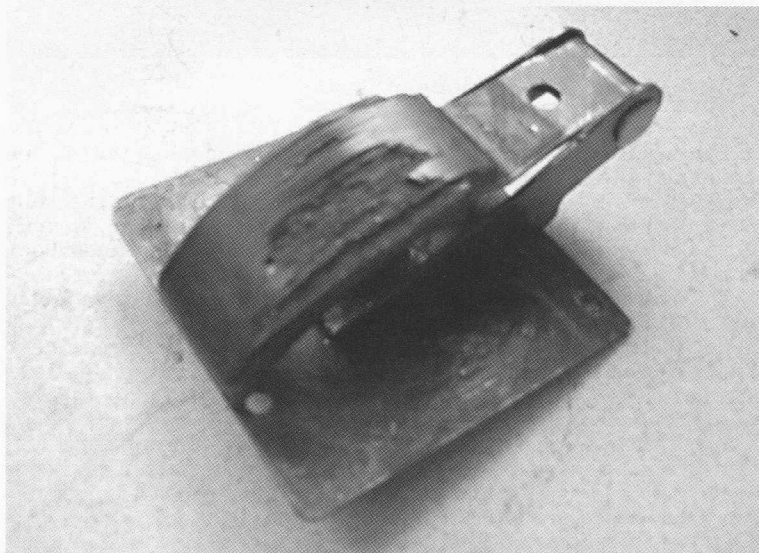




**The rebuilt. 'Starlight' and team. 7th on her first outing.**

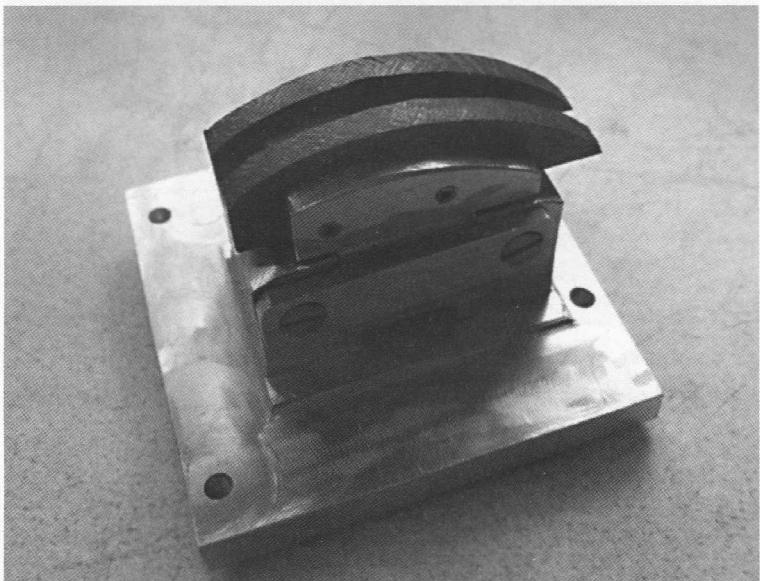
had not experienced any event before let alone a race. Those of you who saw the cars under construction may be interested to see the finished cars. Full results are published on Greenpower's website.

The Silk engine that has been on the bench for a while was in need of a new chain tensioner. The old was badly worn as can be seen.



**The adjuster as removed from the engine.**

On looking at the design I was sure there must be a better way of doing it, allowing the backs of the links to shred the tensioner just did not seem right to me. Having a suitable lump of alloy sitting under the bench I decided to carve out the body of a new design. I don't know what it is but I only seem to be happy when I am knee deep in swarf. The pads are made from some oil-filled nylon that I had lying around and are designed to run on the rollers rather than the links. A captive screwed shaft adjusts the tensioner and locks it in place. I



**Hopefully this will last longer.**

am quite sure that there is a much simpler way of doing the job but I did enjoy the task.

David Frank tells me he has had a lot of work on with the 1914 Scott he is working on. From his account of machining the flywheel tapers oversize and making a new set of cranks to fit it sounds like I have had an easy time of it.

The subject of spares has come up this month and I have to admit that I do have an interest in this. You will see from Roger's note that Matt Holder is working on making the spares available and I very much welcome this. I have been in touch with him about some gearbox parts and he has been very helpful. He is not able to locate any kickstart bosses and as I have several members waiting for these to bring their gearboxes back to life this is a bit of a problem. The spares scheme have non left. Matt has said that they would be able to produce some but at a minimum batch of 50. I can not personally fund this hence my interest in the debate. If any one knows of a supply of these that could get these machines back into use I and the owners would be very pleased to hear.

**Eddie the Ed.**