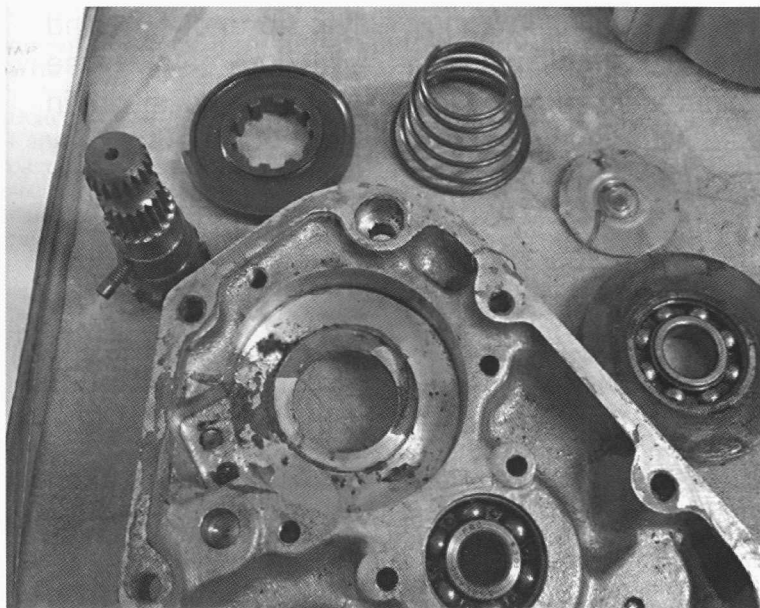
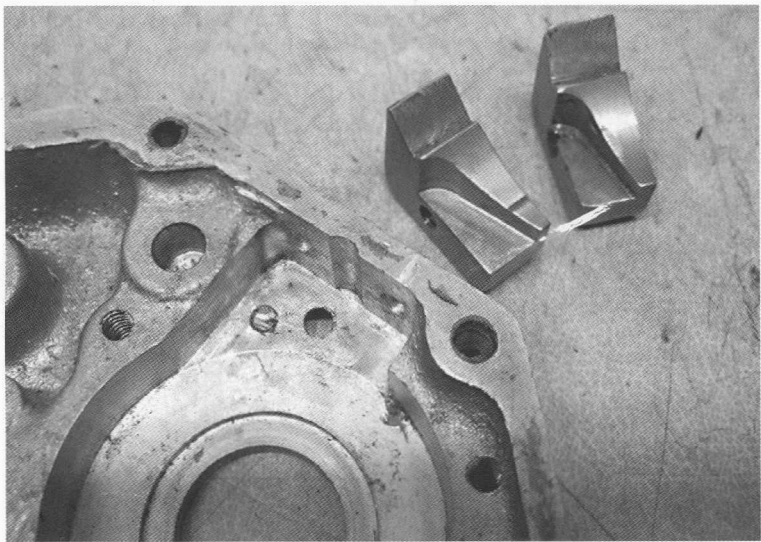


## ON THE BENCH

It's funny isn't it how one job can lead into another in a way that you could not in any way have foreseen. I have, for far longer than should have been the case, had a Silk engine and gearbox on the bench. This came from a bike that had been laid up for 25 years and the new owner was anxious that it should be checked over thoroughly before he made any attempt to fire it up. A full strip down revealed hardened seals, as had been expected and these were duly replaced. The chain tensioner has seen better days and I have this job still to tackle before reassembly will be complete. If any Silk owner has approached this before some input would be appreciated. Anyway, while this was in parts on the bench I had a visit from another club member who was in need of some work on a standard Scott box that would end up far from standard, more of this later. On spying the Silk parts his eyes lit up and he said "I've got a Silk box from which the K/Start has been removed, you have the bits here that you could copy to reinstate my K/Start". "Yes, of course I could", I said with far more alacrity than I ought. I really must learn to keep my mouth shut sometimes. But having said this, I do enjoy a challenge, it does make life more interesting.



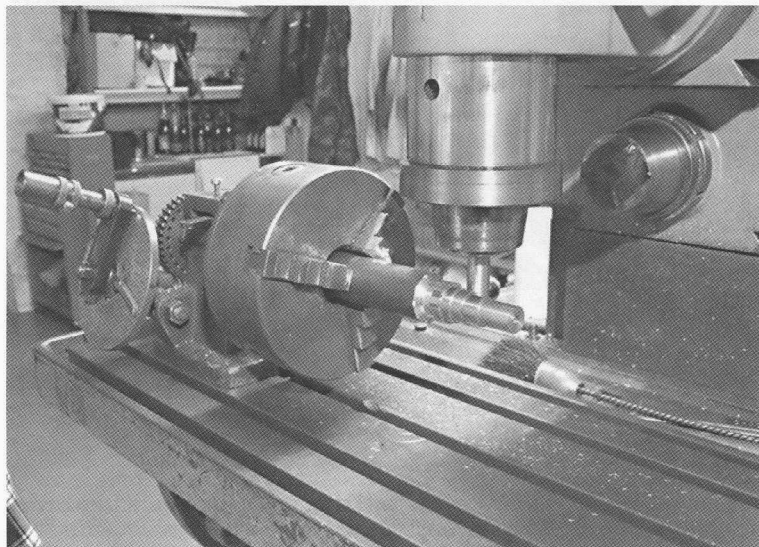
The picture shows the parts as supplied. Unfortunately the shaft had splines that were a very poor fit in the ratchet plate and a new one would be required. In fact the only usable part was the ratchet plate itself. The first task was to manufacture a stop block and machine the pocket in the cover to fit this.



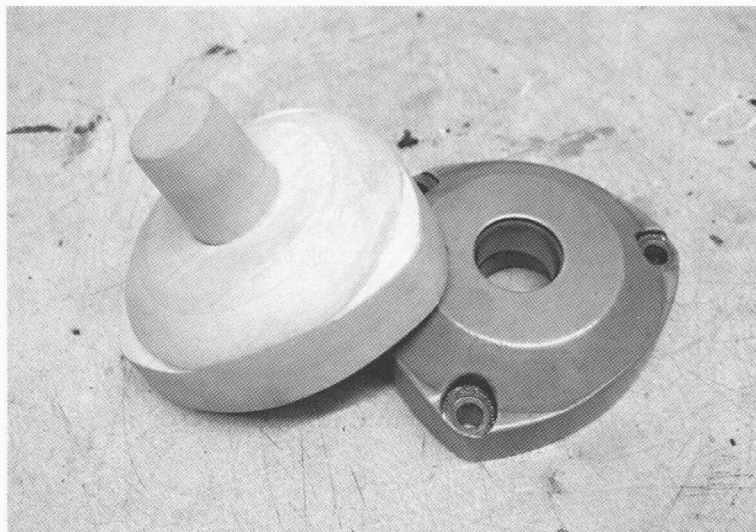
This pic shows the block and the pattern used to make and the cover machined. The shaft posed a bit of a problem. The layshaft runs in a needle roller bearing in the hollow inner end of the shaft. This would obviously need to be case hardened after manufacture. EN36 was chosen as a tough steel to withstand the enthusiastic prodding that is sometimes required to get a Scott going. Machining was made easier by the fact that the mill could be set up using the shaft from the dismantled Silk. I had not produced a spline in this way before and it was very satisfying to remove it from the dividing head and slide the kickstart on as a perfect fit.

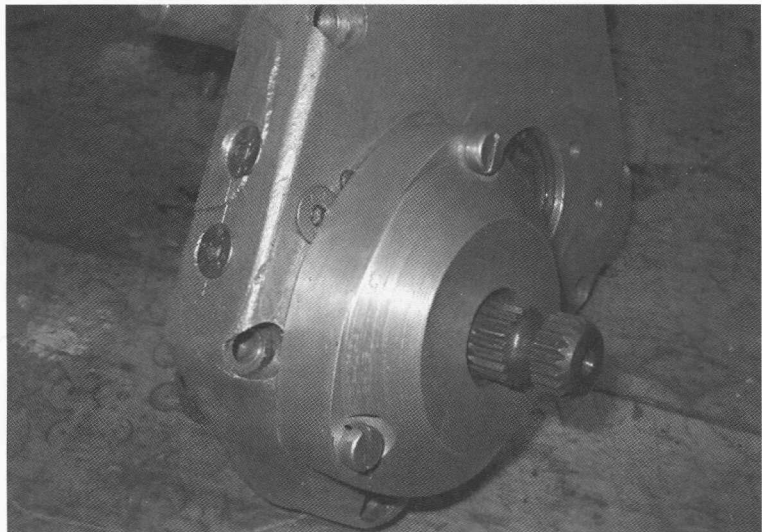


The previous pic shows the new shaft with the pattern in the background. Below is the machine set up to produce it.

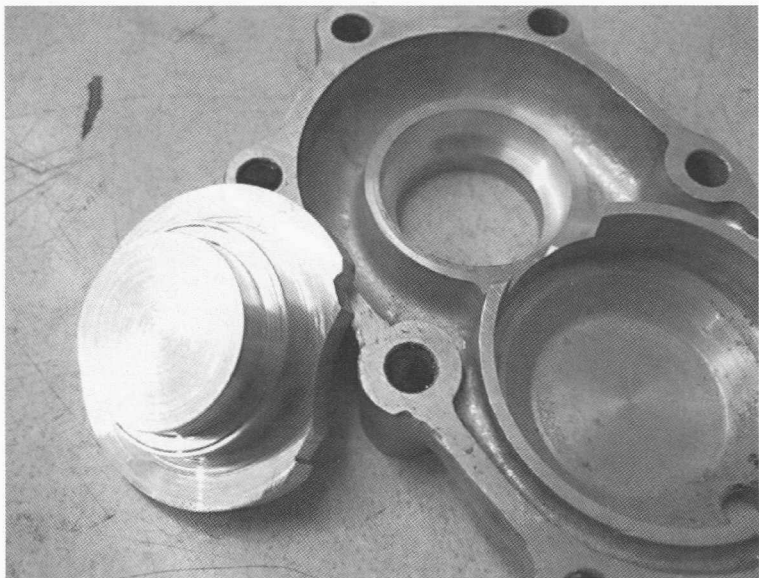


An outer cover then had to be produced. A pattern was made to the shape of the original from the Silk and a casting made at a local foundry. From this the new cover was machined up and the whole lot finally assembled. The two pics below show the pattern and the final finished job.





So the standard Scott box I mentioned earlier. The owner had an old box and end plate into which he wished to fit a special gear set from a racing box. The lay shaft being a special hollow shaft with no K/start and ball races at both ends. This time the other way round to the Silk, fill up the gaping K/Start boss hole with support for a ball bearing. A filler block was duly produced and this is bolted through from the outer end cover plate.



The finished result can be seen below. As you can see from this picture it is a hand change box although there are holes for a detent plate but no plate. The final task was to fashion and braze on a drop arm and to produce a detent plate. In keeping with the hollowed out shafts this was kept as light as possible as you can see.



So a fairly busy time, there is more, but at the risk of becoming boring I shall shut up now. So let's have your notes guys, there must be plenty going on in the shop over these dull winter days. By the way, sorry Ian that your Silk has taken so long, in part you can blame Colin for coming up with his demands to have access to your parts!

**Eddie the Ed.**

Dear Eddie,

I've now completed the necessary repairs to my '25 498cc Squirrel forks. In fact, the main crown tube is of similar design to Roger Moss's item, *sans* the no. 4 Morse taper. I opted to make the replacement crown tube from solid EN-36 spec. steel at 55/75 tons tensile, lending itself to be silver soldered in situ and not chill harden on cooling. I also had to replace the bent slider fork crown tube and serious attention to the upper race housing, slider tube bore/spring housing.

The forks were checked for truth, freedom of movement, then painted — just in time for the VMCC NE Section's Topcliffe Rally — on a parallel to the S.O.C.'s Northern Rally. No time for a test run, taking repairs, the machine's general condition, rode to the start some 60 miles distance, complete with a spare gallon of petrol on my back, emulating an Al Quada bomber.

The day's event, 190 miles in all covered, found the bike's handling different to what it was, as follows: 1. a stiffer unresilient ride, 2. very little, if any, to and fro forks flexing, 3. a characteristic of the bike wandering to the near side — even though the wheels are straight. Hence I wouldn't like to lay it over cornering, in anger!

The bike proved reliable throughout the run, and I did require a top up (of petrol) out on the North Yorkshire moors wilderness.

Another minor detail that I'd overlooked, was previously, when the forks snapped, oil had entered the front brake, rendering it useless. En route for home, not much back brake either, down to the rivets.

Later, mid week, I paid attention to the front and rear brakes. I relined the back brake with good old Ferodo MZ41 grade riveted in situ. The front brake, recently having been fitted with a non-asbestos bonded lining, I degreased in Bostic cleaner.

Sunday 16th September was a nice day, so my run out on the Scott was the scenic route through the wolds to Scarborough. The highlight being to see the QE IIs visit.

I arrived just in time to see the QE II heading out to sea. Scarborough was packed for the occasion. What a stark contrast, an old two-speeder Scott was parked up on Marine Drive alongside the modern motor cycles. The interest shown was overwhelming.

Soon I was on my way, taking the A171 coastal road to Whitby. Somewhere, near Ravenscar, I thought I sighted the QE II out at sea, I dunno!

At the drop of a hat I turned left from the A171 to Littlebeck, to encounter a 1 in 3 climb, en route for Sleights, the bike pulling hard on its 6.8 to 1 bottom gear. Reaching Sleights, I crossed the A169 to Egton Bridge, Grosmont, Rosedale. More 1 in 3 hills having blind bends.

Up to now the bike had run OK. However, closing the throttle the engine seemed to cut. Riding high up on the Yorkshire moors with a strong cross wind, I dismissed the fault, putting it down to carburation.