

Branson transistor ignition and a 3 phase Norton alternator. The transfer drive is by chain off a 20 tooth central flywheel sprocket leading to a custom fabricated lay-shaft with a 20t sprocket. Drive is then sent to a 4 speed competition close ration Matchless gearbox. The frame is a Scott 350 [sic] with 1998 Suzuki RGV250 forks, swinging arm and wheels. The rear shocks are from a Moto Guzzi and the exhaust is custom made in 1.5" pipe with under-seat silencers. The tank and side panels are believed to be Scott Swift prototype. The paintwork was by Mike Easy of Easy Moto Sport.'

We had a great time at Stafford! Thanks to Lewis for organising the stand, to everyone who came along to help, and especially to all who joined us there.

Keith and Chris Dickinson

Introducing...Ian McBride

Many thanks for your enthusiastic welcome at the Stafford Show. I was so pleased to have the bike selected for exhibition, and delighted when I heard and saw the attention it received - it was still being photographed at 4 pm on the Sunday! On return, I did join the Scott Owners' Club and also have a little more information on my bike, as discussed with the Editors. It is an early Mark 1 with frame/engine numbers of 20/22. It is said to have started life as a factory demonstrator, which might explain why it carries the cylinder block of a Mark 2 - the little polished fins were an added feature of the Mark 2, apparently there to distinguish it from the smooth barrels of a Scott.

First registered in June 1976, it had met its third owner by the spring of 1978, in Dartford, Kent. He had enquired about buying a new Silk the previous year and received a friendly letter from George Silk, describing "an exclusive machine for the enthusiast, with character in the tradition of the great British motorcycles". Either he rode it very hard over the following six years, or the "tradition" embraced the need for serious, frequent repair and maintenance - the history file shows parts receipts reflecting work on wheel and steering bearings, clutch, troublesome electronic ignition and more. He also changed the gearing, reducing the front sprocket from 19T to 16T. The fourth owner, a Rolls Royce engineer, returned the bike to Derby when he bought it at Easter 1984 for £1,200. He carried out quite a lot of repairs and mechanical renovations and in 1985 laid it up as a future retirement project, having completed long-term restoration of his first love, which was a Scott. He covered a lot of it in Waxoyl before dry storing it, partly dismantled but still rolling, in his garage.

It was still in this condition when I bought it, in April 2007. Eddie Shermer completed an engine overhaul in late 2008 and I began its restoration as my own retirement project the following year. However, I was coaxed back to work and eventually recognised I was not going to complete this daunting task. Luckily, I was able to persuade Clive Worrall to take it on. He did a nut and bolt restoration and some more engine rebuilding, and when he did finally start it up for the first time in almost thirty five years, it fired on the third kick.

Ian McBride



The stand, ready for visitors



Some willing helpers



Lewis Onions



Ian McBride



Swift Special