

As the block came without pistons I obtained some old O/S pistons from Chris Boorman and turned them to the correct size and taper and deepened the ring grooves.

I fitted the block to my three-speed Super to replace the 500cc block. The carburettor is an Amal needle-type and I fitted a 170 jet with 6/3 slide.

The bike started easily, but during subsequent V.M.C.C. runs it would not run cleanly and appeared rich with four and eight stroking. I tried all the usual carburettor changes and every combination of jets — 180, 170, 160, slides 6/3, 6/4 and 6/5, as well as needle position, without much success.

While pulling the bike ran well and hill climbing was good.

On removing the block to check I find that the exhaust and transfer ports are different from my 500cc block in respect of the height of the ports, the widths being similar.

As measured from the bottom of the skirt (skirt to crankcase joint similar) the top of the exhaust port is similar, but the bottom of the 600 block is 3mm longer. The top of the transfer port is 1mm lower and the bottom 2mm higher.

Therefore, both exhaust and transfer ports are 3mm narrower on my 600cc block.

On checking the port dimensions as in *Technicalities 2-3-14* I realise that the last block marked Un-Known is a block referred to in a letter from Charles Lipscombe in *Yowl Vol. 15 No.5*. This refers to a block with a basket-case 1926 three-speed Super with a single exhaust port, 74.6mm bore and central spark plug, but having cast iron pistons.

The port dimensions of this block as noted in *Technicalities* are basically the same as my 600cc block.

Does anyone know why my ports are so narrow and basically similar to the old non-watercooled head 63.5mm stroke early engines?

Were there any 63.5mm stroke blocks with watercooled heads with central spark plugs?

What year/s were the low water dome covers fitted?

I can, of course, alter my 600cc block ports to be similar to the parts on my 500cc block which runs very well. I would like to get some answers first.

FLYING THE FLAG

Val Ward

Two-strokes — old and newish — were prominent at the sixth Classic Mechanics Show at Stafford County Showground. The show was claimed to be bigger and better than ever and, media hype aside, it seemed so.

This Andrew Marfell photo (right) shows a Silk 700S and a Scott-engined Silk on part of the British Two-Stroke Club's stand shortly before opening time on the first day of the two-day (16th and 17th October 1999) event.

In line with the publicity build-up for the show, some specials were also bigger this time. How about a seven-cylinder roadster? There was one (on the Kawasaki Club display), those never-ending cooling fins drawing many incredulous looks and — nearby — a one-off Kawasaki two-stroke engine with even more cylinders.

