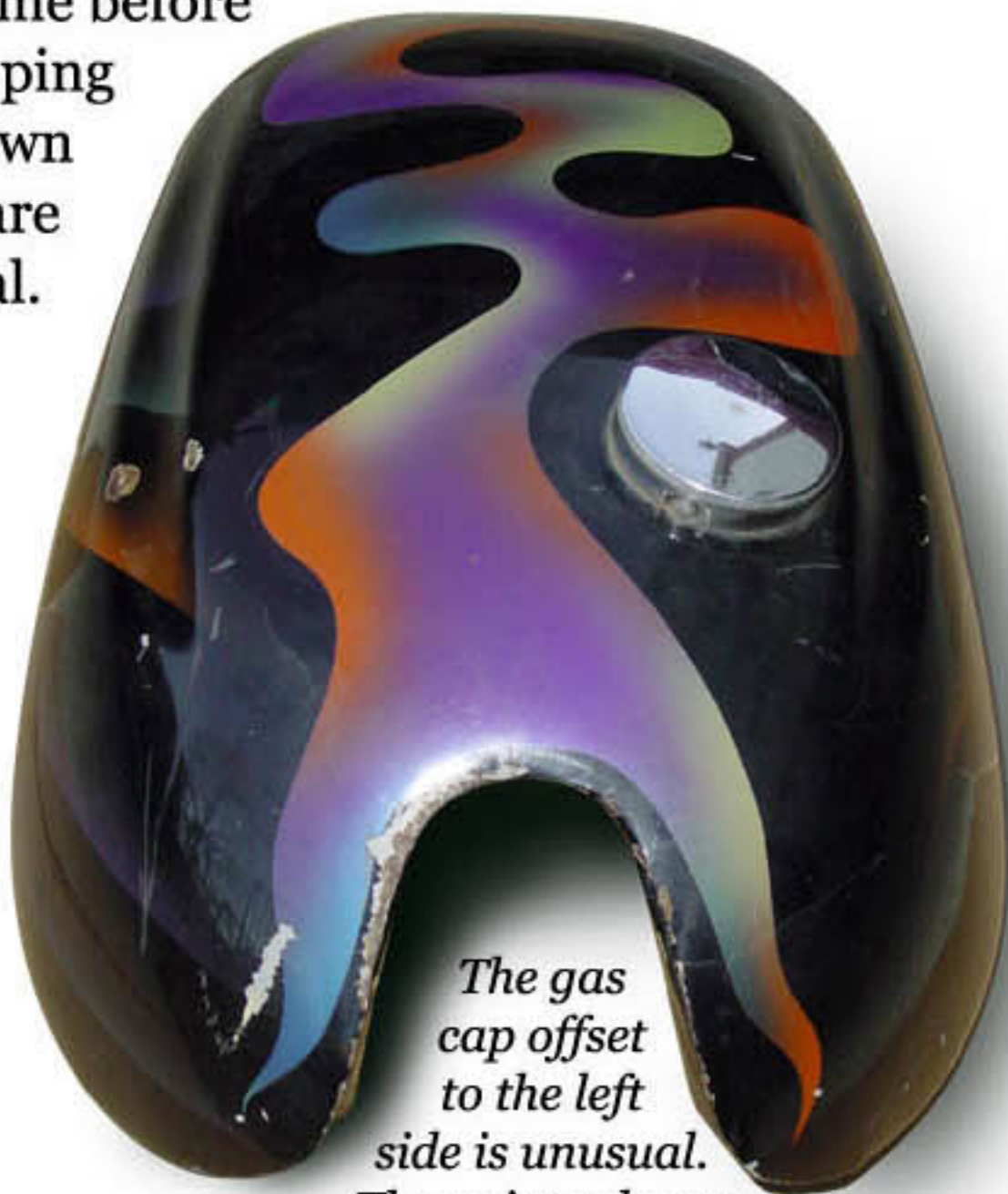


Building a Featherlastic Part V

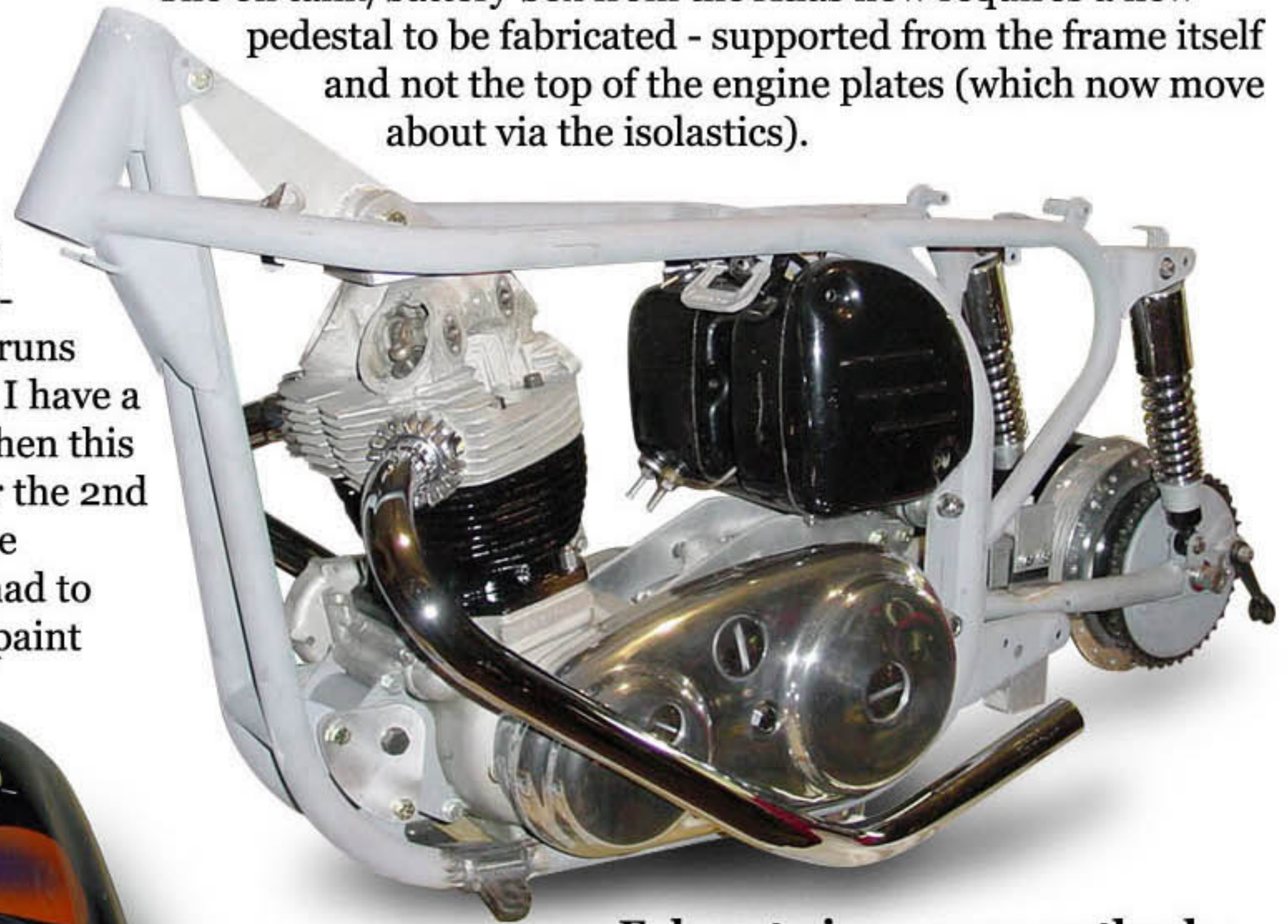
Part IV dealt with my trip to AMR in Tucson to inspect my modified frame, and experience a couple of Featherlastics first hand. The frame now safely home in Coppell, I begin to install the main components or at least the ones I have. The entire Commando power train goes in beautifully with just slightly less forward tilt than the stock Commando.

The oil tank/battery box from the Atlas now requires a new pedestal to be fabricated - supported from the frame itself and not the top of the engine plates (which now move about via the isolastics).

While I sorted out the various bracketing I'll need to build, I continued my search for missing components, namely the gas tank. A steel item was recommended by Mike at AMR and he runs a stock Atlas tank on his f'lastic. I have a preference for small tanks and when this Manxman showed up on ebay for the 2nd time in a year, I bought it with the "buy it now". Needless to say, I had to record the very 60's psychedelic paint scheme before stripping it down to bare metal.



The gas cap offset to the left side is unusual. The paint scheme was, well "far out!"



Exhaust pipes are sweptbacks from Clubman Racing

Other items in my search list include a rear fender and an original Atlas headlight shell. While I intend on upgrading the headlight internals, I still want to keep this bike as Norton as possible and street legal. Keith Martin at RPM was glad to hear it had a late (classic) model Triumph cast iron centerstand as he's not particularly fond of the Norton design. I must admit that it is an improvement over the centerstands on my Commandos.

In the "to be purchased new" list are... a seat, with a cafe hump of course... rearsets... clip-ons... and wheel rims.

A major goal of mine at this stage of building was to finish work on my wheel hubs - the Commando rear and a sweet scooped TLS Commando front drum that I found on a shelf at RPM (thanks Keith). The original textured casting of these ribbed hubs is really hard to keep clean so I looked for a new approach. I've seen the centers polished but then you have to re-polish them after they're laced. What a pain. My solution - file and sand out the casting imperfections then powder coat the center ribbed sections in gloss black. To contrast, I polished the outer edges of the hub flanges where the spokes lace. In Part VI, you'll see this bike as a rolling chassis as I start my final build. One of many "final builds" it turns out.



Its hard to beat the simplicity of the Beck Arnley tail light, another 60's icon, courtesy of ebay