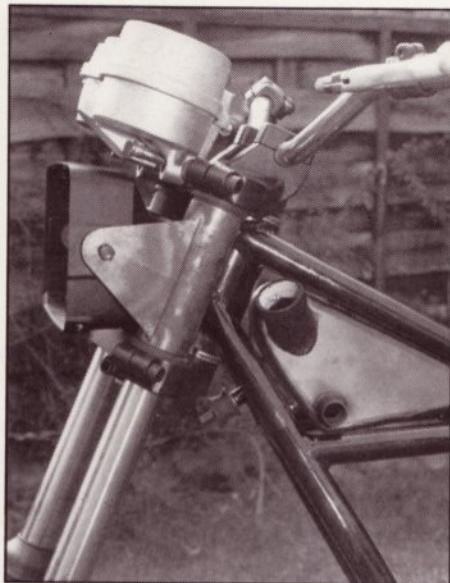
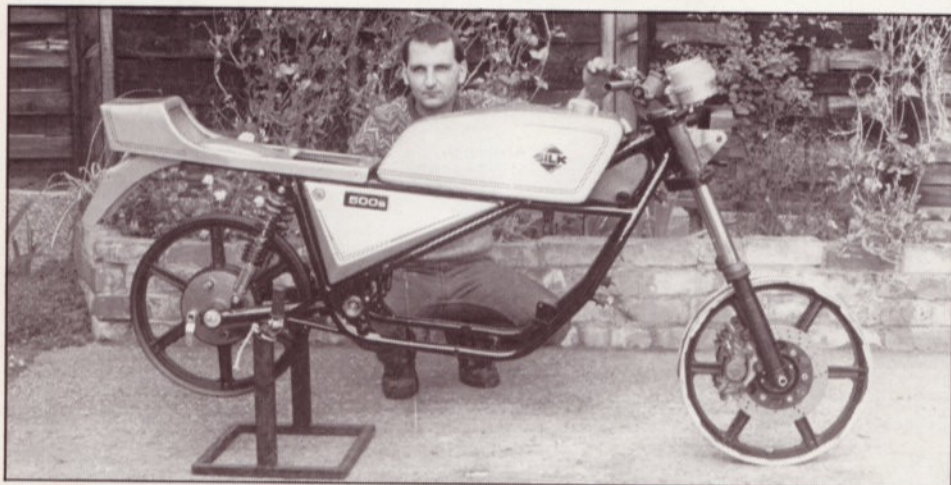


Clive Worrall has gone to special lengths to improve ride on this Silk with different fork springs, a differently mounted front mudguard and experimentation with rear springing.



Top yoke for the forks was specially machined.

• Special thanks must go to:
Clive Worrall and George Silk, Silk Engineering.
David Hunter, Micron Exhausts.
Dave Smith, paintwork.
Long Eaton Stove Enamelling.
Derby Racing, aluminium welding.
Wilemans Motors, brake equipment.
Mick Bull, Derby.
Spondon Engineering.
Banks'.
Avon Tyres.
Chris Ellis, radiator.



Taking shape. Clive with frame and cycle parts. He is currently responsible for looking after existing Silks and will have a special interest in this one!

Although the bike on the stand was fully and beautifully built and had the Silk 500 logo on its side panels, it had (and still has in our pictures) only a single carburettor. Reason for this? At the last minute George decided to fit a 700 block instead of a 500. Why? Well, George recently built a very ingenious all-purpose 250cc single using the same pattern equipment for the water cooled block as for the twin. The new block for the twin was cast at the same time as that for the single. When the single

was started, the block proved to be slightly porous and to guard against this on the twin, the block was sent away to be vacuum impregnated with resin – not because it *was* necessarily porous but to be 100% sure it was *not*.

As with many one-offs, the block was delayed so the bike appeared at the show with the 700 block in place. Rest assured though, the 500 block, pressure tested for leaks, will be fitted when the bike is delivered to our winner.

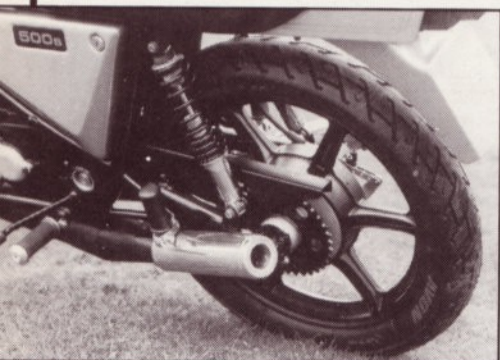


Lockheed twin discs provide anchorage.

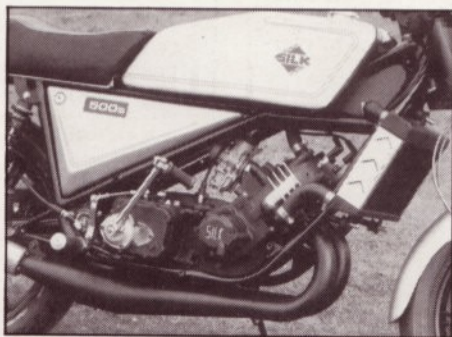
With the high performance engine, George went to Micron exhausts for the neatly mounted expansion systems that should give quite a bit more power than the siamesed system used on the 700.

Right at the last minute we had a fright when painter Dave Smith didn't deliver the fibre glass and fuel tank as he wanted to give everything a last coat of lacquer. He reluctantly agreed to apply it after the show with strict instructions to return the parts quickly! Everyone is determined to do a perfect job – not least Clive Worrall who I left on the eve of the show painstakingly replacing all the chromed and zinc plated fasteners with special ones made of stainless steel.

I won't claim not to have had one worry about the bike being ready but I have never had to worry for long. It was a real pleasure to see the enthusiasm and professionalism that has gone into the job giving us at *Classic Mechanics* 100% confidence that the bike will be every bit as good as it looks.



The classic scene's favourite tyre company, Avon, supplied Roadrunner tyres and Micron built the exhaust pipes.



We had to be hasty with your pictures. Dave Smith was champing at the bit to get tank and panels back for the last, loving coat of varnish for a perfect finish.