

derived from the Velocette venom. The link with that marque established earlier by many Scott owners who jettisoned the original gearbox and replaced it with one produced by Velocette. In the case of the Silk however, there are significant differences especially with respect to the shafts and splines; most parts are not interchangeable. The clutch is a wet, six-plate unit which is again supported by massive roller bearings. Note also in the photo the use of a MZ style chain-guard, again in the interest of maintenance reduction.

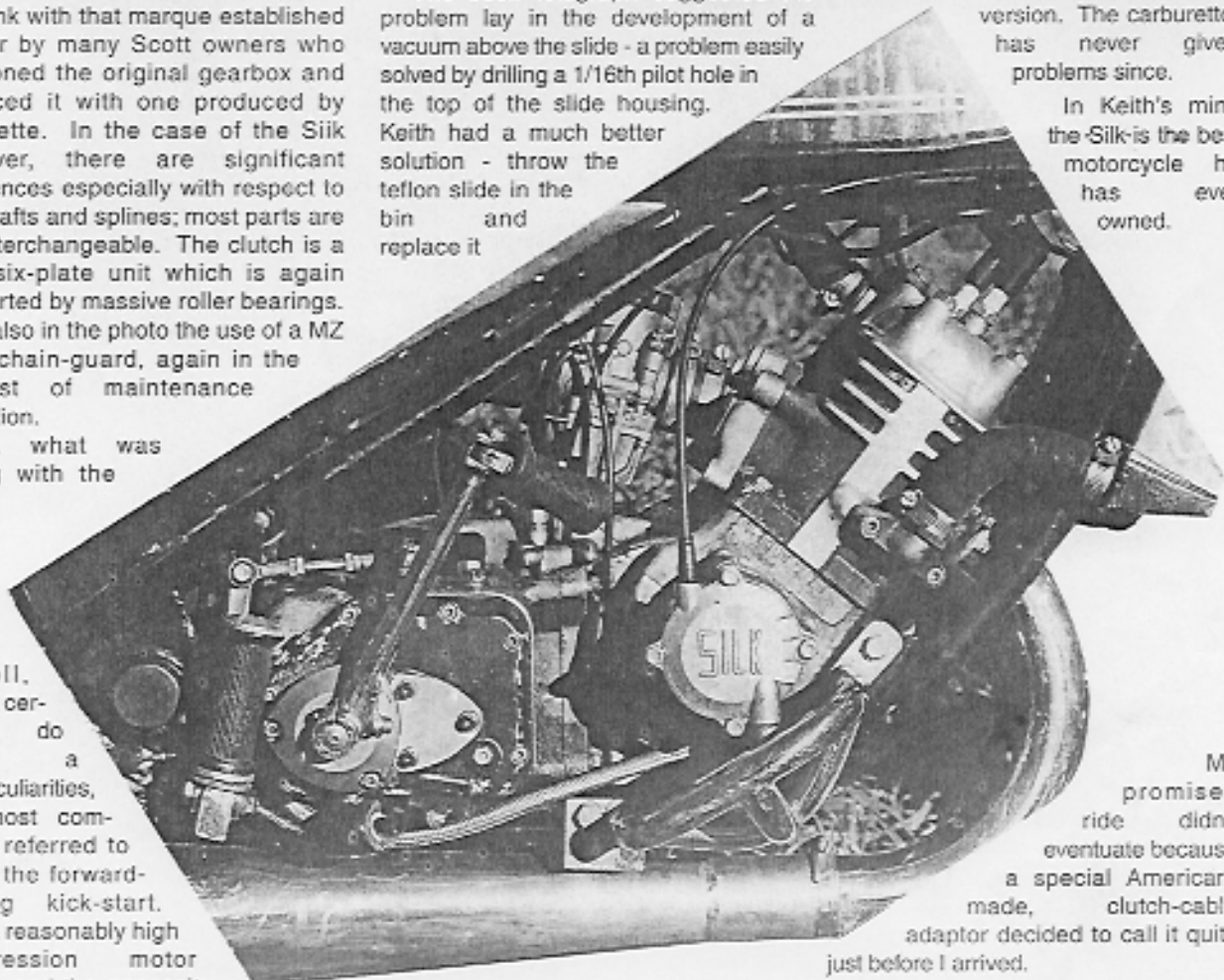
So, what was wrong with the bike?

Well, they certainly do have a few peculiarities, the most commonly referred to being the forward-sloping kick-start. With a reasonably high compression motor (8.5:1) and the necessity to prime the engine with a couple of kicks before switching on the ignition, this is one area which deserved more attention. I'm not sure about the spats over the front discs, they are supposed to keep the disc dry and the wheel clean, but as a design statement I don't think they gel. Instrumentation was a constant source of grief for George Silk and his staff, not to mention those who put the readies down and took delivery. In fact it was the British suppliers of instruments and electrics who contributed most to the demise of this outstanding motorcycle. Carburation has also been an area of concern simply because the big throated (38ml) Amal was fitted with a teflon coated slide which occasionally jammed open! It happened to Keith as he was riding up an incline out of Hamilton ... brakes on full, throttle wound fully back and he's still rocketing away from the starter's box!!

The bush telegraph suggested the problem lay in the development of a vacuum above the slide - a problem easily solved by drilling a 1/16th pilot hole in the top of the slide housing. Keith had a much better solution - throw the teflon slide in the bin and replace it

with a standard alloy version. The carburettor has never given problems since.

In Keith's mind the Silk is the best motorcycle he has ever owned.



My promised ride didn't eventuate because a special American-made, clutch-cable adaptor decided to call it quits just before I arrived.

To me, it's still one good looking machine. If it rides as well as it looks, then clearly there is a lot of truth in the old saying "if it looks good, it must be good". Might give Keith a ring and see if he's lengthened that clutch cable yet ...

Swannie

