

And later, 1924, he got his first three-speeder and EF 1066 passed to me, and that was the bike I rode in at least three Scott Trials, managing to get in the winning trade team in 1925!

Will you pass it on to Yowl in due course.

I have also found a couple of Scott transfers that I must have had a long time. Don't know if they will still work but they might. Or you could stick them on the window of your garage or garden shed!

I received an invitation to the 75th Anniversary Dinner of the Scott Trial a couple of weeks ago, well attended but not many that I knew, though I did meet Dr. C.L. Davidson, who I have not seen since we were at the Leeds University Dental School together, and that in itself made the trip to Ripon worthwhile.

Well, all Best Wishes to you and yours for another year.

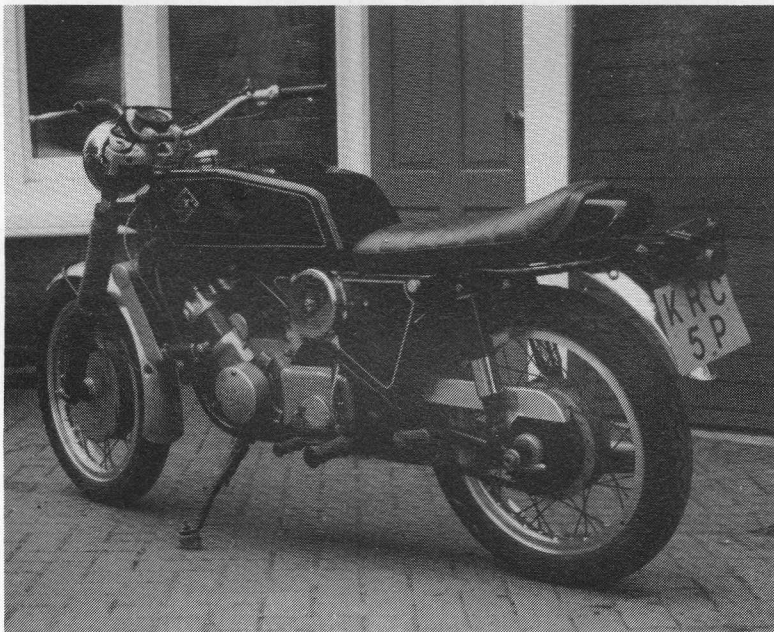
Jack.

THE TWENTY-THIRD SILK SCOTT. Part 1

Ged Rumble

I read Geoff Bucknall's articles about the restoration of his Silk Scott with great interest and the comment about Silk Scott owners being a quiet lot has drawn me out into the open.

You see, I have a 1975 Silk Scott that I've been working on for the past two years and it was my intention to plod away quietly and write an article about its restoration when it was finished, but after the nudge



from Geoff I've decided to do small ones as I go along and help T.W. fill his pages. (*Much appreciated! Ed.*)

My Silk Scott was registered by Silk Engineering in December 1975, frame no. SE875023. I think it read like this: 8 = August, 75 the year, 023 the machine, so I assume I have the twenty-third Silk Scott.

It was bought by Ray Ellam off Silk Engineering in January 1976 and Ray had a number of problems, the first when he collected the bike from the factory. It wouldn't start and had to be pushed, as he did after a petrol stop on the way home. Ray found the cause to be the carb. idling screw which was too far out.

The kick-start housing was loose and locked the pedal when tightened (no gasket) and there were stripped threads here, there and everywhere. It makes me wonder if the bike was used as the company hack from August when it was built to January when Ray bought it.

The bike was stored in England for a couple of years while Ray lived in Zambia. When he moved to Kenya in 1979 he had the bike shipped out there.

The following is an extract from a letter Ray sent to me after I'd asked him for a little history about the bike.

"At first I was disappointed with the performance, although I realised that, at an altitude of 6,000 feet, some loss of power is to be expected. However, gearing was too high and Silk Eng. suggested a 17 tooth final drive sprocket in place of the original 21 tooth. This was fitted and an improvement noted, but piston slap developed and I found +.010" pistons in +.015" bores. Silk supplied +.030" pistons and a re-bore was carried out in Kenya. Power was much improved after this but low speed torque was not as good as I anticipated. I put this down to port modifications by Silk or others. Exhaust port height is 1.1" approx. against $\frac{7}{8}$ " for a standard long-stroke engine. The original pistons had $\frac{3}{8}$ " cut-away at the skirts to increase the inlet timing, but the new pistons have not been cut away. I did not require high speed, but would have liked more torque, which I requested when I ordered from George Silk, and he said he could arrange this."

But it looks as though he didn't; something I can comment on when I have the bike on the road.

Ray returned to England in 1982, bringing the Silk Scott with him and used it intermittently until June 1992. He then sold the bike to Fred Nicklin, who lives in Menorca, so off it went to sunny Spain.

Fred once owned a Silk Scott and perhaps yearned for another. I don't think he rode many miles on this one before I bought it off him in July 1993. So the bike was on its travels again, this time back to England. It's been about, this Silk Scott, don't you think?

There are only 3,000 miles on the clock, but Ray reckons it should be 1,000 more as he had a broken speedo cable in Kenya (incorrect spacers in the rear hub and the speedo drive revolved). The bike looks dull and scruffy to say the least, but it starts easily (I'm led to believe that's a bonus for a Silk Scott).

There are some very strange sounds from the engine; an awful shrill ringing noise from somewhere within and the alternator groans as though it's on its last legs.

The restoration has gone very well, in fact faster than I've made notes, and I hope to have the bike at Stanford Hall in September.

I'll let you know what the strange noises in the engine were, along with other details of the restoration in part 2.