



RARE and

It's about 25 years ago. I can still remember seeing the photograph in a British mag of a new special previewed at one of the major motorcycle shows - this machine knocked me over. I didn't understand too much of the technical stuff, but talk about looks! Add a few years, a few grey hairs and a slightly different perspective - it still looks good, but is it? and what makes it tick? So, I'm digging around, getting material together on Scotts and - hey- presto! Here is a guy who not only has a Scott but ... a Silk! One of only 136 made between 1975 and 1980, only 9 bikes after the example covered in this article and production ceased.

To write about Silks while ignoring Scotts would be like writing about WW2 with no mention of Adolf H. George Silk was genetically predisposed to British, water-cooled, parallel twin 2-strokes ... his father was a Scott enthusiast. Occasionally (rarely), being pressured to do something by your father works, in most cases boy

tells old man to stick it somewhere warm and moist! But George took to Scotts in a big way. By 1969, his vintage racer was being clocked at over 100mph, people were beginning to take notice. So what's new? Hadn't Scotts competed successfully in most types of motorcycle competition? Sure, there were Senior TT wins in 1912 and 13, there were numerous wins in trials but, over the years, the yowling Yorkshire 2-strokes had lost their competitive edge. The equation was quite simple, as the weight went up so did the price, power on the other hand increased only marginally. In 1956 a Triumph T110 weighed in at 370 lbs, pumped out about 42 bhp @ 6500 rpm and cost £265; a Birmingham Scott on the other hand weighed 395 lbs, produced just over 30 bhp and cost £298. Handling and balance were not enough, especially when the market continued to display an unnatural distrust of the 2-stroke.



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