

YOWL



August 2025



THE SCOTT OWNERS' CLUB JOURNAL

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Editor

This is another bumper issue of Yowl, with lots of news from around the world, several event reports from the UK including the Annual Gathering, some technical features and other items which we hope you will find interesting. Many thanks to those who have sent in contributions, some of which have had to be deferred to a future issue, we can't publish Yowl without you so please carry on!

Our bikes continue to run well and more miles have been racked up while we have been out and about. The Lymm Historic Transport Day in June was slightly frustrating as a late decision by the organisers saw the motorbikes relegated to the back of the parade. The result, on an already very warm day, was that both our bikes boiled over multiple times and left much smoke whenever the throttles could finally be opened. However, Chris was excited to win "Best Bike of the Show" with our TT Rep and said it almost made up for the difficult ride through the village - more details are in David Waring's letter on page 143. There was lots of interest in the bike on the day, and we are planning to publish an article on its history in a future issue. Grimsthorpe Castle (Lincolnshire) Vintage Speed Trials was held on 5th July, unfortunately it clashed with half of the Gathering - along with a few other events - but you can see a few fellow SOC members in action here: https://youtu.be/_qUqkrLOORQ

We have become temporary custodians of the Library which Dave Bushell has passed on to us after fifty-three years at the helm. Our task will be to catalogue everything, so that a decision about scanning and uploading items of interest onto the website can be made. It's worth mentioning here that the Website Refresh Subcommittee have met several times and a proposal (see page 114) will be presented at the forthcoming Committee Meeting which has recently been arranged for August 6th. If anyone wishes to raise an urgent matter for discussion, please get in touch with one of us before then. In the meantime, all of the Moss Newsletters are now available to view on the current website, thanks are due to: Roger Moss for agreeing and encouraging us to make them available to the public; Steve Enticott for supplying the 'missing' ones; Lewis Onions for uploading them all.

Our next deadline is 1st September.

Chris and Keith Dickinson



Chairman's Chat

With summer in full swing I hope you're finding time to get out and about on your Scotts. This year I rode my 1925 two speeder at the Banbury run and for the first time I managed to complete the course without getting lost! In the end I found that using a bungee cord to strap a map with the route marked on it to the tank worked best for me. It was wonderful to see so many Scotts at Banbury again this year, some familiar faces and some new ones. It was particularly good to see the 1928 Works TT bike taking part again.

The worst thing about Banbury was that I wasn't able to do the Bamburgh run which was the same day. From the photos it looked like a fantastic event and well worth adding to your list of runs for next year. The organisers have asked for feedback and ideas for improving the experience, if you have any then please let George know as soon as possible.

With the start of July came the annual gathering and this year Richard Tann did a fantastic job of organising the event, thank you. The Velocette owners club welcomed us again with open arms to Lichfield. Once again I rode my two speeder on the run and had a fantastic time trying to keep up with Martin Heckscher, Tracie Shippey, Martin Heath and Alan Noakes, all on quick flyers or sprint specials. The highlight of the weekend for me was awarding George Millar with the egg boiler shield for clubman of the year. George plays an increasingly important role as publicity officer and is always so positive in his outlook which is a great attribute. Congratulations to all of the winners, particularly George.

Ringing my two speeder over hundreds of miles in the last few months has really cemented my love of the two speeder gear. When you get used to them they really are fantastic, enjoyable and easy to use.

Happy yowling everyone.

Edward Irving



Picture by John Harper

SOC Northern Section Events

Sept. 7th.....Scott Trial Rerun (1928 course)

11:30am start from the Wharfe View Tearoom, Burnsall, BD23 6BP

December 7th.....Section Meeting, 1pm, Bradford Industrial Museum

Events for 2025

This list is not definitive, it's simply a few upcoming events that we have been made aware of. Please contact your local Section Secretary to discuss any regional club meetings and events in your area.

August 1st-4thWest Kent (VMCC) International, Aylesford, Kent

August 1st-3rdS&T Rally (VMCC), Cultybraggan Camp, Perthshire

August 10th63rd Annual Graham Walker Memorial Run (Sunbeam Club) Beaulieu, Hampshire

August 15th-17thRound Norfolk Camping Weekend (VMCC) Thetford, Norfolk

August 24th-25thClassic Motorcycles, Papplewick Pumping Station, Notts.

Sept. 20th-21st.....Kop Hill Climb, Princes Risborough, Buckinghamshire

October 4th-5th.....John MacMillan Early Motor Bicycle Run (VMCC) Castle Douglas, Dumfries and Galloway

October 5thShuttleworth Race Day, Shuttleworth, Bedfordshire

October 11th-12thClassic Motorcycle Mechanics Show Staffordshire County Showground

Entries are now open for the 2025 Clyde Valley John MacMillan Early Motor Bicycle Run on 4th and 5th October. The format is similar to the last few years; a gentle amble on the Saturday with a lunch stop in Kirkcudbright close to the Harbour, followed by dinner in the evening then a different route on the Sunday. Although the Forestry trail last year was innovative, it was felt that ten miles on unsurfaced roads was a bit rough on the old bikes. Also, due to the weather, the spectacular views were missed! Something less arduous is planned for this year - for further details and an entry form please contact the editors.

Supplier Update

Trevor is very busy as you can see on the following page, but the feedback we have received has been positive, so please continue to support the Scheme.

Chris Fisher spoke to Keith at the Gathering, and appears enthusiastic about working on Scotts. However, feedback from a number of his customers within the club reveals much dissatisfaction with delays in delivering work. Chris is clearly a talented engineer but says himself that he is not such a good businessman, and this has been compounded by health problems. We have had discussions about removing him from 'Sources of Supply' in Yowl, but this decision is not straightforward and is certainly not an editorial one. What we will say, however, is that those who require a rapid turnaround of work should perhaps look elsewhere for service.

Graham Horner is in the process of making some clutch release mechanisms, he has invited us to visit and we will then feature him in the next part of our 'Scott Sustenance' series.

Kevin Bayliss continues to be the club's most consistently reliable supplier and has already put his recently acquired cylinder boring machine to good use.

Spares Scheme Update - July 2025

Not much to update on the Spares Scheme as we are in the silly season, but as I am sure you are all aware by now that I had a conflict of dates with the gathering & Southern 100 road races and Factory summer shutdowns. It has never been possible for me to attend the Gatherings since they moved it from September/late August, as July and early August is just impossible for me with my work, but I was going to make a point of trying to attend it this year to unload some spares from the scheme. Sadly the Southern 100 which is normally 12th of July week, this year was brought forward to the week before that. So George Millar from the Scottish Section kindly offered to stand in with whatever spares I could send over to him and I hope that you all managed to take your wallets from your pockets and support the Scheme? If not, why not?

So just to update you all on our Racing Season:

- **Almeria:** Winter testing where it rains for two days a year, rained for ten days continuously and we managed to total one of our Supertwins.

- **Bishopscourt:** total washout, meeting abandoned.

- **Kirkistown:** Total washout, decided not to ride.

- **Cookstown:** Total washout, qualified P2 in Supertwins and P3 in Superbike but because he was a newcomer they made him start in the third wave, he finished fourth in Supertwin and decided he was not starting with the crazies in the Superbike at the rear of the grid as it is a very fast and tight circuit.

- **North West:** Blew two supertwin engines, one on track and one on dyno as rod bolts were breaking, not sure if it was faulty bolts or reusing them but my fault either way as I was the engine builder! Julien did not qualify to start and Joe pulled in after three laps as he was struggling with overheating. Superbike kept going into limp mode, we found a faulty lambda sensor which helped fuelling but did not cure the problem, then we started checking the wiring and found a bad connection and also the rain light was dimming, so not sure which cured it, but it was cured. Superbike qualified 34th and finished 24th. Last superbike race we were up to 16th and the exhaust split - so a North West to forget.

- **TT:** We had to go a week early because of the ferry times (special ferry put on for Irish lads to take high race trucks etc) and normally we drop truck, fly back and fly out again on Thursday/Friday but this year we had to stay and rebuild engines after the chaos of the North West. It did give me the chance to meet up with SOC member Martin Minion again and have a chat while building an engine. Everything went well in practice except the weather, both Julien and Joe put in good lap times. Joe did struggle a bit with the sheer speed of the V4 as it is a big eye opener for a young lad and difficult to get your brain to process the speed of the bike. Race week was a bit volatile weather wise but when we did get up and running the twin race started good, Joe was lying seventh at Glen Helen

but sadly the engine let go on Cronk-Y-Voddy in big style. Julien was around 25th but worked his way up to 21st and was awarded with a bronze lady for his efforts. Superbike Joe decided to sit it out and he finished 16th, Superstock race 1 Joe was running 32nd and had a moment on the mountain when the wind caught him and moved him about four feet off line so he pulled in. Next up was the second twin race and Joe finished a very creditable eighth place. Julien surprised us all by finishing 14th, just two places off a silver lady, so he had to settle for another bronze. We were looking forward to the final Superbike race but the weather again dictated otherwise and that was us done for another year.

- **Tandragee:** weather constant mizzle but all good, qualified P5 on Supertwin and P7 on Superbike, finished P4 on Supertwin after holding third place all race until the last lap. This was a good ride for the first time at the very technical circuit. Superbike started well, lying P5 behind Connor Cummins and we are not exactly sure what happened but on board footage of the bike behind we think he picked up something from the track and locked up the rear wheel. That was our weekend over, but thankfully he is ok.

Off now to the southern 100, then we have Armoy and then back to the Manx Grand Prix with Michael Gahan & Dave Glossop.....and then breathe!

Trevor Scott

SOC Website Refresh Subcommittee

Having read plans to address deficiencies with the club website in the April Yowl, I put forward my services to lead this initiative in person, initially to Chris and Keith when they came to the East Anglia meeting in April, and then at the Stafford Show to Edward. This was ratified in a telecall with Tracie shortly afterwards. By trade I am an IT Programme Manager, so it falls neatly within my skill set and I have experience of efficiently delivering large and well known web-based aggregators and websites to household names.

The sub committee was formed in late May and comprises Chris Dickinson, Lewis Onions, Tracie Shippey, Alex Shermer and myself. I had exploratory fact finding telecalls with several of the members before the subcommittee met virtually to ensure that we had an agreed scope and sufficient direction. After further internal discussions, I approached an existing supplier/bidder with a finite set of requirements.

The output of these endeavours is the proposition on the following page, which the subcommittee has signed off, and this is awaiting a vote from the Club committee. Once decisions have been made, I shall keep you appraised of any further activity that we are asked to undertake.

Al Coutts

SOC Website Refresh Proposal

Current Issues

1. The position of Webmaster has not yet been filled due to a lack of interest in the role. Consequently, there have been no regular technical or content updates for some time. This includes security patches, scaling issues, events, the gallery, archive material etc.
2. The hosting arrangements are not transparent, and have not been communicated to the subteam.
3. The subteam have no understanding of GDPR compliance related to the web offering.
4. A bulk email facility does not exist, the club relies on Yowl for communicating with the membership as a whole.
5. The website has no ecommerce functionality -
 - membership applications currently have to be processed manually
 - unable to sell/fulfil merchandise online
6. The legacy forum is underused, with most interactions now taking place on Facebook (FB). The website has a link to FB but there is no ability to drive FB traffic back to the website/forum.
7. Lack of a 'Sales/Wanted' page, so unable to link to Flotsam and Jetsam in Yowl.
8. No clear and dynamic list of forthcoming events, no ability to post reviews of past events, the current page builder is neither intuitive nor user friendly.
9. The login page is clumsy. Not only must users scroll down to the next page before the first login screen is presented, they must also enter their details twice.
10. The very extensive Scott archive needs digitising and the obvious home is a fully functioning and supported website, the structure of which must be capable of handling the increased volume of data across all platforms.
11. Feedback obtained via the associated FB page is that whilst the information available on the website is good, the interface is old fashioned, difficult to navigate, and too many people struggle to complete the membership application process with no automatic acknowledgement received when it is successful.

Benefits of the Engage Creative (EC) proposition

1. The SOC would own the website (but not the domain name), including code and content, so if the relationship with EC fails for any reason then transference of the entire entity to a new partner would be easily achievable.
2. An opportunity to design a fully catalogued and indexed repository for the digitisation of the Library and Archive.
3. Webmaster technical and security functions to be undertaken by EC.
4. Ecommerce functionality for membership applications, both new and renewing.
5. Ability to have a 'Sales/Wanted' page.

6. Ability to cross link the forum and FB.
7. EC to run training sessions so that interested/selected SOC members would be able to upload/edit content.
8. Provision of an easy to use Content Management System (CMS) to allow bulk uploading, thus simplifying the admin role
9. Functionality available for admins to use bulk email distribution lists - i.e. all members, overseas only etc.
10. Ability for members to contact each other directly via the website (perhaps 'members in my area' as well?).
11. A fresh, modern, easily navigable and intuitive website - an enhanced benefit to being a club member which should lead to an uptick in membership applications

Website Refresh Subcommittee

Burnsall Run

The turnout at this run, held on 3rd May this year, was encouraging. In addition to the regulars (John Lockett, Eric Siddall and myself), it was good to see Roger Tushingham again, riding his BMW because his Scott was in the naughty corner. Graeme Hartley-Havers had to ride his Panther as his 1957 Birmingham Scott was in a different naughty corner due to a failed condenser. Graham Horner came over from Manchester with his Sprint Special and Simon Howers arrived on his two-speeder. From the Wharfe View tea room we did a double-lap over Malham Moor, down past the cove and tarn, through the village and minor roads back to Burnsall.

Geoff Green



Graham Horner

Orange Jacket and Slow Engines

In the June 2025 issue of Yowl [It Needs More Welly, Col!], I started my Scott racing memories with my Dad, Colin Heath, and how he got involved in everything Alfred Angas Scott back in the 1950s as a teenager, and up to and including his racing debut at Oulton Park in 1978. If you missed that article, I would advise you grab it back from the bookshelf, garage, or wherever you stash your little 'Purple Bibles' and start there, and seek out that part one before you continue here - just so it all makes sense.

After a long time of constant nagging to Mum and Dad about when I could start racing, and with the personal frustration and realisation that I would not be the next Dougie Lampkin on my Yamaha TY250 trials bike, my sixteenth birthday had then arrived in November 1982. For those of you who know your racing, it's not the best time of year to make your circuit debut, in vintage racing or any other class. I also had 'O' levels fast approaching and had to decide whether I should remain at school or find a job the following summer. Actually, I think these were just extra excuses Mum and Dad were discussing between themselves to try and delay the inevitable fact that their son had ideas of becoming the next Barry Sheene and moving his bike handling skills from mud to tarmac.

Most of my mates in the village who had any interest in bikes and had already hit their road legal age of sixteen were starting to appear on a Friday night outside the local Chippy on 'Fizzies', AR-50s and such like. I was a little jealous and obviously keen to show them how to ride asap, and with these worries occupying my parents' thoughts for longer than they should have done, Dad, one day, called up to my bedroom, "JTL (Jack The Lad), we need you at the dinner table



in five minutes to talk to you". Normally, these words would fill me with dread, it could be anything from another complaint from the old lady across the road about noise from my TY250 as I practised wheelies relentlessly up and down the driveway, or my stash of 'Men Only' had been discovered yet again. Either way, it was usually bad news... "So, your Mother and I have been discussing the possibility of you

getting a moped for the road. We don't really like the idea of it, to be brutally honest. But, how about, if you agree to knock that idea on the head, and then instead, we'll get you going in road racing?" Duh! Really? Where do I sign?!!

The first job to be ticked off as we neared March 1983, was to source myself some racing leathers. Now, I'm relieved to say that at that age, I had a 32-inch waist, 38-inch chest, and stood 5 ft 11 inches tall. So, no milk marketing alarms needed here for a possible shortage of cows to cover my slim-jim frame. Sorry Dad! After a quick thumb through the Exchange and Mart, I found a pair up in South London near the Elephant and Castle. Dad drove me up from Copthorne, as I was yet to take my driving test. By memory, we arrived at this dodgy-looking door that led to a tiny flat over a fried chicken shop. As we were about to knock on the door, it suddenly opened, and this tall, wispy chap with an immaculate moustache appeared, who I can only describe as a cross between Freddie Mercury, from his Munich era, Kenny Everett, and Frankie, from Frankie Goes to Hollywood. There was definitely no 'relaxing' going on, I can assure you, at that precise moment! I'm sure, from memory, he then looked me up and down right there with a creepy smile and without even acknowledging Dad said "Try them on if you like, and we can see the fit?"

It was decades later that Dad confessed that he was glad he was there that night with me. Looking back, it was all pretty dicey and I'm sure the guy didn't even have a motorcycle, let alone know how to ride one! The main thing was the leathers were a bargain at £50. So we handed over a 'bullseye' and made a hasty retreat with the leathers.

Since that summons to the dinner table, the December before, a 175cc Racing Bantam with a red racing seat unit and long thin red racing tank with one of those satisfying big chrome filler caps they raced with in the 1970s TT's sat on a bench in the garage while Dad tinkered. To be fair, I don't think I did much at all to help. Too busy hanging out at the chippy with my mates chasing crumpet.

The Bantam had a lovely expansion chamber with no silencer. Just straight through, 1970s style. It sounded so sweet when, with a quick flick of the back wheel, it would fire into life. The garage filling with Silkolene Comp-Plus smoke, as the Scitsu rev counter needle darted back and forth to eight thousand revs. Ring-ting-ting. I was hooked on the racing crack already, as if there had ever been any doubts.

So at a baltic Brands Hatch, early on Wednesday, 30th March 1983 for a general practice day. Dad and I pulled up in his company's Granada Gear with a trailer that contained my Racing Bantam and Dad's 1929 and 1934 racing Scotts. We had already signed on in the main paddock office. And we now waited at the Paddock Hill tunnel entrance that would take us under the track and into the pit area in the middle of the circuit.

Alongside us as we waited was the familiar 'Big John's Little Hut'. A little fella named John appeared from within the small wooden hut, and Dad wound down his window. "Alright, gents? Bit nippy today, eh?" A bit more small talk followed, before John gave his customary line... "Did you know I'm 73 and I can still out

high kick anyone?” Anyone who has ridden at Brands or indeed helped out in that era, will probably remember ‘Big John’. He then placed his arm out straight, as he always did, and then proceeded to high kick to his hand. “See, bet you didn’t think I could eh?” Big John’s walkie-talkie crackled into life, giving us the go-ahead, and he then curtsied and waved us on. The little details you remember that still make you smile.

I remember an equal feeling of excitement and nerves as the car surfaced from the tunnel and onto the service road that led to the pits. A few keen riders had started to filter out onto the track as the first session of the day got underway. I watched as they swooped down from Druids into bottom bend, studying their lines and trying to picture what that would be like at racing speed.

As we pulled into the car park behind the pit garages, it was already really busy. Then suddenly, I spotted the biggest race transporters of all. Honda Britain Racing and Texaco Heron Suzuki. I’m sure that was Ron Haslam walking into the back of the pit box. Must be mistaken, what the heck would he be doing here today? We pulled up and proceeded to unload the trailer, and we got set up. Not long after, I was in my racing leathers, and a brand spanking new orange learner jacket zipped up.

Eventually, I had run out of excuses to delay my track debut. I remember as I exited the pit lane and tentatively looked over my shoulder for bikes arriving on the racing line as I joined the track, how wide the track felt and how steep Paddock Hill Bend actually was, as I dived down with a big plume of white two-stroke smoke trailing behind. I wobbled around Druids and dived down into Bottom Bend, winding on the throttle. But nothing happened! I remember having to embarrassingly slip the clutch to try and get the engine anywhere near its razor-thin power band, which showed no signs of life until at least six thousand revs. I must have been on about lap 3, and to be honest, I wasn’t really enjoying it. It was like winning the lottery but then losing the ticket. I just wanted something that was easier to ride with some sort of tractable power band. Proper frustrating!

Just then, as I tipped into the left flip flop of Surtees on the short circuit, I felt a whoosh of air up the inside of me, and my little Bantam wobbled as a flash of white had come and gone in the blink of an eye. Throwing up a few small stones and dirt from the back wheel BETWEEN the white line on the edge of the track and the grass. Before I could compose myself, another bike cut across me from the right. A puff of smoke from his left knee slider as he chased the white flash just in front. Perfect! Ron Haslam and Roger Marshall ‘shaking down’ their Superbikes for that weekend’s first round of the 1983 Transatlantic Match Races. The next lap, I think, was a bit of a blur from what had just happened, and I used that, and a few spots of rain on my visor as an excuse to pit. “How was it?” Dad asked eagerly as I arrived in the pit lane and flipped open my visor. “Crap” I snapped back. Obviously, really constructive feedback, but understandable as I tried to get over the shock of being buzzed by some of the fastest in the business!

I think I tried another session, a little bit faster and just about managed to

spend longer in the power band, but Dad had followed me on his Scott in that last session for a while, then just pulled away like I was standing still. Hmmm. “Dad, do you think I could have a go on the Scott before we go home? Pleeeeeeease?” So Dad, I think, just to try and put a smile back on my face, put enough fuel in for about six laps, and bumped the Scott into life.

Wow! What a difference! The power band of the Scott was so wide and tractable compared to the Bantam, I was able to stay in top everywhere and just hook it back into second for Druids and Clearways. I was now loving life! People who haven’t ridden a Scott before, especially on the track, always say a Scott is like a cross between a two and a four-stroke. A nice, wide powerband with lots of low-down tractable grunt, but on a two-stroke. No clutch slipping here, unless it’s at Cadwell’s club hairpin.

Anyway, back to Brands. I was having so much fun, I completely forgot how many laps I was meant to come in after, so the Scott eventually went bluuuur

down into Bottom Bend as I coasted to a halt with a dead engine, and I leant the bike against the armco at the bottom of South Bank, completely out of fuel. I pulled my helmet off with a big, beaming smile as the session ended and waited for the ‘lift of shame’ from the breakdown van back to the pit lane.

So that pretty much sealed the fate of the Bantam, bless it! It was never raced and was sold shortly afterwards. My first race meeting had

been pencilled in for that summer; it would be a reward for finishing my ‘O’ levels and Mum and Dad could relax a bit more. It was the BP Vintage Race of the South meeting at Brands, on Sunday July 17th 1983, organised by the racing section of the VMCC. I do remember the luxury of a few more Wednesday practice days at Brands before my debut, thankfully this time without Ron and Roger!

Martin Heath



R.O.B.E. in Scotland

This VMCC event, the "Ride an Old Bike Event", was held on 18th May at Cultybraggan Camp, Comrie. The main organisers were two SOC and VMCC members, Alistair and Paula Huddleston.

I had agreed to give the event the loan of my TT Rep for the people - over thirty - who had signed up to experience riding an old bike. There were eighteen old bikes on offer including Alistair Huddleston's 1919 Harley Davision, Paula Huddleston's BSA 1927 Twin, my TT Rep and a variety of others: two 1936 Velocettes; 1929 Sunbeam; 1925 Nercar; 1929 Triumph NSD; 1965 BSA C15; 1952 LE Velocette; 1953 New Hudson; 1958 Ariel; 1929 Sunbeam Model 8; 1926 Enfield V Twin. John Harper brought his 1922 Sunbeam.

The weather was excellent, remaining dry and sunny, and the event also had a lot of onlookers who enjoyed viewing the participants and taking pictures of the riders going around the marked circuit on the old bikes.

There were many positive comments about my Scott, for example how advanced the bike was for it's year compared to other makes. The event saw fourteen new members signed up to join the VMCC and I also encouraged a few people to consider joining the Scott Owners' Club which I hope they will pursue. For everyone who rode my Scott, I gave them all a copy of the Yowl magazine with my details in it. The event is on video, to watch some of the action go to youtube and type in "tigersness robe2". The photo is of a lady rider who had taken my TT Rep for three laps of the track - as you can tell, she loved it!

George Millar



A 1933 Trophy

On May 4th 1933, The Motor Cycle magazine carried an announcement about a forthcoming British Two Stroke two day event, "A timed flying half mile at Gopsal Park and a sporting trial in the Meriden district during the second part of the event." More detail was published in subsequent issues, to advise that Section 1 would start at Dowes Lane, High Wycombe with Section 2 starting at Gopsall Park with a rally at Meriden. Further information indicated it "amounts to a series of tests of all types, spread out over two days. The tests ranged from brake, controllability, slow and ninety mile non-stop tests on the first day, to flying half mile runs at Gopsall Park and a 25 mile sporting trial course on the second day."

The winner of the First Class Award in this General Efficiency Trial was C.D.F. (Derek) Buckler, riding his 596cc Flying Squirrel but sadly his son Malcolm has no details or photographs of his father's Scott, although he does still own the trophy. Can anyone supply any further information? By today's standards, this event seems to have been very involved and quite arduous. Incidentally, Derek later went on to design and produce Buckler sports cars and spaceframe chassis up to the 1960s, effectively starting the kit car industry.

If you can shed any light on this piece of Scott history, or if any current owner has Buckler listed in their old log book, please contact the editors.

Chris Dickinson

Derbyshire Run

Our editors Chris and Keith, and their friends and fellow SOC members Tom Hitchcock and April Green, joined the Northern Section at the Derbyshire Run on June 1st. John Lockett, Graham Horner and I made up the group. Tom and April struggled two-up on the steep Winnats Pass but the rest of us did fifty miles, returning back to the Grouse Inn at Froggat. We produced a route sheet both on both paper and in GPX digital format. The satnav version apparently worked well but on machines with no electrical output, it relied on limited internal battery power.

Geoff Green





I grew up not far from here, near the South West edge of Sheffield, and before moving away to go to university spent many hours cycling and hiking in the area. It was slightly surreal to now be riding the TT Rep through the mostly familiar countryside, especially as the bike was manufactured before my parents were born. Geoff mentioned the fabulous limestone gorge of Winnats Pass where on Tom's third and final attempt they were unfortunately balked by a car, leaving the rest of the group who yowled onwards to Monsal Head where the views are stunning, heading down into the valley and eventually back to Froggat.

There were a couple of hairy moments, lots of hills, quite a few miles of twisty and narrow roads and the odd suicidal sheep but all in all this was a very pleasant excursion in fine company. Sadly, Martin Hodkin was absent, although Geoff did an excellent job in his stead and we all wish Martin well in his continuing recovery from illness. We were pleased to enjoy the company of David Waring prior to the run, accompanied by his friend Jackie with Bertie the dog.



Geoff and Graham

Chris Dickinson



©Avery Images

VMCC Bamburgh Run 2025

The Bamburgh Run, on the 8th June, had thirteen SOC members taking part, starting at the working estate of Ford & Etal. It was great to meet up with all our friends and see a strong presence of Scotts lined up at the start of the run. The event was fortunate to have fantastic weather with sixty bikes in total taking part this year. The run itself went from Etal to the lunch stop at Wooler, then after lunch there was a long route or a short route to follow back to the start; we went for the long one. Avery Images are the event photographers, they take pictures along the way and these are available for us all to see afterwards. Everyone had a good time although one of the Scotts sadly nipped up a few miles into the run, but the rider stopped the bike right away and when it cooled down and it freed off it was put into the breakdown van.

Number:	18 Steven Hallam	<i>1932 Squirrel, 600cc</i>
	19 Keith Dickinson	<i>1927 Three Speed Super, 596cc</i>
	23 Steve Lee	<i>1928 Super, 596cc</i>
	24 Chris Dickinson	<i>1928 TT Rep, 498cc</i>
	31 Mike Wylie	<i>1929 Super, 596cc</i>
	32 George Millar	<i>1929 TT Rep, 600cc</i>
	33 Kev Bayliss	<i>1929 Tourer, 500cc</i>
	34 Tracie Shippey	<i>1929 TT Rep, 500cc "The White Diamond"</i>
	40 Andrew Johnstone	<i>1930 Sprint Special, 596cc</i>
	41 Adam Purser	<i>1930 Sprint Special, 600cc</i>
	42 Mark Shippey	<i>1930 Flyer, 596cc "The Purple Peril"</i>



SOC member Alistair Huddleston led the event riding his 988cc 1916 Harley Davidson, closely followed by Paula Huddleston on her 496cc 1916 Lea Francis.

George Millar

Banbury Fun!!

My father Arthur and I completed (hurrah) a very enjoyable VMCC Banbury Run, held on 8th June this year, on our 1930 Sunbeam Model 9 and 1928 Scott TT Works bike. The Scott is a particularly interesting machine as it was one of three prepared for the 1928 works TT entry.

Banbury nearly ended in recovery, however, when the Scott began to make a rattling noise, but this was quickly traced to one of the crankcase doors coming loose. They are held in with a steel arm bolted across them. Unfortunately, tightening didn't cure the issue which we concluded was due to compression of the seal behind the door resulting in insufficient clamping force being applied by the steel arm.

To allow us to proceed, we needed something thin and compliant to pack between the door and the arm. A frantic rummage through toolbox and pockets turned up nothing. In a last ditch act of desperation, out came the wallet to sacrifice a credit card...and there it was, smiling back at me - my MAG membership card! Certainly not a sacrificial item, but definitely less risky than using a credit card. Sandwiched in place, everything held tight for the remaining sixty miles and we had a thoroughly enjoyable day.

I should add that my head was nearly blown off by the crankcase door when dad gently turned the motor over to pop off the offending item for a clean, and the bike started on one cylinder!

Tom Farrow

Editor's note: Arthur kindly sent us the above article, written by his son Tom for the MAG journal; we have edited it a little (with permission) to suit Yowl. The editors recall a similar situation happening when Keith was riding the TSS a few years ago - for those SOC members who don't carry plastic cards please rest assured that a 20p piece also does the job.



North West Machine Night

Yet again we had a fine evening in Grappenhall at the Bellhouse pub and Community Centre (only a mile from the M6/M56 interchange @ WA4 2SG) for our Annual Machine Night on June 16th despite the forecast a week earlier predicting rain, so we spent the whole meeting in the car park.

We were pleased to welcome Neil Crossley and Graeme Hartley-Havers who had popped over from the 2025 UK City of Culture, namely Bradford - an easy route out of rush hour times. Graham Horner displayed two Scotts, riding his 1931 Sprint Special himself with his 1929 Tourer in the care of Alan Ward for the evening. Not under its own power was Iain Stewart's Two Speeder as it has been a bit temperamental recently while Andy "Big Spanner" Smith has yet to fire up his Scott Cyc Auto. On the other hand Graham "Fred" Parker was keen to demonstrate his exciting ex-David Brierley 'Special' with a few circuits of the car park then a superb rip-roar along Bellhouse Lane. Also in attendance were Simon Feeney, Geoff Green, James Morris, John Riley, Peter Shacklady, Martin

Thompson and myself with apologies from Will Sleddon.

A most satisfactory evening of good conversation in excellent company to keep everyone smiling!

David J. Waring





Lunch stop at Chasewater Railway



Is that the right colour?



SOC 66th Annual Gathering 2025

Thanks are due to Richard Tann for liaising with the Velocette Owners' Club to organise this lovely event with able assistance primarily from George Millar. George was a worthy winner of the coveted trophy awarded to 'Clubman of the Year' for all his efforts to help promote both the SOC and Scott motorcycles. We arrived at Lichfield Rugby Union Football Club at about 2pm on the Friday to find a smattering of members already present. Although we were too late to join our thirsty and hungry Scottish members at the Horse and Jockey, once we had unloaded the trailer there was still enough enthusiasm for a return trip to sample the local ale. Once suitably refreshed it was then time to take advantage of the large empty upper field and make some smoke. Our daughter Katie had joined us for the weekend as she was heading off to Wimbledon with Chris on the Monday. Katie is an experienced motorcyclist but had never ridden a Scott and took the opportunity to ride both our TT Rep and TSS. Meanwhile, I took advantage of kind offers from Edward to try out his racer and Two Speeder and also had a go on Alan Noakes' one of a kind bike. I am still on the fence regarding Two Speeders but both of the other bikes were super to ride and clearly very fast. Well done to Alan and Kev (who built Edward's engine) for getting all that power with excellent tractability. By that time most people were hungry and I was thirsty again, so we knew all headed back to the pub to sample more beer and fine food. Any rumours spread by Tom Hitchcock that we were always in the pub whenever he tried to ring should be treated as a gross exaggeration!

Saturday turned out to be a lovely sunny day, so while Chris and Katie headed off to the Parkrun in Tamworth, I checked the bikes over and talked Scotts prior to the rideout at I Iam. The SOC put on a good show with eighteen bikes lined up at the start. Richard Tann didn't make it that far though, he discovered that not having a kill switch is not ideal if the throttle jams open. We keep our fingers crossed that no damage was done. We started near the front and the run was a pleasant amble to the railway museum for a lunchtime break, naturally overtaking a few Velocettes on the way. We elected to take the shorter run back and visited Sandfields Pumping Station, home to an 1873 Cornish Beam Engine which is undergoing restoration. Many thanks to the VOC for organising this very enjoyable and informative trip. Our bikes ran well but we were sad to hear that John Macklin came to a mechanically noisy stop so we are hoping the repair is not too expensive. We hope the damage was not caused by a failure of the swashplate oil pump as it was a delight to see one actually fitted to a Scott in use. In true Scott fellowship fashion, Des Wilkey insisted on giving John a lift back to base on the back of his Matchless outfit. John was most impressed with the speed at which Des was going though it seems he was a little surprised by the need to lean with Des around the corners. No need for indicators of course, Stephanie is a seasoned sidecar passenger. Alas, Greg Wilson also broke down due to fuel starvation as rubbish remaining in the petrol tank was loosened off by



the bike's first proper run. We did have an excellent turn out for the main meal in the evening and pretty much managed to take over the entire bar area. Alas, Sunday dawned with heavy rain for the first few hours which put paid to any attempt to setup a gymkhana. By the time the hordes of day visitors arrived the rain had moved over and we were able to put on a good display of around thirty Scotts. A special mention should go to Will Sleddon (Flyer) and Lewis Onions (Silk 700S) who both rode to the event. In Geoff's absence, Chris and Katie looked after the Regalia and were pleased to take around £400 - all profits go back into the club, so thank you to all who made a purchase. George and Kev had brought a box of club Spares and did a roaring trade for a while and we suspect that Trevor may have to get another batch of kick start springs made soon. There was also a good selection of second hand parts in the autojumble, and by all accounts business was brisk. Thank you to everyone who participated. It was great to see so many old friends and it was especially good to see Roger Moss looking so well and enjoying the company of his granddaughters Lara and Isla, thanks to Richard Moss for bringing them all along. Putting faces to names is an important part of this event, and it was good to have more time to have longer conversations with some of you - it was exhausting, so if we missed talking to you please accept our apologies. We had to feel a bit sorry for Kev Bayliss, he clearly had a stressful few weeks getting bikes and engines together in time for the Gathering and then (as usual) got pressed into ad-hoc fixing/ diagnosing sessions during the meeting. Hopefully picking up a trophy for the 1910/1913/1914 bike, a lengthy story in itself, helped make it all worthwhile.

Keith Dickinson

SOC Annual Gathering 2025 Prize Winners

Best Veteran: 1914 (ish) RNAS bike, Kev Bayliss – The Stan Mountain award

Interwar: 1930 Sprint Special, Martin Heckscher – EAM Bowl

Most Original: 1948 Flyer, Mark Mays – Silkolene Trophy

Premier Award: 1930 TT Replica, Richard Duffin – Premier Cup

Clubman of the Year: George Millar – Derrick Shire's Egg Boiler Trophy

It was a great pleasure to meet (and hug) Chris at the Gathering. I had a workshop clearout of Scott and other bike parts and brought the results to the Gathering. It was amazing how much was sold, on the basis of "decide what it's worth to you and put the money in the box, proceeds to Medicins sans Frontiers". After a couple of hours the box had £380 in it!

I wanted to thank, through the Yowl, all those who contributed to this sum which will shortly be sent to MSF.

Paul Devitt

Stephanie and I thank the SOC members who generously gave of their time to organise, administer and ensure that the Gathering was such a success. We thoroughly enjoyed the company and the weekend passed too quickly. Thanks must also go to those members who brought so many fine examples of Scott and Silk motorcycles. However, I am still of the opinion that further interest amongst the less well informed and general persons, would be generated if a short "log sheet" with details like length of ownership, some history and importantly, model and year of manufacture etc, were displayed with each exhibit.

Please pass on our thanks to the organising committee of the Velocette Owners' Club for their willingness to share the event site and facilities with the SOC. With a common interest in old motorcycles, the members of the VOC with whom we conversed enhanced the experience.

One year, we may be able to finish a road run but with stopping to offer assistance to those in need, an executive decision was made to abort any attempt at catch up and adjourn to the rugby club facilities and pass a pleasant and informative afternoon with long experienced SOC members.

Thirty plus years ago was the last time we experienced camping when our children were young. Daughter and son-in-law provided us with a modern lightweight tent, sleeping bags and self-inflating mattresses. We still had various camping gas stoves and a small kettle with two enamelled metal mugs, therefore, the essential for life i.e. tea, was available. "Porridge Pots" provided my breakfast. On the Sunday, emergency rations in the form of a tin of baked beans with mini sausages was opened to find that the tin was plated on the inside and not plastic coated, so these could be heated. Chef decided to place

the tin directly over the burner, but not having the forethought to procure a pair of pliers from the extensive tool kit carried, did not stir the contents. Well, I found the light suspicion of barbeque flavour an act of culinary genius, but not every participant in the meal agreed. Thank goodness that the camping equipment could be dried before packing. Do not mention the rain! Same again next year? Perhaps.

On a final matter of a delicate nature, did anyone see where my pants went, which were left to air gently on the handlebar of our Matchless? Even with the vagaries and deprivation of camping, one has to keep up standards! I would hate to countenance the thought that such strong and loyal support as previously provided could now be used to add lustre to nickel plating...

Des and Stephanie Wilkey

Editor's note: A heinous crime indeed! We are unaware of the location of the missing undergarment. If any member has inadvertently misappropriated said item then we are willing to facilitate return to the owner with no questions asked and full anonymity assured.





Gearbox - Stopping It Moving Back

I did my primary chain before I left Chester, then did it again in Lichfield, then had to do it again when I got home. I was locking off the adjusting bolt but it seems that the chain side moves slightly and the difference between a tight chain and one with a bit of slack is not much.

Anyway, I drilled and tapped a hole in that triangular plate whose name evades me, and installed this home made plate to stop it moving once I got the adjustment right. It works. I hope this idea helps others as this chain isn't likely to stretch much owing to its short length, and if it does you just remove your installed plate and file a bit off it.

Will Sleddon

Scott Sociable on YouTube

A little while ago now, Keith Dickinson posted a link on the Facebook group to a recently listed YouTube video;

<https://www.youtube.com/watch?v=zHV5NYdH56Y&t=90s> "1921 Scott Sociable: The WWI Machine Gun Trike Turned Family Car"

Interesting as it is, this presentation is too negative for my liking; I would like to redress the balance. My knowledge centres around the fact that I am the person who rescued the dangerously corroded 1924 (NOT 1921) Scott Sociable KU 3457 from under a tarpaulin in a field in Derbyshire in the 1990s to recreate a brand new replica frame and make a rolling chassis, with an engine built up by my dear old dad Arthur who selected the best bits from the existing engine, plus 2 others we'd bought elsewhere. The death of my dad plus time and financial limitations caused me to pass the project to the very enthusiastic but sadly now late fellow VSCC member John Blake of Oxfordshire who completed the job with a hood, windscreen etc atop of the mainly steel bodywork as only the alloy bonnet and steel front mudguard, incorporating the fuel tank, had survived. I always felt that the petrol/oil mix must have warded off corrosion in the front mudguard/fuel tank. Only early 1921 models had non metal bodywork - a sort of fibroboard sealed with something akin to bitumen.

The commentator seems to be obsessed with the fact that the Sociable did not have a reverse gear and questions that only one rear wheel was driven. If he bothers to think of the layout of the wheels they are the same layout as in a motorcycle and sidecar in which nobody expects a reverse gear because

the lock on the front wheel is so good that you can almost turn on a pin. Also, generally only one wheel is driven on a motorbike and sidecar.

Alfred Scott developed the Sociable from his WWI gun carriage, a twin track machine intended for rutted roads in France etc., in which both the driver and gunner presented a low profile by lying back in hammock seats made from interlocked two inch leather rings. Three identical models were demonstrated to the War Department in the grounds of Buckingham Palace where one was said to have driven through the Queen's flower bed so no orders were placed with Alfred! Closer to the truth is that the War Department thought it was an expensive product plus Alfred's facilities lacked the necessary production capacity, and after all, the machine gunner on the current standard outfit had a steel plate to shelter behind whilst the rider was a potential "sitting duck". There was plenty of cannon fodder in those days - how pleasing to know that Alfred must have been so much more admirably caring.

Around 1918 Alfred built a prototype Sociable for his own personal use, which differed significantly from the gun carriages, enabling him to iron out problems and effect improvements over his two to three years of use before going into production in 1921; he accepted that the vehicle looked a bit odd, by humourously calling his car "The Crab"!

However the official name "Sociable" was to highlight the driver sitting shoulder to shoulder with his passenger who did not have to be disturbed as per other cars lacking a driver's door, because the driver could lean out to the right of the driving position then open a panel to attend to all matters concerning the engine; it didn't even need the driver to ask the passenger to alight in order to attend to starting the vehicle as that was effected by a lever alongside his right hand and not a crank handle at the front.

Each of the two engine cylinders had two spark plug ports with a special dipole spark plug in the first port wired onwards to a standard spark plug in the second hole supposedly to fire each cylinder to maximum effect. The gearbox was incorporated in the engine crankcase with no chains, which makes me wonder that if Alfred had still been involved in the motorcycle company would Scotts have become unit construction bikes!

Other innovations included were:-

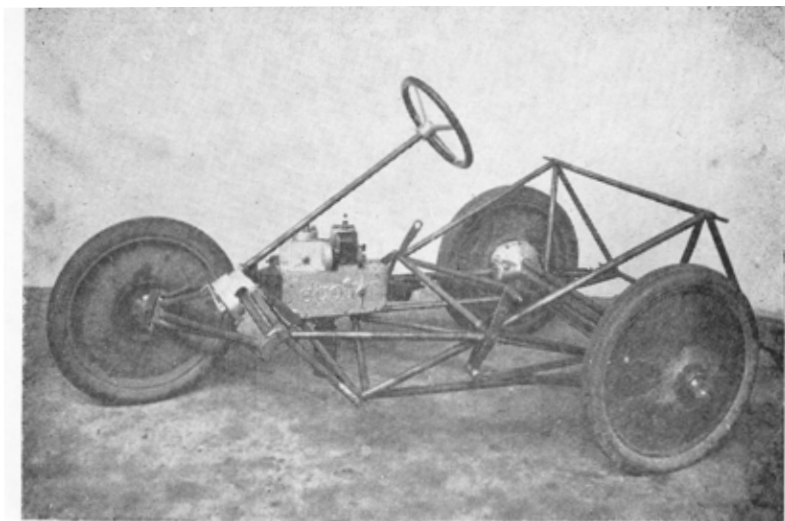
- 1) The steering wheel could be hinged upwards at the steering column to allow portly drivers easy access to their driving position
- 2) The wheels were held in place by a single central brass castellated unit that could be undone with a flat bar such as a tyre lever. When the bar was engaged in the castellations it would press down the spring loaded centre thereby releasing the internal ratchet that prevented the unit vibrating loose when driving.

An intentional omission was that no windscreen wiper was fitted, as Alfred relied on a narrow "V" slot to peer through in rain.

With no shock absorbers the ride was bouncy, as was observed on the grey Bradford Industrial Museum Sociable by the curator, the late Griff Hollingshead, who was most informative when we were working on KU 3457.

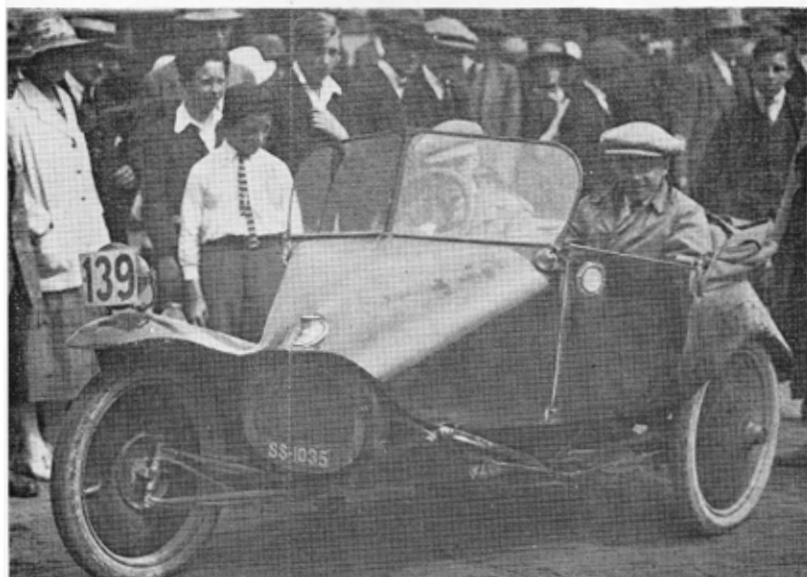
One potential failing was that the water pump could leak into the gearbox cavity so we omitted the pump to allow thermosiphon to do the job - a bit surprising that the Master of Thermosiphon, Alfred, didn't do the same!

David J. Waring



78. (Above). Nearside view of the chassis, showing the front suspension and drive shaft. (Courtesy of "Yorkshire Evening Post.")

84. (Below). One of the Scott Sociables—driven by D. W. Rhodes—which did remarkably well in National Reliability Trials.



Musings from South Croxton

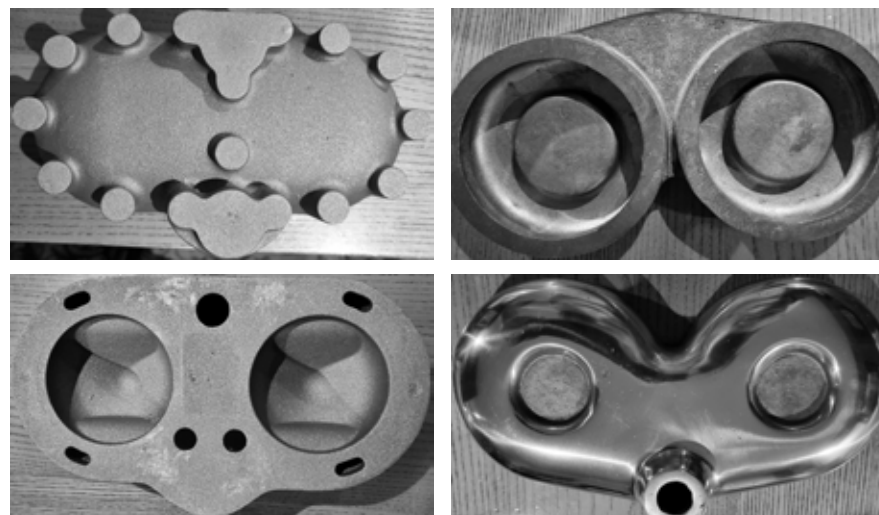
I had felt that I was becoming distant from the Scott fraternity lately so my spirits were much uplifted by the kind and warm reception I received on my visit to the Gathering on the Sunday. I was sobered to consider the miles that son Richard had driven from Ivybridge in Devon with the trailer and race bike and accompanied by Lara and Isla, two of my dear grandchildren. Our current President, Tracie Shippey, also lives in Ivybridge and told me that she hopes to start a new SOC Section locally, to serve Devon and Cornwall. I hope that any owner who can attend will do so.

As regards work, have just got round to removing the crankpin bushes from a bottom end I am working on for a customer in the USA, so I can exchange them for new items. An easy job using the tool I made years ago, whereas removing the main bearing rings is not so easy as the Scott rings are knocked to flush to the rear face, leaving no space for even the sharpest chisel. I had to grind a big flat on the ring until that area became so weakened that the ring cracked and fell off.

I stock semi finished crankpin bushes for both Scott (0.750") and Moss (0.8125") cranks plus main bearing rings and a host of other spares. Recently I received a batch of water dome castings for blind head motors and some excellent new detachable head castings with the revised combustion chamber profile that has proved notably successful. In process are a new batch of high flow transfer port covers. My finances cannot stretch to funding another batch of high strength cranks.

I send my best wishes to Graham Horner, who is in the process of setting up the machine tools previously owned by Eddie Shermer and in due course I expect he will be in a position to supply the revised clutch release mechanisms together with INA needle roller gearbox output bearings. Graham spent a lot of time with Eddie and it is very pleasing to know that these machines will be put to work once more to help Scott owners.

Roger Moss



A Fifty-Five Year Wait

I was fortunate enough to attend the East Anglian Section meeting in April at Old Buckenham Airfield on my 1929 Flying Squirrel, reconnecting with friends and meeting some new and really interesting Scott owners and aficionados from this part of the world. Also attending the event were Chris and Keith Dickinson and their daughter Katie. In a chat over a cup of tea I began telling them why I'd joined the SOC, recently bought a Scott and the unparalleled joy that it had brought.

In November 1947, my father and his two younger brothers pushed a broken down motorbike three miles from an affluent Aberdeen suburb to their terraced home nearer the centre of the city. The owner simply couldn't get it to run and none of the garages nearby had any idea how a two stroke worked. After various attempts to have it repaired, he offered it for a fiver to anyone who would take it away and my father, a new engineering apprentice, did just that.

Father learned of this and decided that he and my grandfather could probably fix it. My grandfather was on home leave from overseas, thought this was a grand idea and cajoled granny into allowing them to complete the works in the front room or lounge as it would be known today. It was the only warm part of the house apart from the kitchen and she'd definitely not want it in there.

The issue in the late 1940s was similar to many we hear today, there were air leaks on the crankcase. After many evenings of lapping in the crankcase covers with Brasso, the engine was declared airtight and refitted to the machine.

Anecdotally, it started first kick and ran as sweet as a nut – however, after just a year's ownership of an identical machine of very similar vintage, I seriously doubt that!

No longer did Jim, my dad, have to cycle everywhere, he had a new super-quick mode of transport. Relatives who had survived flying in the war generously gave him their cold weather, fleece lined jackets and trousers and he acquired a hard hat too.

As a wee boy growing up in the late sixties, I would frequently listen to his tales involving his Scott Flying Squirrel. As a teenager, I wasn't allowed a moped or a motorbike and it was only in my mid twenties, whilst working in a British overseas colony, that I gained a motorbike licence.

My father passed away peacefully three years ago, aged almost 91. For the first year I struggled to find something to anchor him to me with and then my wife suggested that I buy a Flying Squirrel.

Through Scott ownership, I have met some really interesting people and found a new love of spannering with my dad and grandad's old BSF spanners. I've found photographs of my grandfather riding a Norton, so may have accidentally acquired



a couple of those bad boys, too!

If any of you have a Scott that was once registered to a Coutts in Aberdeen, I'd love to hear about it as there are no surviving photographs of my father with his machine!

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Al Coutts

In The Shed

14. Three Speed Hand-Change

The manufacture and assembly of the components, as detailed below, is well within the capabilities of a competent amateur with limited workshop facilities. The fabrication and assembly does, however, take several hours to complete. If anybody would like to make their own 3-Speed Hand-change assembly and needs any advice, then please feel free to contact me. If there is enough interest, I may consider supplying a kit of parts for others to assemble themselves. My contact details can be found inside the front cover of Yowl under Assistant Machine Registrar.

Background

My 1928 Tourer project had succumbed to a previous owner's attempt to modernise it by removing the hand change gear mechanism and mounting lug from the frame. I wanted to return the bike to its original configuration but struggled to find a hand-change assembly for sale. Faced with the need to progress with the project it left me with two options:

1. Remanufacture a complete assembly
2. Convert to a foot change

For originality reasons, I decided to go for option (1), and took all the measurements from an original hand-change assembly that was off my TT Replica. I chose to fabricate my hand-change using Stainless Steel which, I realise, deviates from the original materials of construction but it does remove the need for Nickel plating with the potential for parts not being returned from the platers. Stainless steel, when polished and treated, can be made to look very similar to nickel plated steel.

Components required

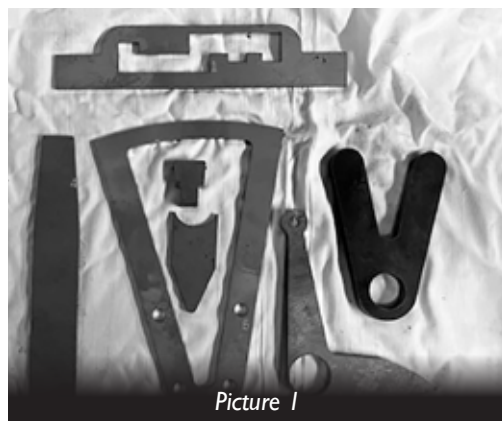
Picture 1 shows the kit of metal parts.

To complete the assembly, the following parts also require manufacturing:

1. Hand-change shaft/mounting boss – machined from 1" diameter carbon steel;
2. Hand-change lever bush – machined from Stainless Steel barstock or tube;
3. Hand-change arm - machined from 5/16" or 8mm ØStainless Steel
4. Machined assembly screw.

The following commercially available items are also needed:

5. 4 of 1/4" x 1/2" set screws for mounting the gate change plate to the frame attachment;
6. 1 of control arm ball;
7. 1 of grease nipple.



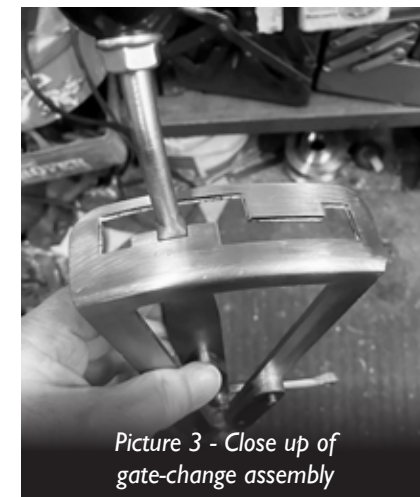
It took some thinking about how to produce the gate change itself, due to its combination of a formed radius attached 90 degrees to its mounting plate. Without expensive tooling I opted to make it in two pieces (items 1 and 2 in the picture) and weld them together. I could have easily replicated the original construction which used a brass casting with the control arm and lever riveted together, but I opted to weld them for aesthetic and security reasons.

Manufacturing the hand-change assembly

- a) Roll or bend gate-change top section to match the profile of the gate-change frame
- b) Weld gate-change top section to gate-change frame
- c) Braze Hand-change shaft/mounting boss to frame section – you may prefer to increase the depth of the boss lug to provide additional clearance between the hand-change knob and the fuel tank. The original arrangement is to weld a saddle to the boss and then braze the assembly to the frame – for reference, the distance from the top/rear engine mounting bolt hole to the gate-change pivot point is 9"
- d) Mill a 3mm slot into item 4 along the longest flat, followed by drilling a central hole along the top edge to accept the lever arm extension
- e) Make a lever arm extension from 8mm or 5/16" bar, thread top to suit commercially available round knob (ball)
- f) Assemble 3,4,5 and spindle bush and seam weld together
- g) Cut ears off gate section, dress welds, file and polish to your required finish
- h) Fit knob and lock nut

- i) Fit assembly to item 7 (previously brazed to frame tube), drilling and tapping item 7 with 1/4" BSF threads
- j) Turn and thread a button headed machine screw and fit a grease nipple
- k) Dress gate-change welds to form smooth radii and good form and polish to your personal requirements.

Pictures 2 and 3 show the gate welded to the frame, prior to finishing and polishing.



Fitting the hand-change assembly

The assembly can be shimmed in position to make sure that the lever is aligned centrally within the slot of the gate change. This will ensure secure and positive gear selection without any jumping out due to the gate profile (these are not always present).

Graham Horner

15. Radiator Dent Remover

Most of the radiators I've had came with dents, mainly in the ends of the header tanks and in the end caps. As an experiment I took a short length of heavy gauge 3" OD mild steel pipe and with an angle grinder made two tongues about 6" long. They have rounded ends and I chamfered the sharp edges. With the two pieces nested together three 1/4" bolt holes were drilled in a line through the curved surface of both, enabling them to be clamped firmly together.

The end cap was removed by gently heating the centre with a blow lamp until the solder melted around the edges and it fell out, or if necessary it could be persuaded out with a sharp point. The dent in the header tank was then clamped, top and bottom, by the tongues and the three bolts progressively tightened until the dent was squeezed out. This was not entirely effective in removing the creases from the header so a heavy dolly, in this case a large diameter round bar, was used as an anvil inside the tank and the outside was worked over very lightly with a

panel beater's hammer (which has a slightly rounded face).

Dents in the end cap were smoothed out by resting it on a rubber sheet on the workbench, then using hand pressure and a circular motion on a ball-pein hammer.

Soldering the cap back on to the header tank, using a soldering iron this time, was fairly easy because the mating surfaces were already tinned.

Whilst the finished job may not be perfect, the appearance should be greatly improved.

Paul Devitt

16. Leaky Radiators

Brass eventually corrodes when its zinc, copper and tin components are exposed to water. When this has been going on for around a hundred years, as is the case with many Scotts, the brass casing and tubes of our radiators can end up significantly embrittled, thinned or perforated. This makes soldered repairs risky as the heat may further destabilise the metal. Despite the risks, leaks in the brass casing and header tank can often be successfully repaired with solder, as long as the heat is concentrated where it is needed and does not spread to loosen neighbouring soldered joints.

With my limited skills and experience I avoid trying to solder leaks in the honeycomb tubes themselves for fear of collateral damage. Instead, the leaky tube is cleaned out with a pipe brush and coated with a suitable sealant such as 'Loctite'. The required length of 5/16" OD copper pipe, with diameter reduced as necessary to fit inside the tube, is determined by inserting it through the honeycomb and marking it, then cutting off the surplus. The pipe is also coated with sealant and pushed gently into the leaky honeycomb tube. More sealant is added around the exposed ends and left for some hours. It has worked quite well for me so far, and the big benefit of this arrangement is that it allows at least some air to pass through the affected tube - the alternative, of simply filling the whole tube with Araldite or RTV, does not.

Paul Devitt

Scottish Section

Our May meeting was held at Thornhill where there was a good turn out of members and some Scotts in the car park. We talked about who was attending the Bamburgh run and what bikes we were taking, and Kev gave us an update on Edward's racer (details in a later issue) which was returned back to Edward at the Gathering.

On June 15th we attended the Fife Historic Vehicle Club Show at Lathalmond Bus Museum in Dunfermline. This show has a good mixture of vintage and classic cars, trucks, tractors and motorbikes. The weather was sunny and dry with lots of visitors but the entries were down this year due to other shows on the same date. I had two of my Scotts entered, my 1921 Standard which won 'Best Vintage' and my TT Rep which gained a second place. I was awarded rosettes and presented with a silver Quaich.

June 21st was the date of our next meeting at Thornhill, where we had a turnout of seven members. We discussed the Annual Gathering and additionally I have been asked to put on another Scott talk in October, this time for the VMCC Clyde Valley Section. The following day the VMCC and SOC were invited to visit the Edinburgh Society of Model Engineers. This was a good chance to see some beautifully made working steam engines plus showing us how they were made, there were also other models of static engines and model boats. The place has a forty acre site which they have landscaped, building bridges and tunnels and laying rail tracks. They have also constructed their own building which houses workshops and facilities for having presentation talks. The site generates its own power using solar panels, and feeds power back to the grid. We were all given a ride on the different steam engines which had coaches, taking us on a good tour around the different tracks. The weather was a bit mixed, but I went on my TT Rep with Austin Russell on his 1946 Flying Squirrel, whilst six other folk went on newer bikes and about fifteen others went in the car. The other SOC members there included John Harper, Neil and Christine Geddes and their grandson. A great day was had by all, a big thanks to the modellers for making us all very welcome and for taking the time to give us the talk and tour of their facilities.

George Millar



Australian Section

It's been a while - over a decade! - since the official Australian Section wound up and I must admit since that change even my own Scotts had been sitting waiting a new reincarnation of some

sort. Recently, we in Australia have been mightily blessed by Richard Blackburn falling madly in love and immigrating down under, even more so because he also brought his tools and Scott engineering skills, so getting some of us back on the road!

Not long ago, four of us hijacked an Antique motorcycle rally called "Camperdown Victoria" and it was just so great to be out in a haze of blue smoke yowling along once again. Couldn't wipe the smile from my dial. Most of the blue smoke came from my bike, it was a bit too oily generous, now it's adjusted to a more normal setting.

So, if you are in Australia and you haven't yet received an email from me adding you into our local group please reach out to sje@ciatax.com.au and I'll add you in. We have a dream of one day riding in a group of ten Scotts and we'd love you to be in that too.

Steve Enticott



Northern Section

The Maurice Ackroyd Run was attended only by John Lockett and myself so we just had our lunch at the pub and then went home. The Burnsall Run had a much more encouraging attendance, as did the Derbyshire Run, and these reports appear elsewhere in this issue.

Outside the Northern Section, Simon Howers (see picture) took his gazebo, display panel, and Raymond King's two-speeder to the VMCC's new event at Wray near Lancaster.

Geoff Green

Letters

Dear Editors,

With reference to 'In the Shed 13' [Yowl, June 2025], regarding misalignment between the radiator outlet tube and cylinder head inlet tube.

This is a problem with most detachable cylinder heads, instead of repositioning the outlet tube on the radiator Shipley specified a concertina hose to compensate for this misalignment. One from a Morris Minor 1000 fits nicely.

So if any member is considering making a new bracket, using thin headed bolts or longer radiator bolts to achieve just six millimetres of radiator movement, you could simply fit a concertina hose instead. Job done.

John Cook



Dear Editors,

I hope this finds you both well and enjoying riding out on the sunny drier days.

I just thought I'd update everyone on the fundraising in memory of Eddie. As you know, donations made at the 'Celebration of his Life' last October were to be given in part to the North Staffordshire Model Engineering Society and also to the Distinguished Gentleman's Ride which raises funds for Prostate Cancer.

I thought readers would be interested to hear that we have now donated a total of £720 to the DGR. The family wish to thank all who donated on the day and since then on the 'Just Giving' page which is now closed. The photo of Eddie, Rob and Alex was taken at the DGR run in 2024.

Margaret Shermer

Dear Editors,

The Warrington Guardian, on Thursday 10th July published my letter on page 28 about Chris winning the "Best Bike" trophy at the Lymm Historic Transport Day. I have enclosed a scan of the article, sadly they failed to publish any of my photos [Yowl, April 2024]. Perhaps I should also send a note to the Guinness Book of Records that Chris and Keith managed to load their trailer at 09:40hrs at my house the day after with no cussing or swearing. This was an admirable achievement, surely worthy of note! Keep smiling.

David Waring



Flotsam and Jetsam

For Sale: 1927 Scott Super Squirrel, 600cc, two speeder. Registered, with V5C. Owned for ten years, needs recommissioning. £5,750 or exchange for an old Velocette. Please contact Roger Andrews, beechbankandrews@aol.co.uk, 01379 582384 (S. Norfolk)



For Sale: 1929 'TT' Replica, Ken Lack built engine, not run since 2017 [Yowl centrefold, August 2007 and August 2012]. Electronic ignition. £8,000 or near offer. Please contact Peter Shacklady, 07855 508303 (Merseyside)

For Sale: 1932 single downtube Three Speed Flyer, fully refurbished by Kevin Bayliss. Engine, gearbox and clutch rebuilt. Magneto has been overhauled. New tyres, chains and paintwork. Not concours but a bike that is ready to go. Complete with logbook (V5C). Please contact Martin Green, 07902 211083 (Scotland)

For Sale: 1946/7 ex-Jeff Clew Scott Prototype, registration number FER874, frame number 4735. See page 193 of Jeff's book, The Yowling Two-Stroke. Selling as I have given up riding and would like to pass the bike on to someone who will ride it. Offers around £7,000. Please contact Tony Stephens, ajspstevens@aol.com, 0786 0525 401 (Warwickshire)

For Sale: 1947 Scott Flying Squirrel 596cc, Shipley built, totally restored in immaculate condition throughout with original registration number on original plates, factory delivery document together with binder full of technical information £7,500 or sensible offers. Please contact Mike Touhey, michaeltoue@hotmail.co.uk, 07923 225 226 (Brighton area)



For Sale: 1947 Flying Squirrel, excellent easy starter, engine rebuilt by Ken Lack with new pistons, con-rods, mains, cups etc. Dowty forks rebuilt professionally recently (at great expense) so leak neither oil nor air. All chrome work is excellent. Recent front brake shoes, chain, battery, DVR2 reg. etc. Paired engine and frame, with V5C. Radiator doesn't leak, tyres are good, it's been rewired, battery charges as it should. The speedo can be sticky. No show winner but I believe it's pretty much factory original down to the 8" Lucas headlight, double-nutted engine studs and footrest rubbers. One of the last with the twin tanks, i.e. with magneto, and one of the first with the excellent roll-on centre stand. Owned by me since 2013 and been to France three times over the years, hence the useful rear rack. All in all a good useable Scott. Offers on £4,850. Please contact Kevin Sandford, kevin.sandford@ntlworld.com, 07530 661 545 (Portsmouth)



For Sale: 1948 Scott Squirrel, NPU 934. Restored the paint work, engine, pilgrim pump, brakes, magneto, regulator thirty years ago. Not ridden on the road since. Tidy bike, good starter, needs fettling. Registered historic with buff logbook. £4,600 or near offer. Please contact Frances Heaslip, 020 8500 2023 (London)

For Sale: 1976 Silk 700S Mark 1 with Mark 2 upgrades. Only 18k miles with known history from new. Runs well but now too much for my aged body. New parts include tyres, manifold, shocks, paint etc. £8,200. Please contact Merv Kendall, 01582 601555 (Bedfordshire)



For Sale: *Please email for details, if possible* Crankshaft magneto sprocket; crankshaft drive sprocket; 2x crankcase glands and springs (newly ground); Pair of big end nuts; Drive sprocket outrigger casting (repaired); Crankcase door (homemade); retains clamp; Oil feed elbow; Magneto cam ring; New Pilgrim pump beak; Gearbox kickstart stop strap; 14" Stainless engine mounting bolt with 2 nuts; 5x clutch spring nuts; 3x clutch actuating pins; Clutch basket roller bearing assembly; NOS clutch centre nut; Kickstart ratchet gear; pawl; retaining nut; 2x long stroke exhaust gaskets. Please contact Chris Wastell, baconslicer500@gmail.com, 07882 858761 (Wiltshire)

Wanted: Kick start lever for 1957 Red Squirrel. Preferably in good useable condition but anything repairable considered. Please contact David Vanns, davidvanns@icloud.com, 0781 316 0902 (Kent)

Wanted: A set of complete forks my 1928 TT Replica, ideally kite forks but happy with Webbs. Located in USA but willing to import if required for the right item. Please contact Steve Wood, stephendwood55@gmail.com, 846-204-8233 (Illinois)

SOURCES OF SUPPLY

A listing of suppliers offering parts and/or services for Scotts (inclusion does not imply recommendation). Any errors or omissions? please contact the Editors

SOC Spares - Large range of new, NOS and secondhand parts. Order from Trevor Scott via www.scottracingmotorcycles.com - 'Shop' > 'Scott Spares Scheme' Telephone 028 7035 8009 or 07989 358009; trevor@scottracingmotorcycles.com

Roger Moss - Supply of engine spares for Scott motorcycles. Moss Engineering, Fox Cottage, 33 Kings Lane, South Croxton, Leicestershire LE7 3RE Telephone 01664 840215; roger@mossengineering.co.uk

Geoff Green - SOC Badges, YOWL binders, transfers and regalia. 37 Thornham Lane, Middleton, Manchester M24 2RE Telephone 078 1717 828; geoffgreen@talktalk.net

Edward Irving - Supply of YOWL back issues. Woodbrook, 59 Abington Park Crescent, Northampton NN3 3AL Telephone 01604 967639; vintagemechanics@gmail.com

Clive Worrall - Information and advice on Silk engine repairs and restorations. Telephone 07964 260015; staffspitbuell@gmail.com

Kevin Bayliss - For Scott motorcycles, full restorations, paintwork, recommissioning, full or part engine refurbishment, gearbox refurbishment, servicing, repairs. Cairn Farm Cottage, Gilston, Leven, Fife KY8 5QR Telephone 07761 314999; kevthescottman@gmail.com

Graham Moag - Manufacture of honeycomb radiators for Scott motorcycles. 32 Shimna Road, Newcastle, County Down, N.I. BT33 0EE Telephone 07736 629330; grahammoag@btinternet.com

Michael Field - 2 speed side shields, 2 speed gear repairs. 431 Winchester Road, Bassett, Southampton, Hampshire SO16 7BL Telephone 023803 15995; fieldmichaell@yahoo.co.uk

Matthew Holder - Large amount of assorted original spares. The Velocette Motorcycle Co. Meriden Works, Birmingham Road, Allesley, Coventry CV5 9AZ Telephone 01676 522066; info@velocetteonline.co.uk

Chris Fisher - Engine and gearbox reconditioning. Machining work. Parts manufacture – one off and small batch. Unit 5, Axis Business Centre, Westmead Industrial Estate, Swindon SN5 7YS 0755 009 7275; chris@cfprecision.co.uk

Paul Klaasen - B H M Compak Radiators. Radiator recore and repair. Common Lane Industrial Estate, Kenilworth CV8 2EL Telephone 01926 511304

Kit White - Cox and Turner Ltd. Piston rings, supply and manufacture. Telephone 01935 826816 (main stores), 07377 366214 (Kit); rings@coxandturner.co.uk

Joe "Joe the Carb" Pletersky - Brass fittings repairs - carburettors, oil fittings, taps – if it's brass, let me know! Telephone 07926 590443; joe.kickstart@ntlworld.com

Pete Rosenthal - Pete's Bikes. Pilgrim pumps refurbished, spare parts supplied, call for details. PO Box 45, Chatteris, Cambridgeshire PE16 9AT Telephone 01354 692423, 07505 884261; pete@petesbikes.co.uk

