

## SILK CLUTCH MOD

In case any one of your biking colleagues at the Scott Club mentions Silk clutches any time, I am getting a few plain clutch plates cut and this will enable owners to put a Triumph seven plate conversion in. The drive plates are thinner and the friction area is better material and smaller, on a slightly wider diameter. In the Triumph they improve the drive and action of the clutch significantly so they have got to be better arrangement for a Silk clutch which is prone to slipping once the plates have bedded in. I can get the friction plates but don't get any discount, so they can source them for themselves from a Meriden Triumph dealer and I supply the single plain plate needed to make up the set or I could get them and put a small mark up on. The plain plates are going to be about £10 including p&p. The Triumph set is about £85 delivered to me, but at the moment you have to have the plain Triumph plate that is incorrect for a Silk. This item could be given or sold to a mate for a Triumph for a clutch locking tool or a spare?

Best regards to you, **Clive Worrall.**

Dear sir,

What a pleasant surprise to see the Scott outfit on the centre page of April's *Yowl*. The registration caught my eye, JWX, I can't recall the number, but it was, I am sure, the outfit that was owned by Peter Morris of Cranmore, IoW.

Peter was an aircraft fitter at Saunders-Roe, the designers of the 140 ton Princess flying boat, also the SR53 mixed power unit interceptor fighter which a certain MP, along with other projects, scrapped as we did not need such aircraft in the future. Ground to air missiles will fill our needs.

Peter told me of a Scott for sale, which I bought for £45. To raise the cash I sold my BSA Bantam to a Pompey dealer, who tried to tell me the frame was a little twisted. I think I was the one that was twisted.

Going back to JWX it may still be possible to see some of Peter's handiwork as he was a first class and inventive home engineer. He also came to work on an Excelsior Talisman twin which ran really well. I don't think many owners of this model would agree, I think they had a weakness in the ignition system.

Another of Peter's improvements was on his Austin A35. He fitted a four branch exhaust; this created a sporty note, plus extra under the bonnet work made the little car quite a goer.

Back in those far off days when petrol was five bob a gallon and most went to work by bus up up at head office and the drawing office, which was just outside Cowes, up at Osborne. The staff would queue for the bus just about at the apex to the bend.

When the roads were a little damp Peter would set his outfit to drift it around the bend. The people in the queue would be rather uneasy: will he make it or not and crash into the queue.

At times us biker would charge off from East Cowes up York Avenue *en masse*, no speed cameras then. Often I would follow Peter's Scott up this hill to hear the sound of his outfit. I think the slogan at the time was 'export or die'.

Yours faithfully, **J.G. Swaffield.**