

FEED BACK ON SILK SCOTTS

The 'editorial we' has collected some comments and wisdom from various messages about the special feature we ran on the Silk Scotts in August. My apprehension that owners of older machines might feel put out with such modern inventions was mistaken.

'Weight' was a common denominator, it is a surprise to me that so many folk rang to appreciate the weight and slim lines of the bikes we showed, and some went on to deplore how the traditional Scotts got heavier and heavier. Titch Allen's (near) road test was much appreciated, too.

Comments from two previous owners — that darned kick-starter! True, modifications varied from a member who simple 'screwed' a bolt into the housing as a stop — I won't comment. I hope to prevail on Ged Rumble to write up his own solution, which he was kind enough to supply to me.

Also Ged's oil pump mods excited an earlier comment of an unmodified Silk Scott which went to 'the Island' and back without laying down a smoke screen, but having added Ged air-bleed units, I am happy to breeze along with a light grey haze and, hopefully, unfelt collar. Also from Ged, his clever idea of putting more holes into the centre pipe of the silencer and stuffing the forward compartment with steel wool, also to keep the 'local Bill' happy.

My contribution was to get Dave Lindsley to change my fixed spark to one I can adjust manually from a handlebar unit, my sole contribution, having a very high CR, and touch wood, no more fierce kick-backs on starting. I am now trying to find an easy way to fit a bolt-on centre-stand, this bike really needs it, but how to avoid stripping down and sending the frame for welding? Any ideas would be welcome.

Ah, the dreaded cranks, yes, I've only heard of one set broken, for as you know, Silk Scotts have those bigger cold-rolled jobs, but one answer is to take it easy, no great burn ups? And, I was asked, are there any instruction books? Alas no, buyers seemingly had to supply their own engines, but I would love to print a drawing of the internal mods George made.

I was asked did the larger transfer ports make a difference, and I don't know, nor if the ported pistons really improved performance, though mine work OK, my bike two-strokes well.

In came a letter from a Brummie owner, could he know about the 'flatter' carb. manifold and Concentric carb., but I had not the knowledge to answer that one. I was really delighted to have such a nice interest and response, and no, I do not know how to fit a header tank to a standard Scott! Oh yes, a reader knew that the handlebar yokes are slightly out of true, seemingly on all models with those Spondon forks, and the tiny defect shows up when we oldsters fit longer, more comfortable bars. Vibration? Yes, a nice crop of comments and interest, but all agree the models handle and steer like angels. I have some vibration and I have an idea how to improve it in the Autumn, we'll see.

Critics? A few, and it's true the 'enclosed primary chain' really isn't, and the pump's chain oiler is a waste of time too. Yes, the throttle linkage to the oil pump was abandoned after prototype stage and a crude handlebar lever control was fitted, you can see the drawback there. Petroil? Seems conversion is unlikely if, as I'm told, Silk changed the oilway channels and crankcase seals. Gearbox (Velo) leaks? Yes, they tell me it did and owners fill the box with grease as in days gone by.

Sale price, I was asked? Can't say, but as far as I can tell, with few exceptions classic bikes fell back in the ninety recession and haven't yet

regained those levels, but my insurer tells me mine goes at around £5,000. I should be so lucky. But as in all classic purchases, it's *caveat emptor* and bear in mind that the former 'new model' image didn't mention that as far as I can tell, buyers supplied their own motors, mine is a Replica, listed by its number at around 1947, and with about 1,200 miles on the clock it was rebored out for me by Tim Sharpe at +80 — see what I mean. **G.B.**

Note. I could not run a special feature on the Silk 700S as promised. Members simply did not send me enough material. G.B.



'Greyhound in the slips'. Onlookers admire the slim lines of the Silk Scott, but note the steep angle of the carb. manifold and the prop stand which is too short. Also the rear disc brake was replaced with orthodox shoe and drum type.