

you will see that Colin Heath refers to this race in his article on the rebuild of his '29 bike.

I have also been interested to read George Silk's account of his early years and I look forward to future chapters that are in the pipeline. It was coincidental then, that I should find the example of his work from some years ago detailed below.

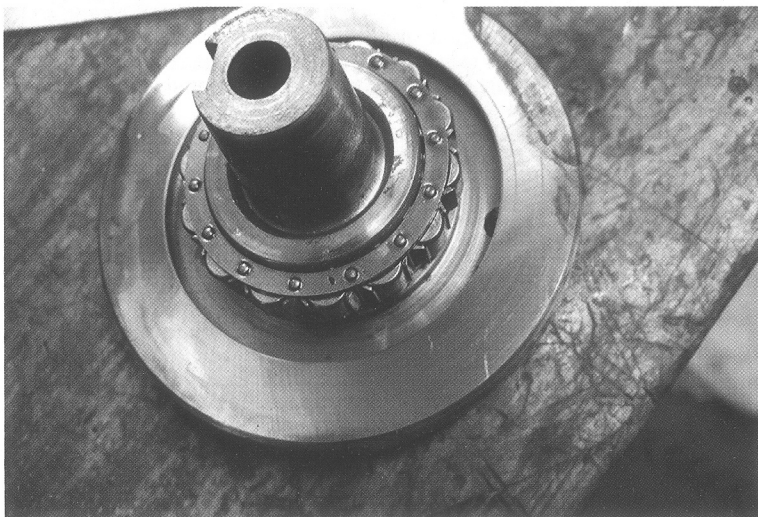
"On dismantling an engine from a customer recently, I was surprised to find an unusual crank. It was clear the engine had suffered a crank failure at some time as there is evidence of a repair to the case. This crank, and the main bearing arrangement were new to me. It was clearly not Scott, being an altogether stronger looking version of the original design; very well made with proprietary roller bearings to the mains and modern oil seals. On enquiry, I am assured that this is one of George's early crank replacements; the crank being made from EN24T with a generally beefed up profile. A relevant point to mention this I think and I wonder how many more of these there are around."

Eddie

Dear Eddie,

While it is true that I will be stopping getting in supplies of Wipperman hollow pin chain and handing over to Richard Blackburn, I still have stocks of over £500 worth to dispose of for magnetos.

Price is still 40p per link or pin and you will get a rivet link and a



Silk crank.

spring link with each length.

Write to Glyn Chambers, 48 Belmont Rd., Hemel Hempstead HP3 9NY.

THE STORY OF A PSEUDO PSPRINT PSPECIAL — Part One

These notes were originally made in May 2004, and then updated in 2007, but seem somehow to have evaded submission to *Yowl* so far.