

**2240 Lb? No - 100 m.p.h.
(The Scott that Ivan rides — Part 3).**

David Midgelow.

Bang! The left cylinder failed at Cadwell in September 1968 and we were without a cylinder block and with a problem. What to do for the coming season?

The alternatives were, to look for another block, or to repeat the exercise of fitting wet liners into our existing water jacket. When a long stroke block was discovered it made the decision very easy. The change from short to long stroke would be expected to give an improvement purely on the past performance of these engines. (The reason for this is that the standard long stroke engine has an inlet timing 10% better than the standard short stroke unit). The engine was therefore built on the crankcase used previously with a new set of silk cranks to suit the long stroke block. Other additions were stiffer blocks and boost ports in the transfer



Sorry—it's not this one, though this looks just as capable. One of the lads at a recent Brands meeting. (Sorry I don't know his name) Photograph by courtesy English Photographic Service.

passage. The pistons were our own castings with deflectors almost of standard Scott shape and transfer ports in the skirt. The exhaust pipe is a siamesed assembly with the join at half the distance from the piston.

Our first outing was to Darley Moor circuit on 4th April. This showed that we had a power unit that was better than the short stroke engine. Ivan Rhodes retired after 3½ laps, (seize or weak mixture) but after we replaced the transfer cover gasket, Maurice Patey rode to 5th place in the second race.

Riders comments were few and of the "I was sprayed with fuel when I braked" and "there's not much vibration" type. Questions were asked when, trying to obtain more information about the airflow in the engine we added a tracer agent to the fuel with an hypodermic syringe — not that we discovered anything! One bearded gentleman was most concerned at the whole procedure saying it wouldn't have been allowed in his day — all this nitro-methane and stuff!

After discussions about ignition timing a visit to a practice session at Mallory Park was made with the engine advanced. (The standard timing is approximately 25 degrees B.T.D.C. which we used in the 1968 season with squish type heads). The change was a definite improvement at the top end. On stripping the engine we found that the big end and small end bores were not parallel. (A faulty reconditioned unit).

For the next outing to Mallory on 27th April a new con-rod and pistons machined from Scott castings (kindly supplied by Matt Holder) were fitted. A crank case door came off during practice and we were out of the picture for the rest of the day. It might seem discouraging all that sort for the door to unseat, but the half lap covered showed that "it was THERE"

The next trip was to the Vintage Club Meeting at Cadwell on 24th May. We took two machines to the meeting, but only just! Checking over the Scott at about 1 a.m. on the 24th we found that the gear-box would not turn. The gear-box was out in next to no time — the input shaft and output shafts were solid in the casing. The gas cooker was called into action and the bushes replaced — fortunately without waking the family. Not surprisingly the gear change was incorrectly adjusted during the scratch race and George finished almost last, but came 2nd in the handicap after a little work with a spanner.

At Oulton Park in June the gear-box was still being temperamental and leaping out of mesh, particularly second gear, even so, the power available enabled George to finish 6th in a field of 40. Fuel starvation on the long straight at Oulton did not help either. It was about this time that we discovered another use for the water in the radiator — washing our hands before travelling home. Swarfega and towel are now standard equipment. Central heating and hygiene — the four-stroke unbelievers are beginning to see the light, at least they all flock round when we pull out the bung.

More work on the gear-box adjustment still failed to cure the problem by the time we went to a hill climb at Barbon in August, but after reducing the end float on the 1st/2nd gear-cluster, the trouble was over.

The Meeting at which we found all the gears was at Darley Moor on 1st September. The date will be remembered for a long time, for George and Ivan both exceeded the magic 100 m.p.h.

The sight of two grown men leaping in the air with cries of "Wha hae!" must have made the kind gent who came to impart the news, think we were mad (He'd be so right!)

We previously had no knowledge that there was a time trap on the circuit and did not discover its position until a week later. After we had calmed down, a little, the actual figures were obtained. At least twice through the trap at over 101 m.p.h. and the fastest speed of 102.3 m.p.h. (overgeared and still accelerating). The actual race results are not really important but George finished 4th in one race and Ivan 2nd in the other.

Since the beginning of September we have been to Cadwell again when the machine was first in two races. One with Chris Williams doing a

scorching 67.17 m.p.h. — only one second slower than the production machine lap record.

Our thoughts at that time were that 300 lbs was a bit too heavy and that if we keep grinding the lower engine mountain nuts away on bends the engine might drop out (You might not believe that — but I've seen the nuts!

ISLAND MEMORIES

by Reg. Summers

1946: At long last it was found possible to run the Manx Grand prix in the September and I managed to get over by the Monday of race week. I walked along the front to my digs and it presented an amazing sight. The Army occupied a large number of the Boarding Houses and Hotels and there were barbed wire entanglements in front and sentries with fixed bayonets.

Douglas was crowded and I finally managed to find a two tier bunk on the third floor!

For the Tuesday I went to the Highlander, but the start was delayed for two hours because of dense Mountain mist. Speeds were down on pre-war days for the petrol was only Pool. There was a huge entry of 106 of which 42 were in the 250 c.c. class.

'Motor Cycle' reported "crowds flocked to the Grandstand and the popular vantage points in spite of the rain which had fallen throughout the previous night and which continued after breakfast. Heavy mists shrouded the Mountain and a gusty wind was blowing, altogether the prospect was most unpromising."

The start eventually took place at 1 p.m. and Ken Bills led on every lap with P. M. Aitcheson second, and Dennis Parkinson third, all on Nortons.

In the 250 c.c. class L. W. Parsons (Rudge) won with B. Drinkwater (Excelsior) and R. S. Simpson (Excelsior) second and third.

Thursday's weather was even worse and 'Motor Cycle' reported "visibility was sixty yards at Kirkmichael — worse if anything on the drop down the Mountain and heavy rain was falling at Ballaugh."

I went out in a bus to the Half Way House and the Stewards decided that the race should start at 11 a.m. Ernie Lyons led throughout on a Triumph with sprung rear hub. Freddie Clarke and Rex McCandless were responsible for the machine with Stanley Woods and Freddie Dixon as advisers. Ken Bills (Norton) being second, with Harold Rowell third.

What conditions for a race — I was soaked to the skin and only the largest brandy saved me from getting a chill! However, it wasn't as bad as the '27 Amateur.

The Presentations at the Palace was a night to remember, there must have been 10,000 present. I kept meeting people I had not seen since before the War, Fred Craner, the King of Donington, Ruben Harverson who used to be the Secretary of the T.T. Riders Association and who once went over the banking at Brooklands on an Indian and got away with it!

(To be continued)

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