

The standard of presentation was really good with many Scotts showing their obvious road use and yet so beautifully fitted and maintained. In this respect I must say what pleasure it gave me to view Barry Hares' 1930 two speeder which is so near my own idea of how such a model can appear sporting and yet retain it's dignity, thus if this Concours business is to have any real meaning, due consideration should be given to the machine as used on the road.

I am sure that many Scott Owners will know that Nick Sloan, Hugh Harrison and friend Ray (Norton Commando) had returned from the Manx Grand Prix and arrived during the Evesham proceedings, and without any trouble whatsoever although I think that Nick did take along a spare magneto. Gentlemen not playing at motor-cycling, but enjoying the true spirit of Scotting.



A photograph that will no doubt evoke happy memories for Gerry Graham who broke a crank en route. Appeal answered at the Rally and the crank fitted in 2½ hours in drizzling rain!

My thanks are due to Peter Goodwin in allowing me to ride his lovely two-speeder.

It is hoped that George Silk's racer will have ironed out it's cooling problems (or lack cooling troubles) before the Manx next year. It certainly appears to be a very business-like device, and whilst George was kept busy doing business with his very mouth-watering Scott fitments, his 'partner in crime' David Midgelow gave me some very interesting information about the Scott. To those that were not in attendance at Evesham,

I will briefly describe the appearance of the George Silk Scott. Outwardly it is not unlike the Yamaha or perhaps I should say the usual "modern" racing motor-cycle, obviously it's fairing would contribute to this, the wheelbase appears to be a little longer than average, but this may be an optical illusion due to the very low height. The Scott engine with an alloy block follows normal outward Scott practice, and instead of the normal radiator, an L.E. Velocette instrument is fitted (possibly to be revised or reworked).

The gear box is by Velocette and is either turned on end or turned about, on this point I cannot remember too clearly. Disc brakes are fitted. The exhaust system follows normal modern racing two-stroke practice with the expansion box system and upon asking David what kind of note is emitted (following a test outing a week or so before at the Barbon Hill Climb) he described it as that of a Dornier bomber, suggesting a rather deeper note than is usual.

I am told that Mr. Mountain has referred to a Silver Beauty Reg. No. LMF 813 this Scott belongs to Peter Waring, onetime driver of the Grand Prix Lago-cars. He did not need much persuading to recommence Scotting after a lapse of about 40 years and he will no doubt forgive me should I mention that he is not far from normal retirement age, but believes in using his Scott as much as possible, and we initiated his reintroduction to the disease by yowling up from London up to Liverpool and then across to the Isle of Man for T.T. week in June. The Waring Scott is basically a single down tube frame with Webb forks and saddle tank, though enthusiasts will appreciate that the tank does not saddle any frame tubes, it merely being secured by a clamp at the seat pillar tube and again at the forward end of the steering head tube. Peter would be the first to say that his machine is not everyone's glass of wine by reason of being not entirely original (what Scott really is?) and the colour finish of silver, plus the large amount of chromium plate. Most Scotts are happily owned by individualists however, and we should therefore imagine that Peter has projected his own highly individual personality in LMF 813. The Waring Scott has a '34 detachable head on an earlier crankcase (all works out as a satisfactory short stroke motor 600 c.c.) The motor possesses plenty of urge and the ultra-close box is the perfect medium for executing the power thus made. I thought I knew my Scotts quite well but am not sure on one item. The exhaust pipe turns alongside the near side of the machine, nothing unusual in that so far, but it is of the deep angle drop type around the exhaust port area which I always associated with the standard mid-thirties right hand pipe and of course of all later years. Is Peter's exhaust pipe a special or perhaps one of the Reynolds or Hemmings proprietary fittings?

One machine that had been 'doctored' caught my eye, all work had been beautifully executed, it had a red and chrome finish and was "up for sale" I cannot help feeling that the owner must have enjoyed many headaches in obtaining a near B.M.W. type clinical efficiency about his Scott, where one is obliged to remove the gearbox bottom bolts and lap in the gear box to it's receiving rails, to thus prevent that terrible rocking business that plays merry h—— when attempting to obtain a keen adjustment on the primary chain. Incidentally — your member Gerry Clifford built an engineering masterpiece of a Scott and is now for sale in a close friend's North London Showroom.

I must admit this writing is a very very short account of my observations while at Crown Meadows and in consequence I have omitted