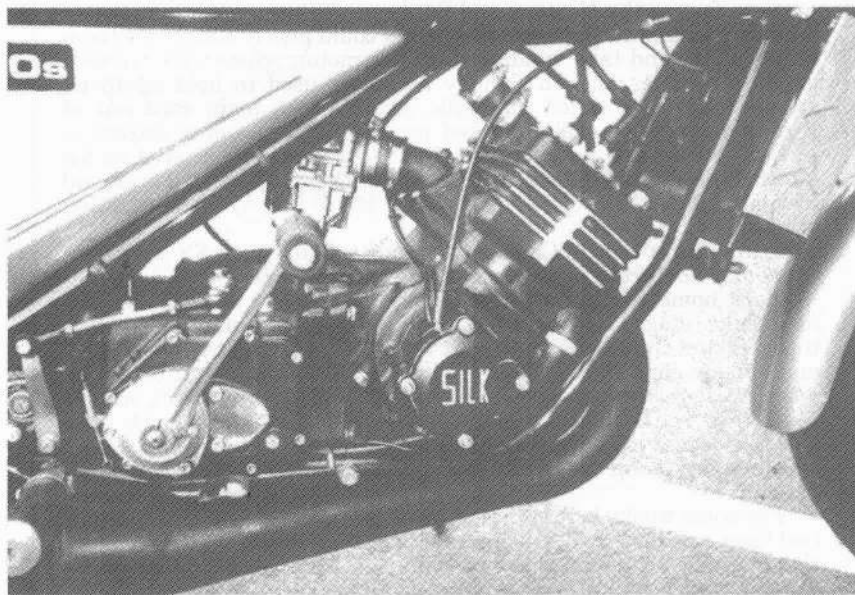


This book, by a 'character' is very readable and interesting, particularly to those who have any interest in gliding and flying. It is interesting to read of the way some of our treasured machines were used in the days when they were purchased new. It clearly illustrates, as I have long thought, that in view of the relatively high price of a Scott that many went to the scions of families with money and that is one reason why so many have survived. On the other hand cheaper machines were used as 'go to work' bikes and were run into the ground and scrapped.

They must have been great days when G.G. Kitson and his son Michael used to put on an annual Christmas party for Scott enthusiasts at the Scott Motors & Kitson Depot in Seymour Place in London. Many Scotters gathered to talk, eat, drink and talk again. Attending in 1948 were well known characters of the time including Jim Kelly, late of the Depot; Dick Batten, one-time captain of the London Scott Club; Ted Murphey, then Depot mechanic; Dave Andrews, long-distance tourer with his Clubman Special; Scott racer Jimmy Green; Ted Beckham, Scott racer and secretary of the London Scott Club; and journalist Cyril Quantrill. I wish I could have been there! Is there anybody out there who was, and who can tell us more of the happenings?

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The 500cc loop scavenger Silk referred to in a recent 'This and That'. (Supplied by John Gritton and captioned by Arthur Fogg).