

Dear Editors,

I managed to persuade my son-in-law to transmit a photograph of my Silk 700S which is entertaining me, perhaps a little too much. The photograph on the back cover was taken following the first serious chance for the Silk to 'breathe' in nearly twelve months and was in the form of a 'figure of eight' tour of the local twisty roads, all within the pertaining speed limit you understand. The best display of confidence occurred after fuelling when the bike started first kick after having talked briefly with a pair of lads in a pick-up truck about the machine. Lingered no longer I hit route 36 and entered 'Wild Wiltshire' to cruise the bends. I was a bit too late starting out on this Sunday morning but, as you know, I am a considerate soul regarding the welfare of my neighbours. Have others noticed just how much the driving ability has degenerated following weeks of 'lockdown'? and far too many, in my opinion, were none too good to start with.

Taking a left turn machine and rider past Farleigh Castle, where the scrambles circuit is situated across the road. I thought that it was compulsory to visit a castle when journeying at this time, just like the 'great' and the 'good'. Onward through Bradford-on-Avon, an old medieval woollen town, and towards Chippenham with more bends. I will not bore the reader with the the rest of the route, but to make sure all was in order, I returned past Farleigh Castle again in the opposite direction.

My impressions were that a braver man than myself is needed to approach any limit this machine may have with handling. What an engine! I had forgotten what happens when approaching 5,000 rpm. I must remember to look at the speedometer more often. More smiles with this member of the stable, especially on a perfect day; sun, dry and still cool. Shame about the 'Sunday drivers' and the 'Lycra louts' saving the planet as well as the 'Lockdown leisure' cyclists with a decidedly questionable sense of balance. All the more need to resolve any safety issue by exiting as quickly as possible. One could tell from the reaction of pedestrians that Silk motorcycles are not seen everyday - or heard for that matter.

With reference to PPE, how is it that one can source a tube of Autosol from Eastern Europe at less cost than from Halfords in Bristol (thirteen miles away) and delivered to one's door?

To enhance the enjoyment of gardening, I have been told that one may like to add Castrol Racing IA747 two-stroke oil to the petrol in one's two-stroke engine trimmer. Don't blame me if things go wrong, or if it forms an addiction.

I was pleased to read the enlarged June issue of Yowl, especially with the widening of opportunity and encouragement for those members from around the world to contribute. An education in connected personal adaptation to the new way of life which is here to stay in my opinion. I hope that most members are fortunate enough to have an 'Anna' in their lives, if only for that saintly virtue of tolerance.

The twist grip of the Silk has been calibrated as advised to analyse mixture strength. The last attempt to lessen four-stroking involved replacing with new, the slide, needle and needle jet resulted in an extra two miles to the gallon and reduced performance. As my dear friend, Eric Haskins (ex-grass tracker and life-long motorcyclist) used to say "get the fuel in" and he was right so the original parts have been refitted and the performance

restored. Now armed with this indication I will try again. Following Eric's advice, my Matchless side car outfit had the needle jet changed from a 0.106 to a 0.107. It now has a near black sparking plug, pulls on a wisp of throttle opening with fuel consumption now 61 mpg where previously with a weak mixture 52 mpg was the usual return - counter-intuitive perhaps?

With regard to riding motorcycles during lockdown, an elderly motorcycle makes a satisfactory shopping trolley and gives one the opportunity to talk with similarly minded others whilst socially distancing in the supermarket car park 'husband creche'. I am told by a well-travelled friend, that in China the prevailing attitude to restriction displayed by the ordinary people is to do that which one would prefer until instructed otherwise - a positive 'can do' attitude.

*Des Wilkey*

Dear Editors,

The last Yowl has a reprint of an article on Three cylinder Scotts and remarks about other Scott multi cylinder projects. A friend recently sent me the attached photo which may be of interest, showing a V4 Scott engine.

The other photos may also be of interest as they show an old gull wing door car with a flat four cylinder two stroke engine of unknown make. A cousin in America had taken the photos as that car was apparently from England originally, the registration number was GF 1825. The gull wing doors operated via wires, springs and pulleys. It was rear engined with the engine vertically above the gearbox. My cousin was dismayed to be told that the engine was to be scrapped and a VW engine fitted. The owner was more interested in the doors!! I tried to find out more in the UK through a number of car books and experts, but with no luck. I first saw these photographs in 1993.

*Peter Maddox*

