

Dear Brian,

Ernie Scott has got it wrong! I am not prepared to commit John and myself to providing club members generally with an "At cost" tee-shirt service.

My letter in April *Yowl* was in reply to Bill Newton's letter in February *Yowl*. Bill had mentioned that "the Scott team in Ireland would like to wear them."

My offer was in response to this and should not have been construed as anything further (I assumed the "team" could be numbered on one hand) (*Ed: Yes and you won't need your thumb*).

On the general subject of "club-related goodies", I am in complete agreement that a profit should be made for the club and that individuals who are involved in the evolution of such items should be "adequately" recompensed for their efforts.

Turning "now to something completely different", I have never had any difficulty in replacing the cylinder block on my Scott, or any other parallel twin. I've owned, come to that (the easiest, I admit was a M.31 AJS (separate barrels!)).

The trick is, as you say, to have the pistons level and I use plenty of "lube" and jubilee clips to compress the rings, like you, I've yet to break a ring!

Keep up the good work! — **Bruce West.**

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**West Horsley  
Surrey**

Dear Brian,

I put my Silk 700S in the garage after using it for a shopping trip, it had run perfectly. The following Saturday I found it would not kick over and jammed solid near top dead centre. Expecting a broken ratchet pawl or tooth in the gearbox the clutch was pulled in and it was found that the gearbox was free but this problem was in the engine.

The cylinder head was removed and it revealed that a piece of metal had found its way into the combustion chamber; rather like a 4 stroke that has dropped a valve.

The engine/gearbox assembly was removed for bench dismantling I could not fathom where the metal had come from, on closer examination it appeared to be part of a screw embedded in the piston crown. Silk Engineering were telephoned to see if this had occurred before and Clive Worrall said there were no screws in the lower half of the engine. Silk fortunately had available a new set of pistons and rings.

The engine was dismantled and the right hand piston which should have windows, instead had an open door! The rear part of the piston had disappeared through the exhaust port.

In the crankcase there were more grooved marks which had been formed by a 2BA screw. Since there is an air cleaner it was difficult to understand from where the screw had entered the engine.

The carburettor was then examined and it was found that the bell mouth was slightly loose. The bell mouth is retained by 2 countersunk set screws and it was one of these screws that had entered the engine obviously not tightened correctly at the factory.

I advise all Silk owners and Amal Mark 2 concentric users to check these screws and refit with Loctite.

Fortunately the cylinder bore was not damaged but it was an expensive and time consuming incident.

Yours sincerely — **Charles Windsor.**