

Silk Scott Postscript

Dear Editor,

Heigh-ho, this is to tidy up those who followed the travails of my Silk Scott. The two big problems were to do with starting, which is a sore point with Silk Scott owners.

If there was a kickstarter stop on the box it sheared long since, and kicking was a painful job. Trouble is that Velo box metal is hard to weld to. I've used some super-tough brazing stuff, seems to hold up quite well. Cut down an old spanner to make the stop, slotted in nicely to the box's contours.

Then there was the spark. That fixed ignition timing with two separate points was a definite pig, resulting in ferocious kick-back. Sent the sparks box to Dave Lindsley who mounted the back plate on springs, and fixed in a control cable. A really beautiful double-lever control gismo was found from the days when they 'made 'em', the other lever now adjusts the oil pump...all seems to work very well; can retard the spark for starting; so far no kick-backs.

So, it's finished, though I would like to find another oil-pump disc-drive; mine's OK, but it got chewed a bit before I had it when the drive-lug jumped out of its slot, loose crankcase door, I guess. It's OK, but looks somehow 'lived-in'. Will I keep it? Don't know, feel a bit quiet now it's finished. Would flog it to buy a nice old thing, or swap, or something. It does look really new and shiny too. Ah well, who knows? Couldn't get it to rallies etc. this past year, too busy clearing up the mess which the recession made of my late business. Love to hear from Silk Scott owners. Any left in the Club, d'ye think? Silent lot, ain't they?

**Geoffrey Bucknall,
Bromley, Kent.**

Cutty Sark and Catchpole Scott

Dear Tom,

Brian's assumptions are correct — the 'what?' is a John Catchpole Special; the 'where?', the Cutty Sark, Greenwich; the 'who?', Jim Witham; but the date — approx. 1959.

How do I know this? Well, Jim and I are old friends. Jim lives in Bexhill-on-Sea in semi-retirement. He runs a small Continental moving firm — bikes and other stuff to and from Italy and France, plus some other countries.

Jim got the bike in 1957 after getting a new Puch agency and traded John for a Puch and a DKW. Jim ran on trade plates most of the time. He said the bike handled better than anything he had ridden so far. It was also very quick as it had all the Catchpole mods.

Jim sold the bike to Ken Bills in 1975 to raise some cash, along with two Adlers, but Bill has since sold it. Jim regrets, as we all do, selling something but time marches on.

The bike's spec.: late 30's frame, ES2 rear end, DPY engine, ex-WD G3L lightweight forks, ex-Pride and Clarke's 30/- bevel-drive mag. near side crank, Type 29 carb with long bent intake, alloy rims, AMC front hub, Norton rear, cut down BSA tank, top tube fitted in frame, separate oil tank, Velo std. four-speed box.

Have just purchased a Scott Special with swinging arm, leading link forks, Norton tank built about 1959/60, possibly the last Catchpole bike with Scott engine.

**'Bazil',
Eastbourne, Sussex.**