

THE 1972 MANX GRAND PRIX

Almost any Scott in good tune will go faster than any other machine at Club level through awkward corners and bends, and climb the mountain quicker. The only disadvantage at the moment is top speed, which is purely a matter of development.

The horse power at crankshaft of a Flyer is now 55, which is 5 more than a G.50 Matchless.

Calling all "anonymous birds, information for the use of", these are the plain facts.

The 1930 Scotts were three speed. The one ridden last year started off with 4 speeds, and this continued for $1\frac{1}{2}$ laps approximately when 2nd and 3rd gears played up again and reduced the gear box to bottom and top only, i.e. a two-speed Scott for another $4\frac{1}{2}$ laps to complete the race.

Some time later No. 1 battery was disconnected and use made of No. 2. This one started to give trouble, so that No. 1 was brought into use again, but as this was weakening it slowed the effort causing excess fuel consumption. What with pushing and other devious means of propulsion, Stuart Hicken did exceptionally well to finish the course.

Stuart is a very keen Club standard rider and not to be confused with the International standard of pre-war Scott heroes. Some difference to say the least.

The plain historical facts are that with the H.P. available pre-war, it is doubtful that even the works Scotts topped the 'ton' mark, whereas this has been achieved on a blind head vintage Scott, since.

The Manx job is some 15 m.p.h. quicker and has power from the word go to the top.

But really the whole point of the exercise was to complete the course on a Flyer motor, an achievement in itself, but when one considers that a D.P.Z. engine of 1935 vintage clocked 14 laps ($528\frac{1}{2}$ miles) of the most tortuous course in the world with only one plug check, the myth that Scotts are unreliable can be given a very severe kick in the pants.

Because of the pressure of all the work on your Scotts in general we have had to opt out this year, but we have got them quicker. We intend to return properly equipped (on a Scott of course) with the view of achieving a lap in the 90s.

All the best and good Scotting.

GEO. SILK, Snr.

(For and on behalf of Silk Engineering Ltd.)

THE STORY OF THE SCOTT

Jeff Clew reports that this is going well, and should be ready for publication in 1974 (get your cash ready!) but in the meantime he would like to bring his collection of "Yowl" up to date. He wants the following:

Volume 1—All issues.

Volume 2—All issues.

Volume 3—Issues 1, 2, 3, 4, 5, 8 and 10.

Volume 4—Issue 1 only.

Volume 7—Issue 6 only.

Jeff has found Yowl invaluable in research for his book on the Scott history, so if any member can assist, contact Jeff at "Sulby", 10 Mildmay Drive, Queen Camel, Nr. Yeovil, Somerset, BA22 7NZ.

Any reasonable price will be paid.