

wish to view it please use the following link: <http://www.scienceandsociety.co.uk/results.asp?image=10307614&itemw=4&itemf=0001&itemstep=1&itemx=2>

I have reviewed the Museum's correspondence file linked to the Scott Motor Cycle Company (nominal file number 1523). This record does not mention a complete motor cycle; rather discussing the above object and the possible donation of a second sectioned engine. It would appear as if the second engine was never acquired.

You may wish to contact the Vintage Motor Cycle Club. They now maintain the following former Science Museum archive:

[Records of British motorcycle manufacture, 1920s to 1970s, approximately 800 volumes plus many miscellaneous papers. They contain production/despatch information on motorcycles of the Ariel (1926-1964), BSA (1924-1974), Norton (1922-1972) and Triumph (1941-1975) companies. Also in this collection are seven JAP engine specification books (1930-1933) - available also as MS527, and a microfiche sequence of production records of the Levis Company (ca.1916-1940). See below. Part listing available] NB: This archive is shortly transferring to the Vintage Motor Cycle Club (Inventory number 1986-626).

Should more evidence come to light (a Science Museum inventory number - which on older objects is sometimes painted directly onto the object - possible date of acquisition/disposal, supplementary search criteria, any written web based sources suggesting a Museum connection) then please feel free to contact me again.

I will then be able to undertake a further review the Museum's inventory. I trust this information is at least of some use to you and I wish you all the best with your research.

**Rory Cook**  
**Collections Information Officer**  
**Corporate & Collections Information**

## **Silk page**

I bought my first Silk several years ago with the intention of putting it back as original as I could. This bike was the Ex National Motorcycle Museum Bike which my Dad had bought from e-bay long after the auction had finished as no-one had wanted it.

During my hunt for parts as all Silk owners do, I got in touch with Clive Worrall, (that man has a lot of patience) Same questions from all new owners, this prompted me to develop a Silk Web site to answer all most common questions. This site has lots of information and pictures to help all Silk owners and is furnished by myself, Clive Worrall and George Silk. <http://www.silk-motorcycles.com>

A lot of parts have been bought or made, the latter requiring a Myford lathe to be bought with a small milling attachment. This worked well after I had taught myself to use them with encouragement and advise from Clive.

Then came a stroke of luck, someone was selling a bike in London, was I interested? Flight booked, cash in pocket, day in London with my daughter, parted with cash, hire car, drive home with an overnight stay in Stone, Silk in back of car. Stop off at Clive's to see if what I'd bought was worth it. "Em well, eh wish I'd gone myself". That would be a yes then, the bike was the first one built with the Silk engine and still has engine number SE001.

A lot was missing but between the bikes and several sources of information, the bike was brought back to somewhere near it's early days, as this bike was apparently used as a test bed for different ideas, close to original is all you could get.

My next bit of luck was someone from Denmark contacted Clive asking if he knew anyone who wanted a Silk tank and radiator with side panels, he wasn't selling but would exchange them for a specific type of gearbox. Clive got in touch with me saying if anyone could find a gearbox it was me. 96 hours later the Silk parts are delivered to my door and a gearbox was on it's way, great thing the internet.

The Myford is way out of it's depth by now so it's sold along with the milling attachment. It's replaced by a Colchester Student gap bed and a French milling machine.

As not many original parts are available the ignition unit was fitted with a Pazon, the clutch is the later Triumph 7 plate unit, Yamaha RD oil pump was adapted (now replaced with a Silk unit). Fork legs made from a Yamaha, etc.

The bike is rebuilt again due to more knowledge and different parts, to a more sporty cafe racer style and using the more robust later front mudguard. As these bikes will be used I decided that they will be in bright colours, it's only paint, and go back to original colour as and when I like.

The only parts which I have had to get done by someone else were the new cylinder liners which were made and fitted by Ron Farron, everything else including the spraying was in my shed.

The ex NMM bike I renamed Phoenix. No one was even remotely interested in repairing the gearbox and this also applied to getting new castings made in Scotland, the companies



that I tried anyway. So with internet information I purchased some HTS2000 low temp alloy rods, these are superb, bits of alloy and lots of patience I repaired the casings of the gearbox and clutch cover.

The Crank is getting new pins and needle rollers of new sizes fitted due to damage of the crank webs, if this does not work then I'm going to attempt to make a new crank.

The MCN Scottish Motorcycle Show at Ingliston 9th and 10th of March looked to be a good venue to show both my Silks. I got in contact with the organizers and yes they would love to have the Silks there as they would generate a lot of interest.

The Local Silk / Scott could not attend but Andrew with his MK2 700 from Aberdeen area could. A friend and I set up the stand on the Friday night, by the time we left I was nearly hoarse from talking with the interest from other exhibitors.



Saturday opened at 09:00hrs by 12:00 we had 3 new locations of Silks which I did not know of, one in mint condition with 2500 miles on the clock, we got told of this bike about eight times over the weekend. Another in regular use, the m.o.t tester of this bike was the informant. Also one which was in the back of a shed for the last 20 years under all sorts of rubbish, no chance of finding it quick we were told.

Sunday was a little slower due to snow which turned into blizzards at times.

Most people commented that they had never seen one in the flesh before to never heard of them. A lot of the older guys remembered seeing them and wanting one but never got one, someone else's dad had raced with George on the Scotts and wanted to get in touch, I have e-mailed George with this request.

The guest star was John McGuinness, he gave out all the awards and was on hand to sign autographs etc.