

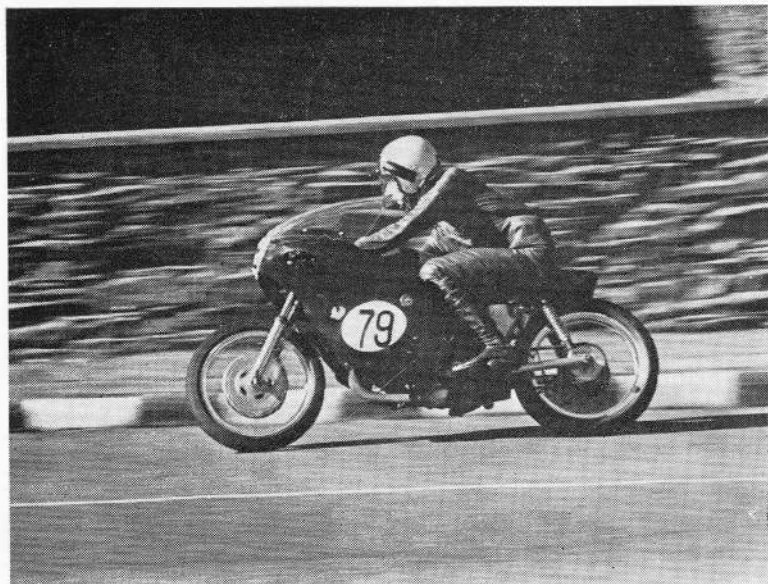
THE ENTRY OF THE SCOTT-ENGINED SILK SPECIAL IN THE 1973 M.G.P.

It is now late February, 1973, and on sending our editor a selection of photographs of the Silk Special in action in the '72 G.P., he has asked me to put text to them. I honestly thought that with that certain sound being heard in an I.O.M. race for the first time in many years, our editor would have had difficulty in choosing between the various illustrated write-ups, but no. So you are stuck with mine, based on the suspect memory of admittedly an actual observer.

The photograph(s?), are by courtesy of Peter Dobson, who although liking motor-cycles, is not over enamoured with Scotts, having had an unfortunate experience with one some while ago.

The observing and photographing was carried out from opposing sides of Parliament Square, Ramsey, which is nice and close to the pubs, and our hotel for lunch. As is usual we listened to the start and progress of the race from the loadspeaker system set up in the Square, following the first few machines away along the Southern and up the Western legs of the circuit.

As you will see from the photograph(s?), the Silk machine was a fair way down the field and we had expected that some of the faster, later starters would have passed our hope by the time they had thrashed round to Parliament Square. After all it was only basically a Flyer engine pulling the somewhat lighter than Flyer machine round the course.



Another view of the Silk Special, ridden by Stuart Hicken. Photo by Peter Dobson.

We were right as well, but when the virtual tail enders, bad starters, etc. began to appear we were getting a little concerned. What we did not know at this time was that only bottom and top gears were left operative in the upended Velocette gearbox from quite soon after the start.

When the Scott-engined machine did eventually approach Ramsey on the first lap there were no other racing machine within earshot, and the sound of *the* Motor was quite unmistakable as it echoed round the houses. More of a touring than an angry racing sound, but most pleasant for all that.

The machine glided across the Square making all the right sounds, if not at the right speed, and disappeared towards May Hill. We then settled down to watching the rest of the machines pass, most of which looked the same to me, until it was nearly time once more for the highlight of each lap. It was losing ground each time round, but when you consider the handicap of losing one's middle gears, it was doing very well averaging well over 60 m.p.h.

It is strange when you think about it, a Scott-powered machine weighing almost to the pound what a T.T. Two-Speeder would have done back in the twenties, and having just two speeds. The ratios did not have such an ideal spread of course. There really is not much more to say from what I saw. The Scott motor sounded very healthy, and the machine toured round comfortably till the end of the race, and it did not come last. Perhaps this year with all gears present, it will shock the world!

THE CLUB LIBRARY

Can now offer sets of the slides our President gave to the Club. These consist of 93 slides covering Scott history from 1900 (unmounted) at £6 per set. Harold Scott wishes it to be known that many of the slides are by courtesy of the other Harold — Harold Wood, of Bradford, the well known photographer, Scott competitions rider in the 1920s and '30s, and also organiser of ten Scott Trials.

Now is your opportunity to obtain your set of these unique slides. (Rhodesian and South African members to note — two sets are being presented by the Chairman to the Sections concerned, and will be taken back by Neil Smith after his visit in June. (One copy to Rhodesian section and the other to Brian Walton of Krugersdorp.)

THE SCOTT THREE-CYLINDER MACHINES

John Robinson is trying to trace down the surviving Scott threes, so any information would be welcome — any information to him at 20 Repton Drive, Larklands, Ilkeston, Derbys.