

Photo of Harry Langman (*Yowl*, Aug. 1995, p.180)

Dear Tom,

A marvellous picture of Harry, but I think Arthur Fogg is pulling our leg!* My theory is that the photographer and Harry went to Shipley Glen, the well-known Shipley beauty spot for the photo, for a more photogenic background, as there is not a tree within a mile of the Scott Works at Saltaire.

Harry came to a stop on a slight downgrade, shut off the engine and held the bike on the front brake while the photographer got himself into a suitable position and made the necessary adjustments to his camera. By this time Harry was getting cramp in his left hand, so snicked the gear lever into top and released the front brake. The air lever is apparently closed ready for the re-start.

The tie is photographer's trickery.

Re photo of Ted Fergus on p.182. I was pleased to see this, as Ted was a regular attender and enthusiast at our early N.E. Section events and I rather think he was our first secretary before some other university pulled him away from Leeds.

Also thanks for the photo of Ernie Lister and little daughter June in their sidecar outfit a while back. He and my father were great friends and we were all fellow-competitors in many North East Section events. It is good to see that Ernie's outfit is still going strong, thanks to the Butterfield family. I wonder where daughter June has got to now?

And, on p.207, many thanks to Harry Beal for forwarding the photo of father on our first Scott. Incidentally, father said every Scott that went to France during the '14 War broke its frame. And still he bought one on return home!

Best wishes to Harry and Doreen, long may they keep Scotting.

**Jack R. Stuart-White,
Barwick-in-Elmet, Leeds.**

** He isn't really — the confusion was caused by a misprint in the caption in which 'Works' should have read 'Woods'. Sorry about that, but I'm glad it sparked off Jack Stuart-White's lovely re-creation of the taking of the picture. What sharp eyes Scott owners have! Ed. (See 'This and That' p.223.)*

Silk Scott numbering

Dear Tom,

I read Ged Rumble's piece on the 23rd Silk Scott which is interesting in several ways as Silk Engineering allocated number 23 to the bike that I have, although I do also have a V5 for chassis number SE4/73/014 first registered 01/11/73, all this transpiring due to the fact that my frame is not numbered. Is there another SE4/73/014 out there? Silk Engineering weren't consistent in their numbering if they assigned my bike S74/023. And how can we have a 1975 Silk Scott if George Silk says they were all manufactured before March 1974?

What sort of letters will this bring me? I was chastised for mentioning a while ago that a 1929 Scott that I have has the same registration number as a bike in the U.K., only to also find out that it has the same frame number as a different 1929 Scott!

**Fred Sacksteder,
Hartsville, TN, U.S.A.**