

Engine test results: 8 bhp at 2000 rpm, maximum speed 4000 rpm.

After this brief excursion into the modern water-cooled engine the builders bowed to fashion and standardised on air-cooled BSA engines, rather appropriately seeing that BSA had been the first builder of Drewry cars from 1907 to 1911. The BSA engined Alpha trollies soon proved extremely popular, especially in Africa.

From the enthusiast's point of view it is a pity that none of these trollies exists today (as far as we know) for it would be a real collector's item and a really superior way of exploring 2 ft. gauge railways. In the Drewry works list the only possible rival among the inspection trollies were a pair fitted with water-cooled JAP engines. And while in the imagining mood, how often did the London & South Western Railway's Divisional Engineer come down from Honiton Tunnel to Seaton Junction at his theoretical maximum speed of 80 mph?

RODNEY WEAVER.

### CORRECTION

Bill Hynds informs me that his machine is UOL 171 and NOT VOL 171 as shown, and so it is from the old owner of UOL 171 that he would like to hear.

### THE SILK SPECIAL MANX ENTRY

Whilst members were no doubt disappointed at the performance of George's Special in the Manx Grand Prix, I don't think that it is realised that it DID gain a Replica.

The machine entered by Silk Engineering, was transported to the Island and ridden by Stuart Hicken.

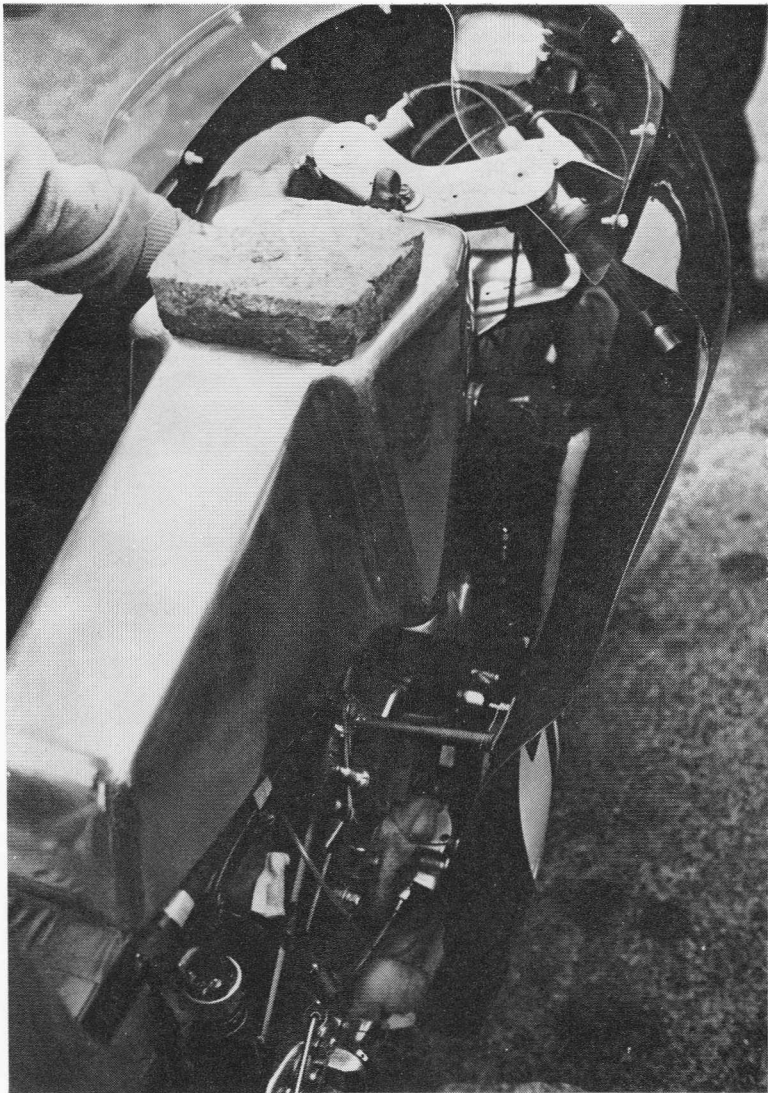
In practice the machine promised well, except for a period of misfiring traced to a faulty condensor. On the fifth lap of practice, the old gearbox trouble set in, and as the selectors were suspected, these were replaced, and the machine cleaned to a real show room finish in readiness for the "weigh-in" the next morning.

The race start was delayed by rain, and for the first two laps, the Silk Special was just three seconds a lap slower than the faster machines, when trouble again set in with the gearbox. Those who wondered about the much slower time in lap four, can now be told that in this lap, the machine was refuelled, and the leads swapped to the reserve battery, but half way around the course, this had to be changed back to original, which by the end of the race had hardly any spark left, which in turn created fuel shortage.

It will be seen from this that Stuart really deserved his Replica!

Incidentally, it is now thought that the gearbox trouble which has dogged George for so long has at long last been solved. It was discovered that the second gear bearing was protruding slightly, but sufficient to cause the bogey.

Silk Engineering plans for the future, now that a test bed has been installed, include supporting Vintage, Post Vintage and modern class racing. Eric O'Dell has now joined the band, and will be concentrating on them.



**The Manx entry: View of the works dept. Photo by Peter Dobson.**