

better success on the one occasion that I needed emergency ignition by jump starting the Scott with the ignition switch at "normal". The battery is always fully charged which makes for easy starting. If all goes well, my next project for modernising Scott electrics is a Q.I. headlamp and twin contact breakers, which will do away with the need for the distributor. How about somebody beating me to it, and then I can read the instructions in "Yowl"!

SILK SECRETS

Silk Engineering (61 Netherfield Road, Sandiacre, Notts. Tel. 3601) tell us that they do not give advice on tuning 'willy-nilly', as each block and cylinder is different, and without doing it the hard way, it IS possible to ruin pistons and cranks, and they do not want to be responsible for ruining someone's pride and joy!

The easiest way to improve performance is to fit a new 30 mm (1 3/16") carburettor for this puts power everywhere. They have designed and can supply from stock, adaptor flanges and carburettors with control cables and spare jets. Flanges 30/- (complete with fittings) and carbs (concentrics) at £7. 10s. 0d.

Their new throttle controlled oil pump is now well under way and the first batch is scheduled for completion and release on 1st September. These will have a new quick action throttle and slow action pump control in a double acting twist grip. Complete with elbows, pipes, cables, pump, the suggested retail price is £15.

Brian Woolley, Bob Stevenson and Silk Engineering have been pooling ideas and the result is a modern short circuit racing machine, ultra light, with a 'Fahron' 8 in. 2 L.S. front brake, a Stevenson 8 in. disc rear, a beautifully designed frame and alloy tank. An engine with ALL the gear cages, and Velo 4 speed gear-box — it has to be good.

Just in case you want to know — the cost of the frame kit will work out at about £200 ready to drop in engine and box (or Velo one) and get up and go! The weight target is 185 lbs!

For those who like to look first — all the Silk items will be on display at the Evesham Rally — crankshafts, cages, piston well blocks, pumps (standard and t/c) cylinder bolts, studs, carburettors and flanges, twin contact breakers, exhaust systems, frame kits plus two Scotts, the Vintage and Modern racers will be on show.

ANOTHER VERY GOOD REASON FOR MAKING THE RALLY A MUST!

SPARES TO NEW ZEALAND

Will the advertiser whom Mr. Sorenson contacted regarding spares, please get in touch with him at his address 184 High Street, Howera N.Z. as he is urgently in need of the parts.

NEW ZEALAND SECTION

George Woodward, our enthusiastic contributor is now forming a Section of the Club in New Zealand, so Clansmen 'down there' are advised to contact George at 39 Challenger Street, St. Heliers, Auckland 5.