

SCOTT-ENGINED SILK FEATURE

The use of colour for centre-page spreads allows us to display a particular model in the Scott range. This issue is devoted to the Silk Scott, not for any favouritism, but as I own one it was easy for me to find some photographs and as I knew other owners — I think we have seven in the Club. Also, as George Silk only produced just over 20 machines at a time when 'resource' was limited, most owners have had to make their personal improvements and modifications, which are of interest.

My own short contribution is this. I got my own machine fortuitously as I was looking for an MSS Velo, my all-time favourite bike (heresy!), having ridden many makes over many years. Being a latitudinarian, many makes attract me, bikewise I am no monomaniac! This was in '92, but other things in life intervened. I only started to rebuild some months ago, and the 'slim lady sang' first kick in June, dutifully MoT'd after. The superb handling and other qualities of the marque are described by the owners with whom I have been in contact, they tell their own tales. It is a lovely bike to ride, I'm keeping it!

For continuity and comparison, it would be nice to follow with photos and writings from owners of the Silk 700S, in the next issue, and in the one after that, as I believe we have some 18 owners of Clubmans Specials in the S.O.C., a feature which would be a good contrast — so, please send your material for those two issues. I thank those members who answered my appeal for contributions for this issue, the response was so good that I have had to hold over some contributions for later publication. Thank you.

G.B.

THE SILK SCOTT

Analysis and impressions of a beautifully engineered special (1972)

To arrange even a brief ride on a Silk Scott was not at all easy. The machine I rode was for export and was being run in with a fair amount of slave equipment on it.

I did not know what to expect. The Silk Scott is an oversize and mildly tuned Scott engine of the type familiar to Scott Flyer users for 40 years or more in a modern frame derived from a racing design originally intended for small Yamaha twins and the like. With a capacity of 636cc and a power output comparable with a racing 125, it adds up to the enthusiast's hitherto unobtainable dream of a big engine in a featherweight bicycle.

But would it be like a big-engined Yamaha tiddler or would it be a featherweight Scott? That was the big question. After riding it, my answer without reservation is that it is unmistakably Scott. There may be Scott purists who fear that the late and for ever lamented Alfred Angus Scott would turn in his grave if he saw it. I doubt if with his fertile and forward-looking brain he would have envisaged such a marriage of his old engine to a contemporary bicycle... he would by now have been pioneering a turbine... still I am sure he would have applauded the concept of ultra light weight and a lightly stressed engine. Though Alfred Scott was long dead before his successors produced the Flyer range of heavyweights which became heavier and heavier with the passage of years, they contrived either by accident or misplaced reverence to the founder to retain most of the weak points of the early design while adding some extra ones! Chains still thrashed around in the open, the oiling system was primitive and unreliable, the ignition and carburation systems were temperamental. (Magnetos designed for running at half engine speed on four-strokes never enjoyed being whirled around at