

I agree the broken crank could be caused by lack of clearance but somehow I doubt it because with a new crank there was no further trouble in that respect. My feeling is that the crank broke (long stroke engine) due to excessive and constantly used high revs in the lower gears to keep the outfit moving – something I never had to do in the beginning before the head came off!

As for the radiator, the Delaney Galley radiator always vented to atmosphere. The vent/overflow was clear, unlike that on my Three Speed Super when I bought it in 2008. That was totally blocked and had to be cleared but fortunately there were no misfortunes arising from its blockage.

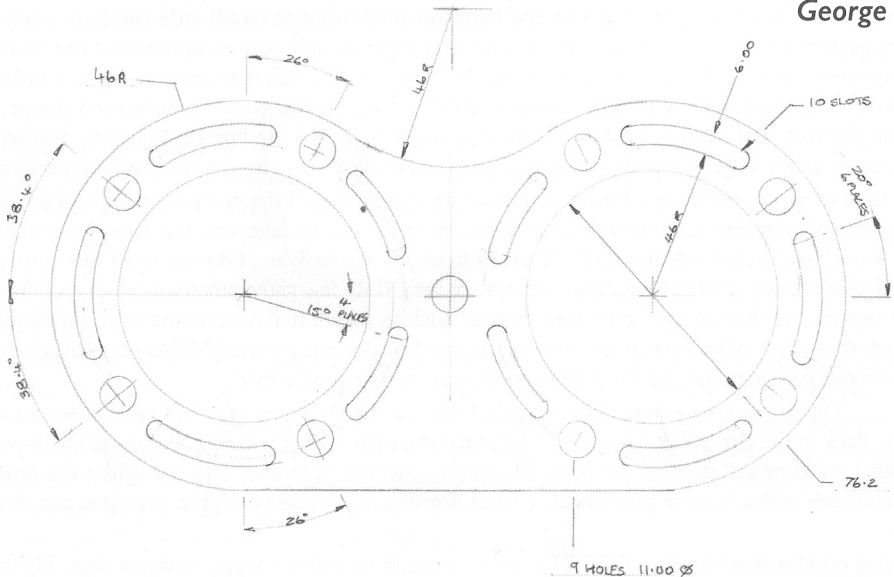
DYH 12 was, when I purchased it, a properly set up and smooth running Scott with a flexible and relatively powerful engine which, as I mentioned in the article, was easily capable of 60 mph three up on the run from Kinloss to Elgin when a couple of lads from the camp and I went into town on a bit of a jaunt. It all went wrong when yours truly decided to de-coke it, and yet for all that, in six years of ownership and a considerable mileage including long distance journeys, I only ever had to push her home once – the time the crank broke. Not bad really!

*Roger Cooper*

Dear Editors,

Regarding the Silk 700s head gaskets, I know that this has been a problem and I helped a chap out last year with dimensions taken off the barrel drawing AB1087. Reading a snippet in the October 2019 Yowl spurred me on so I have a working copy of the head interface taken directly from that drawing. Clive Worrall had some made but they weren't very good (Clive's words!). The chap I helped last year did his in solid copper. Anyway, a proper drawing is a start.

*George Silk*



DESIGN FOR HEAD GASKET.

*MSK 28/10/19*

SILK 700S AB1087 BARREL