

TECHNICAL DATA

Frame: Duplex cradle. Low seat height, high ground clearance.
Wheelbase: 56in.
Suspension: Front — telescopic fork. Rear (spindle fixed) — pivoted fork.
Wheels: Front — WM2.300x18in, alloy rim. Rear — WM2.410x18in, alloy rim.
Brakes: Front — racing Fahren, 8in, 2ls. Rear — racing disc, 9in mechanical.
Tanks: Fuel — all alloy, hand-built, 3.25 gallons. Oil and tool tray — all alloy, hand-built, 6 pints.
Cooling system: Radiator — square tube, 4 pints. Header tank — 2 pints.
Engine: Scott Flying Squirrel (re-worked) two-stroke. bore and stroke — 74 x 76 x 72mm. Cubic capacity — 636 and 702cc. Compression ratio — 8, 9 and 10:1. Claimed output — (at 5,500 r.p.m.) 38 b.h.p.
Carburation: Amal Concentric, 30, 32mm.
Ignition: Twin contact-breaker (special cam), 12v battery, coil.
Oil system: Integrated throttle control — Silk pump.
Starting: Kick; folding crank.
Lighting: 12v alternator.
Transmission: Primary (nylon 66 slipper tension) — Chain $\frac{1}{2} \times \frac{1}{4}$ in. Final — Chain $\frac{5}{8} \times \frac{1}{4}$ in.
Gear ratios: Variable.
Kerb weight: Dry, 266 lb.

PERFORMANCE FIGURES (Claimed)

Top speed: 107 m.p.h. (at 5,500 r.p.m.).

Lb/HP: 61/4.

Fuel consumption: 55-60 m.p.g.

Roy Lambert's Silk-Scott

Roy, Midland Section secretary, has kindly added some notes about his machine which demonstrates the variety found in the short production run of this fascinating marque. He tells us:

I acquired GSL 103L in November 1997. The engine number is DMS 2258 and the frame number is SE6-72-004 (*this decodes as the fourth machine made, the year 1972*). Gearbox is 5-4559, an early Velo.

The bike is fairly original. The top yoke was changed by the previous owner, John Underhill, from clip-ons to a top-fitting bar, giving a more touring stance (see photo). The folding kick-starter was modified to top folding, not bottom — much easier on the ankle and less foul language.

Electrics were re-cripped and anew ignition fitted as well as a new, modern rectifier on a copper heat sink.

The front wheel bearings were a little rough and were renewed for peace of mind. The pipe and silencer were re-plated. The bike was used on Club runs and exhibited on the British Two Stroke stand.

Some minor running problems were encountered, such as a leak from the water elbow, but this brazed up OK. The drive-side swinging arm adjuster would not clamp, was bottoming out, but when clearance was increased it was OK.

It starts well from cold, reasonable when hot, but can be a pig when half-and-half.