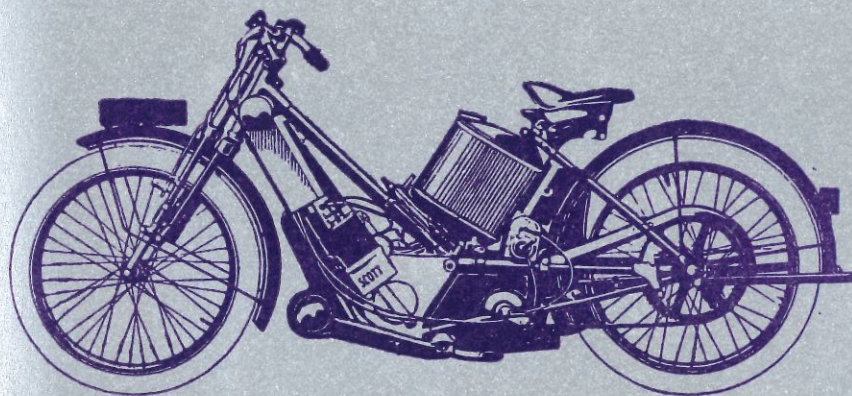


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EDITORIAL

My apologies for the tardy appearance of this, my first, "Yowl." In fact the previous two issues have also been running a little late, so it's not entirely my fault. As a guide, perhaps future contributors would consider the end of the previous month as their deadline. Whilst on this subject, I should like here to thank particularly those members who have responded with material for this August issue. (Out of 13 separate sizeable items, excluding anything I've provided myself, 8 came from Committee members, and 1 from a previous "Yowl" editor!)

A special word of thanks also to George Stevens (not an easy man to follow) who has answered my many queries, patiently but promptly.

All the best, and Good Scotting.

Geoff.

Our new Social Secretary, Eric Lemon, dropped a quick line just before going to press (11th July). He was off on a Continental tour on the Wednesday, after a hasty "de-coke," including showing the Scott flag at the French B.M.W. Club's Alpine Rally at Val d'Isere on 17th July. Perhaps Eric will let us know in the October issue how the trip went. (Hint!)

Regarding social fixtures, Eric would I'm sure be interested to hear your suggestions—one of mine was to revive a popular meeting place—"The Angles," at Walton-on-Thames, from the early days of the Scott Club, under "Guv." Johnson. Eric has suggested Friday, 23rd September, 8.00 p.m. onwards, for a "post-Rally pint," so let's see a good turn-out (it's right on the water's edge, round past H.W.M.'s) before all the summer evenings are gone.

**London Meetings 8th Oct. (Bring & Buy Sale), 19th Nov., 10th Dec.,
Red Lion, Whitehall.**

9th NATIONAL SCOTT RALLY, 11th SEPT., Crown Meadow, Evesham.

**V.M.C.C. ROAD RACES, CADWELL PARK, 21st MAY,
1966**

by "Potty"

What glorious racing the Vintage Motor Cycle Club's road race meeting on Saturday 21st May was to be. With the long awaited clash between the two V.M.C.C. stars, Chris Williams on Clive Waye's fabulous Scott, and Ivan Rhodes, on his Velocette. The racing in general, however, turned out to be very nearly a Scott benefit.

Saturday morning dawned wet and very windy on this lovely Lincolnshire road circuit, with its picturesque setting. By the time practising had finished the rain had stopped, and the excellent surface of the 1.3 mile club circuit had dried out.

All races were over 8 laps.

Race 1. Scratch race for Vintage Standard machines, was won by L. V. Siddle on his immaculate 1928 500 c.c. 3 speed super Scott, which circulated quietly and smoothly in 13 mins. 16.8 secs., with Ivan Rhodes on an A.J.S. 2nd. J. L. Greenwood brought his 1925 2/speed super in 5th. Fastest laps were Siddle, and F. P. Heath, both at 1 min. 36.8 secs.

Race 2 was for Vintage side-cars, and the 3 contestants all had big twins. Ian Findlay won in 14 mins, 46.8 secs. This race cried out for a Scott outfit to show these twitching monsters the way around. What about it next year chaps!

Race 3. Vintage racers' scratch race. This was won very convincingly by the Rev. R. H. (Bob) Torrens, on his 1930 645 c.c. Replica Scott, in 12 mins 30.8 secs. J. Faben on a 1930 500 c.c. Scott was 2nd. C. E. (Titch) Allen,

on his 498 c.c. 1925 2/speed super, 4th and P. McNair on his 1927 498 c.c. Flyer, 5th. Fastest lap was by the "Top Revs." himself at 1 min. 29.8 secs.

Race 4. The big scratch race for vintage racers, in which Chris Williams on his 1925 625 c.c. Clive Waye hybrid, despite not knowing the circuit, won from Ivan Rhode's 350 c.c. Velocette by 10 secs. The early laps were a very exciting battle. Chris won in 10 mins. 42.6 secs, the hilly circuit and wind proving, I think, too much for Ivan's Velocette of only slightly more than half the capacity. Maurice Patey with his 498 c.c. 1930 Sprint Special was 6th. I thought Maurice was slightly under-g geared, for, from where I was marshalling, on the fastest corner of the circuit, his revs. must have been heard to be believed. Pete Taylor was 8th on his 600 c.c. Scott. Fastest lap of course was Chris William's 1 min. 18.2 secs.

Race 5. Vintage scratch race for Standard machines was won by C. S. Mason's Ariel, with only J. L. Greenwood and his 1925 2/speeder to uphold the Scott flag. He came in 5th. Fastest lap was F. P. Heath's A.J.S. in 1 min. 36.8 secs.

Race 6. Scratch race Vintage racing machines was won by Chris Duffie in 12 mins. 47.6 secs, on Bob Torren's Scott, which he borrowed as his own 500 c.c. Scott developed frame trouble during practice. An easy win this in 12 mins. 47.6 secs., with Ian Findlay on Maurice Patey's Scott 2nd., the Scotts of G. L. Sinden and H. J. Preece coming in 4th and 5th. Fastest lap was by Chris Duffie at 1 min. 33 secs.

Race 7. Post Vintage, was a runaway win for Ivan Rhode's 1934 350 c.c. Velocette in 11 min. 29 secs. With no Scotts to contend with, his fastest lap was only 1 min. 24.2 secs. Here is a golden opportunity for all you blokes with quick pre-war Scotts to get some good racing in. What about it next year?

Race 8. Side-car handicap, again no Scotts, won by A. E. Milnes—Brough.

Race 9. Vintage racing class handicap won by W. Page, Sunbeam, with the Scotts of Peter Taylor, Maurice Patey, M. S. Preece, the Rev. R. H. Torrens and 'Titch' Allen, coming in 2nd, 3rd, 6th, 9th and 10th a "lovely" sound—all those Scotts together.

Race 10. also Vintage racing handicap, should have been a "humdinger," with Chris Williams, scratch man. I stood on my corner, watch in hand, and saw them all go by, till at last came Ivan then . . . no Chris Williams! The early starters came round yet again—but still no Chris (I learned later he had forgotten to turn on the fuel, easily done in the extreme excitement). Then at last, the scream of a "banshee," and at a fantastic speed Chris came over the hill and swept round the corner at a seemingly impossible speed. I clocked him on my watch. Next lap I clocked Ivan, and was getting ready to do the same on Chris, when he screamed past—No!—Impossible! 1 min. 15 secs. But subsequent timings of laps showed he was in fact picking up 4 seconds a lap on Ivan, and was indeed circulating in about 1 min. 15 secs. Although he had no hope of catching Ivan, Chris was certainly having a go! Unfortunately when the winner, G. L. Sinden on his Scott came home, Chris was given the chequered flag as well, but had only done 7 laps, and was eventually given only 6th place, had he continued at the same rate he would have undoubtedly come in 3rd behind Ivan.

No official times were taken for any of the handicap races, but speaking to Clive Waye afterwards, who timed Chris on his stop-watch over 6 laps, gave him a best time of 1 min. 15.1 secs.

The meeting was one of the best road race meetings of any sort I have ever attended, the racing being very exciting, and set in beautiful surroundings. Next year please let's have lots of Scotts in the side-car and post vintage events.

Many thanks must go to the V.M.C.C. Racing Secretary, who was also the Secretary of the meeting, Mr. P. D. Macdiarmid, who supplied me with the official results. Next year, he stated, there is hope of two similar meetings at Cadwell Park. No chance of an all-Scott race however, as, despite numbers, it was felt it lacked spectator appeal. So P.Y.F.O. for next year lads!

THE REAL CLIFF KINGHAM RACER

by Val Ward

When, in 1964, the writer began building a "replica" of Cliff Kingham's successful racing Scott, he little knew that Cliff's bike was even then lying forgotten, unused, beneath a pile of old carpets behind a Public House at Kirkby-in-Ashfield, Notts., only 16 miles away. He takes up the story . . .

It was a chance remark, made by a fellow Scott enthusiast, Mr. R. J. Millhouse, of Tollerton, Notts., that put me on the trail. In the course of a discussion on Scotts in the area, he chanced to say he had heard of a Grand Prix Scott at the village of Brinsley, about 15 miles away. The next day—which happened to be my day off—I spent several hours by the telephone, ringing round to friends, hoping for a clue to the whereabouts of such a rare model.

No-one could confirm that a Scott seen in the village some years previously, was, in fact, a 4-speed Grand Prix, but enquiries eventually led to a young man who owned a garage in the district. On my arrival there, however, I found he had sold-up just a few days previously and it took some time to locate him and only then did I learn that the machine in question was at the rear of a Public House run by a relative of his family at Kirkby-in-Ashfield, Notts.

Without further delay, I dashed over to the pub but on rounding the corner into the courtyard, just a quick glance at the outline of the Scott crank-case, told me that this was no Grand Prix—although I couldn't see the rest of the bike. Immediately I lost interest—but on lifting the carpets I was thrilled to find I had stumbled on to something much more interesting to me personally—Cliff Kingham's racing Scott, still substantially in the trim in which he raced it but now fitted with a later—and right-hand—exhaust system, to make it suitable for road use.

I had ridden over on my so-called C. K. Replica and I had to wait for the owner to return—he eventually did so two hours later! In the intervening lull, I had a chance to compare the real thing with my "copy" of it and, though I say it myself, the two are quite different. Cliff's bike was: Brampton 637 forks, Norton conical front hub, alloy rims, Replica rear wheel, genuine T.T. frame, 4 gallon T.T. tank—used by Ernie Mainwaring in the Island—longstroke crank-case number T.T. 3930, 1 gallon oil tank, T.T. 36 carburettor, engine-driven T.T. magneto and cylinder-wall oiling. Yet my machine differs in almost every detail: Webb forks (strutted), 19-inch steel rimmed wheels, Tourer brakes, T.T. Replica frame, clutch-driven magneto, 2 gallon Replica tank with inbuilt oil compartment and standard Scott carb. Only on the question of kerbside weight were the two similar—Cliff claimed his weighed 282 lbs., against the 285 lbs. of mine.

The best part was still to come, however. The owner apparently had no idea there was anything special about the bike and he was quite willing to sell it. I realised just how lucky I had been when he said that other people had offered to buy it but he had always been out when they called. To top it all, the machine had narrowly escaped destruction by fire at a garage where it had been stored for two years—as other machines blazed the Scott was quickly wheeled to safety, although in the hurry to get it out of the garage, one side of the radiator header tank had been slightly dented. And in all that time, he had never even registered it for the road!

Having agreed a price and a time for delivery, I took possession of the log-book. The first name on it—Cliff Kingham.

(Cliff subsequently explained that when he bought the bike in the 1930s, it was completely rebuilt for racing and not used on the road until 1949—as the log-book, dog-eared after passing through the hands of five later owners, testified. The other owners were: Norman Pickup, a Mr. Draper, Jack Kenworthy, a Mr. Stone of Huthwaite, Notts. and the last owner).

The bike goes. Several little things needed doing to it—like cleaning plugs and de-rusting tanks—and acceleration was good though not outstanding; the

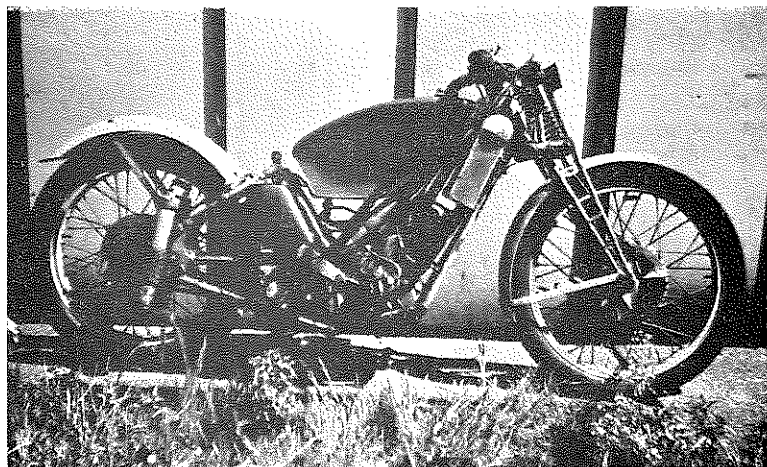
reason being, I think, a carburettor fault and persistent flooding. But the "Master" rear plunger-type springs gave a better ride than expected and seemed to blend well with the front fork action, although crash braking gave only fair retardation and showed up fork judder. Obviously the whole machine needs going through with a fine-tooth comb and the work of renovation will begin immediately I can locate a Bonniksen speedometer, two-inch left-hand exhaust system, pan saddle and Speedway radiator. (Any offers?) With my "Replica" I made the mistake of building the bike up as parts became available—instead of first checking that all the bits I wanted to incorporate would fit smoothly without chipping enamel and chrome-plating, as the bike took shape.

When everything that should be on the machine is on, the whole lot will be taken to bits and thoroughly checked to see what needs doing, then re-enamelled and chromed.

The present radiator has a left-hand filler-cap—as if for the race pits—and was recently fitted with a completely new core, of Birmingham Scott pattern. If any-one wants to do a swap for a radiator with honeycomb in good condition, I shall be pleased to hear from them.

The machine is a fascinating "find."

If any of the previous owners read this, I should be most interested to hear from them and I would particularly like to hear of their experiences with the machine, so that I can build up its complete history from new in 1929.



Val's recently acquired Kingham racer, shown here in the "as found" condition. The parts required to complete the machine are conspicuous by their absence. What with the T.T. frame, grafted-on "Master" rear end and modified tankage, the bike certainly bears little resemblance to anything out of Shipley.

SCOTTS I HAVE OWNED

by Eric Cliffe

My introduction to Scotts was via S.O.S. and A.E.R. Pre-war, I had a variety of 4-strokes ranging from a B.S.A. 250 c.c. to a 1,140 c.c. Royal Enfield and was not interested in 2-strokes until I was offered a 1936 water-cooled S.O.S. in exchange for my current model, a 1929 500 c.c. James s.v. twin.

The S.O.S. was a beautiful little machine with a 249 c.c. Villiers engine, a 4-speed Albion gear box with foot change, and twin upswept pipes. These were fitted with heat guards to protect the pillion passenger's legs, quite a "sporty" feature in those days.

Performance however, was disappointing. This was probably owing to the increased weight of water-cooling. Anyway it did not compare with the Velocette G.T.P., 60 m.p.h. being its maximum. The engine was of course, pre "flat top." I *did* like the smoothness though and it was not long before I swapped it for an even smoother machine, the 250 c.c. twin cylinder 2/stroke A.E.R. (A. E. Reynolds of Scott fame).

The engine was basically a couple of 172 c.c. Villiers units, set across the frame side by side and if you could stand the vibration caused by a bent crankshaft, she was capable of a fair turn of speed (68 m.p.h.). This then, was the machine which made me realise the potentiality of the two stroke twin and I was determined to purchase a Scott at the first opportunity.

My first Scott was a long wheelbase '27 500 c.c. Flyer with Scott forks an I purchased it in 1945 for £34 10s. It was rather rough and as the spares situation was pretty grim at the time, I bought a 1930 short wheelbase Flyer as well and made up a reasonable machine from the two. The left-overs found their way into the hands of a character named Hogan. He was a great one at tuning B.S.A. Bantams, and made my left-overs travel at greater velocity than my built up model!

Still, it saw me through till Michael Kitson was demobbed and the re-opening of Scott Motors & Kitson. The next 5 or 6 years were to be a 'Golden Era' with the gathering of the 'Clan' every Saturday outside Kitsons and bags of Scott talk inside. All this made a wonderful start to the weekend and if Ted Murphy happened to drop in from his workshop at nearby Randolph Mews, this was indeed, a Red Letter day. We youngsters used to lap up every word of advice given by the Great Man. With Scott Motors & Kitson in full swing the spares situation eased, as their policy was to buy Scotts for dismantling to sell as spares. Shipley was also getting into post-war production and shortly second-hand spares were augmented with brand-new ones. At about this time the London Scott Club was launched and one's whole existence was wrapped-up in Scotts with such chaps as Harry Chambers, Jimmy Chaplin, "Drip Feed" and towards the end of the period, "Egg Boiler" Shire.

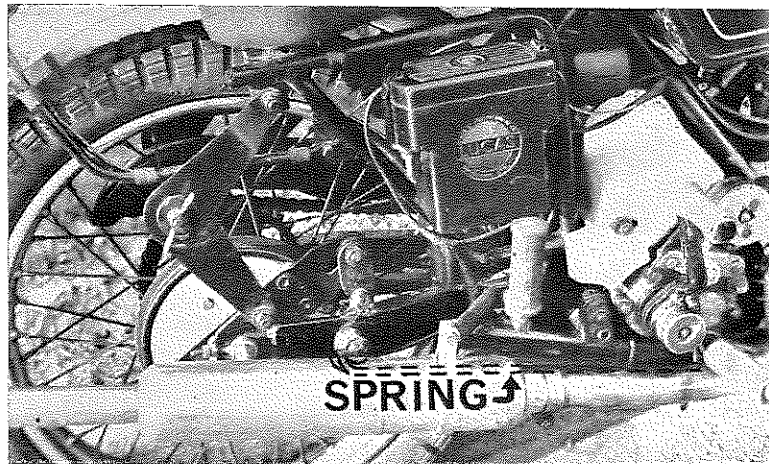
Such idyllic conditions made it easier to buy and sell Scotts and in quick succession I possessed a 1927 2/Speeder, a 1931 single down-tube Tourer, and a Clubman's Special. The Tourer was purchased very reasonably as the seller said it wanted a rebore. Upon taking the block off however, I found the only thing wrong was that both pistons had been put in back to front! Properly assembled the motor ran very well. The Clubman's Special was interesting in that it had swinging arm rear suspension. This was fairly rare in early post war machines which normally had plungers. The conversion was carried out by Donald Melhuish of Watford and he used a Ford 8 front spring sawn into two pieces and half put under each arm. He only converted two Scotts, Harry Chambers had one, and I had the other. Suspension was rather soft at the rear and hard at the front so I fitted Andre dampers at the back and replaced the Webb forks with ex-W.D. teles. This made an improvement but as I never felt entirely happy on her, she had to go.

Next came a couple of '29 Flyers and a '36 Flyer. All quite uninteresting and soon followed by an exceptional, standard 1938 Flyer which had been overhauled by Ted Murphy just before I acquired it. I have never owned a new Scott but imagine this one was the next best thing. Ted had gone all over this model with his characteristic thoroughness and it was the smoothest Scott I have ever ridden.

However, shortly afterwards I got smitten by the vintage bug and D.L.V. 49 was replaced with firstly a '29 600 c.c. Flyer and this in turn with a very pretty little 1927 3/speed Super complete with acetylene lighting. This is best remembered for its superb cornering ability.

Another year, and the pendulum started to swing the other way so the 3/speed Super was sold to make way for a '49 Flyer, the worst deal I ever made.

Luckily I picked up another Clubman's Special about this time (also with a home brewed frame) so there followed another grand change around and the Clubman emerged wearing full-width hubs and Dowty's from the 'fortyniner.' This time, the rear suspension being of an orthodox type, the marriage was a success and the result was a very comfortable fast machine, if a trifle heavy. It is at present owned by the Club Spares Secretary. I am at present Scottless but am on the lookout for a Sprint Special, so if anyone knows of one . . . !



This is Eric's Donald Melhuish converted Clubman. The leaf springs are cleverly fitted in below the bottom tubes. Eric has marked the position and the top leaf can just be discerned immediately above the pipe forward of the silencer. I'll admit, though, to not being greatly impressed by the appearance of the remainder.

BRITISH MOTOR CYCLISTS FEDERATION

The Annual General Meeting, at Starley House, Coventry, on Sunday July 3rd, was attended by 30 members.

The Secretary, Jack Wilby, referred to the main events of the year, including the Annual Rally at Woburn, the R.A.C. Training Scheme, the merging of the Fellowship of Riders Journal with "Unity," the friendly week-end camp at Stanford Hall, near Rugby, and the attractive range of new Federation badges, (for which there was a brisk sale at the end of the meeting).

Then the Public Relations Officer, Leslie Poole, said there was now more cover by the Press, and more members were being enrolled; there was discussion on accidents, and emphasis on standards of road safety.

The financial side was covered by the Treasurer, Chris Hawkins, where it was shown how the profit on raffle tickets had contributed so substantially to income, although the small surplus on the year's working should be improved next year.

On behalf of our Scott Owner's Club, the Secretary, Robert Rawlins, who had sent apologies, being unable to be present, was represented by Harold Scott, who has written this summary, saying at the meeting that the S.O.C. was not in sympathy in necessarily removing all Tunnel and Bridge Tolls; also that our Club would support the B.M.F. Stand at the Motor Cycle Show at Earls Court this autumn.

Ron Wilson said the membership of the Fellowship of Riders stood around the 800 mark, though this was likely to increase.

Other features of the meeting included the recent 70 m.p.h. limit, expanding the R.A.C.-A.C.U. Training Scheme, and removing purchase tax rates.

There were now some 16,000 members of the British Motorcyclists Federation, who would be asking each member-club to send in their certified paid-up memberships.

The circulation of the magazine "Unity" was some 2,500 copies at present, and the clubs were asked to encourage further sales, the improved journal costing only 6d. a copy.

There were now some 43 different clubs in the B.M.F., 10 new clubs, including the large "59" Club of Paddington, whose leaders were doing such good work.

The Election of Officers to serve for the following year rounded off the 6th Annual General Meeting, covering four hours, during which it was shown the tremendous amount of time and hard work that the officials had put in, to reach the present stage of progress, and an expression of appreciation was shown to the Chairman, Harold Booty, for such enthusiasm for such a good cause.

HAROLD SCOTT,
S.O.C. President & a Vice-President of B.M.F.

NOTE FROM THE NEW SPARES REGISTRAR

I have reluctantly realised for some time now that I would have to cut down my Scotting activities somewhat, to allow room for other interests, namely, two vintage cars, one my 1925 Ceirano.

Deciding to restrict my number of Scotts to the absolute minimum (i.e. three) and enough spares to keep them running during my lifetime, leaves me with a fair amount of available spares and the resignation of Geoff Lee, who has most ably held down the post of Spares Registrar for the last 4½ years, seemed a good opportunity to be of some service, both to the Scott Club and myself. It will take me a few weeks to re-assess the spares situation and to marshal them, so please be patient.

Of course I shall still need help with the majority of spares from members with information as to what spare parts they have available, as well as parts required. I'm sure there must be a lot of members with spares that they no longer require, but are too apathetic, or consider the amount of spares too small for them to bother to contact the Spares Registrar.

Remember, any spares, however insignificant you may consider them, may be what another member is crying out for, so please "do unto others" etc.

If any S.O.C. member has any ideas as to the extension of the services of the Spares Register, do please let me know. I know that many Vintage vehicle clubs and registers actually have spares that are in constant demand manufactured in bulk for subsequent sale to their members. We, on the other hand have Tom Ward and Geoff Milnes, as well as Scotts themselves, who fulfil this purpose, partially at least and so although I would be very willing to investigate the manufacture of parts in quantity, I don't think it is justified at this point in the Scott Owners' Club's (long may it prosper) history. I would, incidentally, be very wary about personally financing such a project, having seen too many people in the past becoming justifiably bitter due to being well out-of-pocket. I would, however, welcome details of members' experiences in substituting non-Scott parts to do a particular job on their machine, particularly where the Scott parts are unobtainable or difficult to obtain. If anybody has found satisfactory substitutes for, say, Dowty fork seals, main-bearings etc., please don't keep it to yourselves.

Anyway, perhaps you would let me have your general comments, suggestions, parts required and, particularly, for disposal and I will do my best to assist.
N.S.

Full support in this direction please. My conscience is clear—I've sent Nick a full list of all available stuff I have (and want). I personally feel the Club should be prepared to finance manufacture of a Honeycomb tubing, L.H. Exhaust Pipes, Super side shields, and similar items, and probably pistons at a later stage.

Regarding his last point, Dowty fork seals are, I believe, now available again. Our member Wilkins claims to have an easy answer to the "mains" problem, although I confess I don't fully follow him. Some time ago I approached Scraggs and Watley Ltd., the well-known bearing reconditioners, with a Super case with sound but pitted mains. Regretfully, however, they were unable, they explained, to do anything "in situ."

Ed., late Spares Registrar.

"POTTY COMMENTS"

Why did Scotts call their machines "Squirrels"?

According to an old-timer I met, who was very definitely anti-Scott . . . "They trained a squirrel (animal type) as a pet, to follow the test riders and pick up all the nuts dropping off."

Whenever I fill up with petrol these days on my Scott, it takes twice as long as with any other bike. It would seem that almost every garage-hand's father rode one in the T.T.—there must have been thousands of them!

THE SCOTT CYC-AUTO

I suppose these are eligible for the Club—98 c.c. single cylinder 2/stroke longitudinal axis of rotation to wormwheel at bottom bracket, then chain to rear wheel. Nothing new in all this, in fact an almost exact copy of a 1903 Starley design, produced by the Swift Cycle Co. at Coventry. If anybody wants one I have a good engine and frame (free) but no wheels. V.M.C.C. member R. Cresswell has hundreds of pistons. It would make an excellent light boat motor.

(An amusing point regarding the pistons. Following Ron's complete purchase of all Claude Rye's Scott piston stock and a note in "Yowl," they were going like hot cakes, so when they telephoned from the shop to say they'd discovered another hoard of Scott pistons and was he interested on the same terms as before, Ron (not a Scott owner himself) naturally jumped at the chance! And now he's "lumbered," literally surrounded by them and practically no market. It's recently been suggested he sells them in bulk for use as egg-cups! —Ed.).

REBUILD REPORT—V. F. 6543

by Geoff Lee

I wrote last April of the purchase of my 1929 T.T. bike, including some of the history of the race and of the machine itself. Scotts obviously hoped to repeat their previous year's success (3rd place) but although six machines were entered, basically similar to those used in '28, five retired for various reasons and Hatch in 13th position was the only finisher.

In fact my machine was dismantled shortly after purchase but not before I'd obtained a good selection of photographs of each side and included detail close-ups. It is remarkable what one can forget over a period of several months (years?) and previously I've found pictures taken initially most useful and psychologically very encouraging. It's particularly nice to have a picture of an early machine "found" in this way in its original "resting place" but in my case we had no flash equipment, necessary for a good picture, at the time of purchase.

Following dismantling to the larger units, all nuts and bolts being replaced in their respective positions, these were then wrapped in newspaper and marked for future identification. The frame, forks and wheels were exempted, the former being heavily oiled and stored and the wheels delivered immediately for shot-blasting and stove-enamelling. I made no attempt to remove either bearing cups or seals but arranged for them to be masked during the subsequent operations. I decided against any attention to spokes. As these were rusty but in good condition and the wheels reasonably true, I thought I would prefer to go for a complete rebuild with stainless spokes at a later stage if necessary. They have since received no more attention, except for the purchase of tyres. The front wheel takes 300 x 21 and as I opted for new tyres, (the others looking distinctly vintage) I bought a couple whilst I could. The rear wheel, however, is most unusual for a Scott 350 x 21, and previously only fitted to Brough Superiors. I was eventually able to obtain one through the V.M.C.C. tyre scheme, one of a batch bought from West Africa!

During this period I had been making extensive enquiries regarding the '29 T.T. bikes. Of the six, one of our other members has one also and we were able to compare notes. Cliff Kingham reports (*Yowl*—June '64) using some of the parts of Mainwaring's machine (presumably after its conversion into the first Reynolds Special for the 1930 race) for his own racer. A fourth is supposed to be in New Zealand, but this I have still to verify. (Owner: John Olsen, address unknown. Perhaps one of our N.Z. members would investigate?) I can find no trace of the remaining two. Nick Sloan has a gearbox stamped 29 T.T., whereas my own just says T.T.8., but then, I suppose they made some spares also.

I've not had a great deal of success regarding original snaps of V.F. 6543. (W.X. 179 was the only one of the '29 bikes to be registered for road use before the race but I've no record of whom the machine was ridden by) as the paddock pictures of Phil Vare show him on one of the previous year's machines used for practice. The motorcycling press information is, of course, of a general nature, whereas I feel sure not all the six machines carried the same modifications.

However, by the dismantling stage I could fairly positively identify the various non-original parts, which were kept separately but not disposed of, just in case.

At this stage, early '65, work came to something of a standstill as we'd agreed to holidaying that summer in my 1924 Crossley, which needed attention also, particularly in the paintwork and braking departments, so it was not till late in the year that I was able to think in terms of the Scott again. In fact I had no definite plans, except to commence work with the engine, this being my biggest problem in that, as the picture shows, the cylinders had been replaced by the later, detachable head, type. Ever since the purchase of the bike I'd been on the lookout for a suitable longstroke block and piston.s These are, of course, somewhat rare and difficult to find, particularly in good condition with boring room left and not all, of course had cylinder-wall oiling. I eventually located

a good example 596 \pm 0.020 ins. but no pistons. In November, Jack Woodhouse told me about Mectens on the Kingston By-pass, they were being closed down and had turned out some Scott pistons. This was in addition, by the way, to an amazing collection of pre-war bikes, including a Scott last taxed in '37 and now in regular use by our new member Colin Thomas.

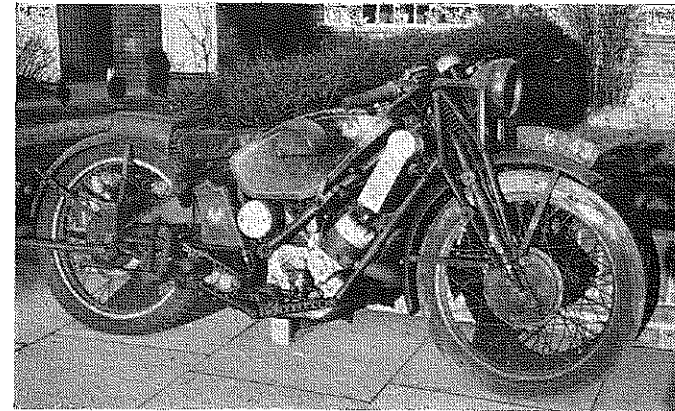
Mr. Meeten had a pair of pistons 0.030" oversize and as I'd measured 5 thou. wear this was an expensive gamble at £7/10/0. Now, as "vintage" members will know, reborers who can tackle blind heads successfully are fast becoming extinct and I made many enquiries before entrusting the job to Prince of Kingston. They made a good job at only £1 per bore including honing. When I checked afterwards I found they'd allowed 8 thou. bottom skirt clearance, whereas I suggested 5½- 6. However, in view of the scarcity of pistons this will, I hope, avoid any possibility of "picking up" and as I am quite prepared to sacrifice a few m.p.h. I'm not too dismayed. Not quite so successful were Prince's attempts at the machining of three circumferential grooves in each bore. Through inaccuracies in setting up, most of one of the highest (cyl. wall oiling) disappeared during honing. The grooves at the base of the cylinder skirt are not, I think, quite so important. I have just recently re-machined the top groove, with assistance, using a modified tank cutter and brace with home-made locations.

I have since spent some considerable time on detail modifications including the providing of oil holes in the piston bosses. The crank-case was fair for '29. (Comparison with a later case will show improved casting techniques but in some instances, careless machining). I'm not entirely happy with the main-bearings, as, although free from pitting or cracking or any looseness, one seems a little "proud" of its recess. However I'm not intending replacement at this stage and will rely upon new rollers and crank bushes here. These bushes, incidentally, were exceptionally tight and it was necessary to very carefully grind small sharp grooves at 180 degrees to receive the hook ends of two tyre levers. This is a system I adopt also for the big-end bushes in the event of them being at all tight, as I feel the less shock treatment to which the cranks are subjected, the better.

I'm awaiting my own rods being re-fitted with new big-end sleeves. I'm not going for exchange rods as mine seem a little better finished than normal. (About the only indication, apart from the T.T. 3 stamping, of this engine's special duties. I can only think that lack of time precluded any more attention to the internals, the inlet passages quite obviously received no special treatment).

The crank-case was thoroughly cleaned and examined. This exposed a few small cracks around the mountings, two stripped 2BA threads in the crank-case top flange and, I was annoyed to see, a cracked bridge due to over-enthusiasm on the transfer cover bolt. At some stage also an extra notch had been provided (probably for a better clutch cable run) adjacent to the carburettor flange. This was identified quite easily by the standard of the work—so much more delicate than Scotts themselves in 1929! I manufactured a small fillet, taken from an old case, and having prepared the remaining damage for welding, clamped it in position. I then took the case to a reliable welding concern local to me. I always find this part rather disturbing. Initially a collection of barely distinguishable hair-line cracks in the middle of an expanse of polished aluminium, are returned as immense "blobs," discoloured and running with flux, with a bill of (in my case) over £3 (expensive stuff this Argon!) Once one gets down to it though, with a small file and emery one can at least clean up the outside respectably, and I still know of no satisfactory alternative. One of our future contributors (I hope) has had some experience of the Metalock process on a crank-case with, I believe, satisfactory results.

Whilst the case was receiving this attention I devoted more time to the upper half. Having eventually obtained a good block and pistons I looked through my stock of water jacket "domes" and picked out the best. These vary both in size and pattern and I found the earlier ones (suffering worse from



Here's V.F. 6543—Again taken at the first opportunity prior to a complete strip down. "Improvements" in respect of the later detachable head cylinders, reversed L.H. brake pedal and lighting equipment can clearly be seen. So also can the magneto position, one of the most notable alterations with the enlarged tanks from the '28 machines. (As comparison with the picture in the June "Yowl" will show).

corrosion inside) were a much better fit, and lined up flush with the cylinder sides. To halt the corrosion I had the inside only sand-blasted and applied two coats of polyester resin of high temperature resistance.

One snag with the earlier domes and some cylinders also, is the use of steel rather than brass water pipes. Mine on both components were paper thin, having rotted through from the inside. To remove, I adopt a similar procedure found to work well with cylinder ferrules (these also are subject to corrosion and worth replacing but do specify 18 m.m. if you want to stay "vintage"). I use the end of a hacksaw blade and cut just through to the thread from the inside, then collapse the tube and unscrew carefully. In the case of the water pipes, these generally have only the upper two or three threads remaining intact. For replacement I used similar brass components from a scrap dome (from a Club auction sale). This had to be cut out to avoid damage to the pipe itself but I managed with some difficulty to unscrew a second longer brass one for the block, from a spare. Again, to avoid damage, I employed three hose clips done up tight, and stood the block in boiling water, dropping some small ice cubes down the pipe, previously blanked off at its base with a rubber bung. This was a last resort, I had not had any success and was on the point of sending off for a replacement pipe. They appear quite simple to make, should no replacement be available—1 in. diameter 24 T.P.I. And this was my next snag—having obtained the two good pipes and cleaned them up externally, they looked fine but would only screw down two threads. I was not able to borrow a tap this size and eventu-

ally fell back on using a 24 thread internal chaser, together with various small chisels and other sharp pointed instruments. Working in a good light I gradually worked around the threads using the sound ones near the lip as a guide. This process was laborious (less so on the aluminium) but eventually both the pipes would screw down their full depth. I intend fixing them back in position with Araldite, to compensate for the reduced thread strength and to ensure a permanent seal. I have, of course, taken the opportunity to clean up and polish the rough casting behind the pipe.

24 T.P.I. seems a favourite on these blocks, being used also for the half-compression valves 11/16 ins. dia., and the ferrules also 15/16 ins. dia. Regarding the former I'm told that on the T.T. machines these were fitted but not coupled up. I have, therefore, reconditioned a pair (unscrew the spring seat "nut" by clamping the valve head on its seating) and obtained new lock rings. I cut longitudinal grooves in one of the removed rings and using a fine grinding paste, eased the threads till the replacements were an easy fit. A special tool for these rings is available, which ensures adequate tightness without damage. I have manufactured as well some small brass plugs 1/8 ins. thick, which effectively fill the valve lift area. These will be fitted instead of the conventional thin copper washer and will form a permanent seal.

The light rust was then removed from the cylinder skirts and I carefully increased the internal chamfer at their base. This gradually disappears with subsequent rebores but makes ring fitting so much easier. The various threads were cleaned out and the old carbon removed. I also had a fine round the water jacket passages and dislodged a good deal of flaky rust. One small job was to resurface the tap seating and examine its thread. These are 1/8 B.S.P. (0.383 ins. O/D) 28 T.P.I. of course and the fine thread form soon suffers from the corrosion effects. Mine is just about O.K. but rather than tap out to 1/4 ins. B.S.P. (gas thread if you like but 0.518 ins. dia.) with an adaptor I would prefer to investigate the "Helicoil" type inserts (a sort of spring with diamond shaped wire used with a special oversize tap) but whether these are satisfactory in other than blind holes and if available in non-ferrous form, I don't know.

I have also spent a considerable time filing smooth the block, which fortunately has survived intact without cracking along the rear shoulder as was the case with most of the others I've had through my hands. This filing and emery polishing is a "must" if the original "Scott" lustre is to be re-created on the block. I was intending to employ the well-proven recipe of clear Valspar and Alizarin crimson (by Windsor & Newton) but recently our Secretary has recommended a polyurethane varnish instead as a base, having greater temperature resistance, which I shall investigate.

Coming back to the drain tap, I discovered amongst my miscellaneous spares a rather delightful "vintage" example much better proportioned than the latest mass production type and now the "battle scars" have been removed it looks very well. I discovered afterwards that, in the conventional position what should be "OFF" is in fact "ON" and this will have to receive attention, without too much strength being sacrificed I hope.

The only other attention given to the block was to tap out the two outer manifold bolt holes to 3/8 ins. B.S.F. and to fit stepped studs permanently. This, I've found in the past, makes pipe fitting a little more difficult but I feel it is unfair to that cast iron to use bolts here.

I have completely "built up" this cylinder assembly, ferrules, dome, block, pipes, etc. and I believe prior assembly of this nature, before final polishing and painting is thoroughly worthwhile, as the final job is so much more straightforward and your "concours" finish can be preserved. I found, for instance, that to ensure a good seal both at the ferrules and around the jacket edges the copper/asbestos washers needed compressing quite tightly in the jaws of a vice to make them appreciably thinner.

One further job which has occupied a few recent evenings, is the examination of the flywheel assembly. The flywheel itself seems sound and in good condition,

the sprockets appear original and although a little worn I don't intend replacement just now. The packing gland tongues have, of course, "left their mark" but to a depth of only 1/16 ins. which I think not sufficiently bad to warrant remedial action at present. Due, I think primarily, to the Scott's previous owner's lack of attention, a layer of dust and oil formed early on the flywheel, thus providing a very effective barrier against damp and fortunately it is now free from the heavy pitting which is so often found over the "exposed" portion. On a home made rig I have spun the flywheel and polished lightly with emery cloth and am very pleased with the result. On any previous occasions where flywheels were concerned, I always had to contend with either rust "arc" mentioned above or the dreaded side slap of the loose chains having made their distinctive pattern. This has naturally made some paint finish automatic (I favour aluminium here) but in this case I am considering a clear lacquer over the polished surface; I think plating here rather too gaudy and non-original anyway. I do believe originality to be the ultimate criterion where rebuilds are concerned, and if that statement appears to contradict the foregoing, I would suggest you think in terms of polishing a Scott gearbox casing all over! I've seen an attempt at this but it didn't appeal.

V.M.C.C. Banbury Run. 36 Scotts entered for this event, just pipped by 2 by Triumphs for the highest number of one make in the Rally. When one considers the great difference in the numbers manufactured by the majority of makers, and Scotts, it does show how well Scotts have worn over the years.

FROM THE TECHNICAL CORRESPONDENT'S POSTBAG

Q. My 1961 Scott has a gear drive to the distributor. I filled this with oil to just above the gears, but on checking a week later the oil had practically vanished. Are these gears automatically lubricated from the engine as I can find no level plug?

A. You have hit upon just one of the Scott mysteries to which there seems to be no official answer. The only lubricator fitted here is for the distributor bearings and frequent attention to this is vital, since the parts work at engine speed instead of half this. Wear on the top distributor bearing plays havoc with the contact breaker settings giving rise to "stuttering" at over 4,000 r.p.m. Lucas units have a hollow screw inside the cam which is revealed after removing the distributor cap and rotor arm. Others have a hole in the top platform and a wick feed, but I cannot be sure about the Birmingham Scotts. Only a few drops will go in at a time, so do it weekly. This oil finishes up in the gear compartment, but it is not enough by itself. Most Pilgrim pumps leak out of the driving spindle bush and this seems to provide sufficient. Some people drill and tap the casting and fit an O.B.A. screw as a plug. A few squirts with an oil can is then their self-imposed weekly task.

Q. I am intending to install "Loftylube" on my machine but do not want to drill the crankcase at the sides. I intend to fit the ball-valves in the drain-plugs and connect up by small banjo unions. Are there any theoretical objections?

A. The objections are strictly practical. The ball-valve and filter would be submerged in the "Hoffman Hotpot" that invariably occupies the crankcase-well. However, it was intended originally to do as you suggest using a short tube to raise the intake level, until it was recalled that the present 1949 mount, when originally purchased in 1953, had the top knocked clean off one of the drain-plugs. The other was lost soon after whilst driving into a scramble meeting. 'Nuff said?

MIDLANDER'S VIEWPOINT

by Stan Thomas

Due to the combined efforts of Mr. Rawlins, and the generosity of the Morgan Three Wheeler Club, a "Scott Only" class was included in the programme of the Morgan Club's National Sprint Meeting at Church Lawford on May 15th.

Only four club members applied for regs., each one a "hardened" sprinter. It is possibly true to say that the greatest deterrent to any would-be sprinters in the club is the high cost of racing leathers, as £20 or so is a bit much for a once-a-year "blind" to say the least.

Still, our three gallant riders gave the crowd some wonderful "music," and acted as fine ambassadors of our cause. (I say three riders, as Pete Taylor was unfortunately delayed, although his bike arrived!)

Our lads were not only in the Scott class, but entered in "Vintage" and "Racing" events also, so they each had plenty of runs.

John Hartshorne seemed to produce too much power on take-off, for he was snaking for the first 30 yards, but, as John explained later, "I was so thrilled to see over 5,000 revs. on the clock that I kept it wound on." Just as well, I hate to think what would have happened had he shut off!

You may recall mention of a shield presented to us at the A.G.M. It was a beautifully made shield, upon which was surmounted a chromium-plated crank, and a Scott Owners' Club badge. Well, I think this would make a very apt trophy for the winner of the S.O.C. sprint class, so this will be presented at the Rally to the man who made fastest time in the Scott Class. Taking the best of two runs, the results were:—

Hartshorne (J)	16.09	16.43
Best (J)	16.69	16.85
Shire (D)	16.78	24.66

So John Hartshorne will be the holder of the shield until such time as someone puts up a faster time. This may not prove difficult, as actually Jim Best was faster than John Hartshorne's best run, but alas, not in the "Scott Class."

The first bit of P.R.O.ing I did for the Club, was to delve into the rumour that appeared in the last *Yowl*, regarding the connection between Matt Holder's 350 c.c. racer, and a certain offer by Herman Meier to tune it for the T.T.

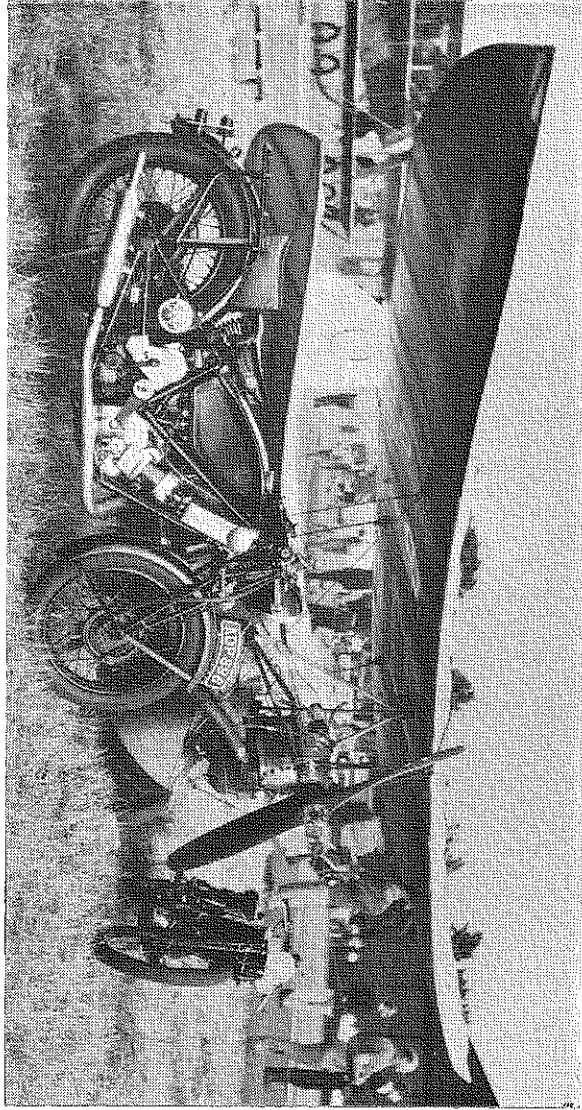
The story being circulated I discovered, is that Mr. Meier has offered to tune the 350 for £500, promising that unless it finished on the leader-board of the Junior, he would not receive a penny.

The above is "without prejudice," and is only a rumour. I leave it entirely to you as the individual, to come to your own conclusions.

I heard another rumour the other day, in more lighthearted vein. It appears that a shipment of Vintage Scotts left a certain Marston Green Museum, en-route for an unknown destination on the South Coast. Not unlike the Great Train Robbery, probably an inside tip-off, led arch enemy Vite Lyall (ably assisted by other villainous vintagents) to venture out of their Lickey Hills hide-out, and way-lay our intrepid travellers. Little did they know that we knew that they knew of the shipment, and some fast thinking fooled their ambush.

At the battle of Gudgeon Pin Gap the bandits were met by the Keyway-Stone Cops, and the fearless Matt-Man, Vice-President of the S.O.C. After Mr. Lyall had had his 1912 concours horse shot from under him, he beat a hasty retreat to a nearby transport cafe. No need to worry, however, for even if his plan had succeeded, unknown to him, the loads had been switched, and all he would have got for his trouble would have been a lorry-load of Yamaha spares. After a plate of eggs and chips, he and Al Capone Cooper left empty-handed for home.

Possibly the biggest disappointment we have suffered this year, is the cancellation of the T.T. races. It seems a pity that our own countrymen have achieved what had only previously been accomplished by the efforts of the bosch and a certain little paper-hanger! Still, all being well, when the races are run on the



The above is reproduced by the courtesy of "Motorcycle" who kindly loaned the block. It was taken at the Vintage Car & Air Display at Elstree Aerodrome, Herts. on 4th June and appeared in their issue of the 30th. Commenting on the three Scott engines featured, they refer to the two bikes and the third—"is inverted and with a propeller mounted on the crankshaft provides the motive power for the "Plying Flea" aircraft. Well, not really, for the 'aircraft' can only taxi!" This was, I thought, a little unkind, as although notorious in this respect, (a friend of mine recollects several of them pre-war, baring up and down the runways at Heston, trying to get into the air—obviously not Scott-engined!) they were I believe somewhat difficult to control for the amateur, and this particular example was clearly in no condition to fly. In any case, for some years now "Pleys" have been outside Certificate of Airworthiness standards, so it's illegal as well! The two machines are Glyn Chambers' nicely original Flyer and Dennis Howard's "bespoke" Sprint Special. An article on the latter by Dennis himself is scheduled for later in the year.

revised dates i.e., 28th-31st August and 2nd September, we will endeavour to run off our "Manx" events as usual, including the club run on Thursday (1st September) afternoon, meeting at the Villa Marina. If you are in doubt as to arrangements etc., you'll find the "gang" any evening at the "Old New Inn," Laxey.

Tell me, do you feel "wobbly," and have coughing fits first thing in the morning. You do—then what you need is a new set of cups and cones, and a new carb. body (3 hole fitting) from Jim Best, price £1 and 15/- respectively, plus a small donation for the Postmaster General. Jim's address is:—

17, Stirling Road, Whitton, Twickenham, Middlesex.

While on the subject of buying things, I have arranged with Messrs. Jones, of the Bull Ring Centre, Birmingham, for a 10% discount (for all S.O.C. members, upon production of membership card) off all motor-cycle clothing, gloves, boots etc. I hope to extend this to tyres and batteries etc., soon. More details in next "Yowl."

Those of you who read "Motor cycle Sport" will have seen a report on page 204 of the June issue, regarding a 2/speeder with hand-operated clutch. This I find rather intriguing, so perhaps some-one can shed a little light on this matter, and give details of this conversion, as it should make an interesting article in "Yowl." Perhaps I should mention, and here I quote the magazine:—this is a genuine 2/speeder, and not a normal gearbox with "wonky cogs." Any offers?

Happy Scotting, hope to see you all at the T.T.

(We are expecting an article for "Yowl" later in the year by "Titch" Allen, the owner of this particular machine.—Ed).

Ron Cresswell at 126, Henniker Road, London, E.15 (phone Maryland 3901) still has a few Hepolite Scott pistons left:—

No. 5068 (498 c.c. longstroke) 1 pr. std. 1 l.h.std., 2 prs. + 0.020 ins, 1 l.h. + 0.20 ins.

No. 5069 (596 c.c. longstroke) 1 pr. std.

No. 1418 (498 c.c. shortstroke) 3 prs. std. 1 l.h. std., 1 r.h. + 0.030 ins. 1 r.h. + 0.060 ins.

No. 1417 (596 c.c. shortstroke) 1 l.h.std. 3 r.h. + 0.030 ins.

No. 10593 (596 c.c. longstroke—3 ring) 2 prs. std. 1 l.h. + 0.030 ins. 1 r.h. + 0.060 ins.

Pistons are approx. £4 pr.

Ron has also plenty of gasket sets, suitable for long and short stroke "blind-head" engines—good value at 4/- complete.

Amidst the growing consternation regarding the inflated prices being charged for "vintage" and similar type machines, now noticeably spreading to two wheels as well, it's refreshing to record the recent purchase of a 1933 Reynolds Special by one of this month's contributors for—£2!

National Rally, Sunday, September 11th. The British Two-stroke Club have again been invited to join us at Evesham. They are giving an award to the Scott rider who covers the greatest mileage to take part in the Rally.

Water-cooled heads on Supers. In cases of deterioration of the seating of the central fixing point, a washer made of Hallite, the same thickness as the C.A. washer, will give a water-tight joint.

QUESTIONNAIRE COLUMN

Can I raise the compression ratio of my 1939 Scott Cyc-Auto to 11.5 to 1? The vehicle is in perfect condition throughout. Will it run satisfactorily on 50-50 Alcohol-nitro mixture and what should I expect in the way of power output?

"Potty" Chambers.

Since the machine is no longer currently manufactured, and parts are hard to come by, it would seem a pity to subject a good example of an excellent machine to such experiments. In any case, information on the machine generally and more particularly from the point of view of tuning for performance, seems to be lacking. However we were able to glean something of interest from the notes of the late Professor Phlipp, designer of the supersonic bathyscaphe. Professor Phlipp used a Scott Cyc-Auto it seems for his daily journey from home to work. Repeated warnings for his late arrival led him to try more and more adventurous experiments in tuning this little vehicle to cover the distance in an ever shorter time. We quote from his notes . . .

19th May, 1948.

Average time for the four miles this week was 5 mins. 32 sec. The 3 inch bore carburettor seems to be doing the trick. Clocked in 1 minute late again this morning.

3rd June.

First ride on the 10.1 compression ratio. Most disappointing, since the piston crown kept closing down the plug gap at over 9,000 r.p.m. Clocked in 5 minutes late.

8th June.

Fitted a short-reach Krakatod spark plug and Battersea Magneto. Engine had not sufficient torque to turn magneto, so reverted to original equipment, installing a "Cladgit" Spark booster instead. Results promising, arrived only 2 minutes late today.

9th June.

Machine outstanding but I can't! Krakatod exploded this morning and I acquired a piece of porcelain perfectly placed in my periphery. Actually, as the nurse remarked, it looked very neat, but I could not bear to think about the time when sandblasting would become necessary. After a visit to hospital, clocked in 1 minute before knocking-off time.

1st August.

Slight fracas this morning with a maniac in an M.G., who referred to the Model as "a galloping hairpin." Craftily slipped a couple of pounds of sherry into his tank when he stopped to get a newspaper. It made no difference at the time but it should worry him quite a bit when he tries to wash it out.

12th Sept.

Raised compression ratio to 11.1 and filled the tank with 50-50 Alcohol-nitro mixture. Increased main jet to $\frac{1}{4}$ in. Drilled $\frac{3}{8}$ ins. hole in top of carburettor intake flange. (This makes no difference to the performance but is handy to hook the machine up on the shed wall).

13th Sept.

Kicked machine for $\frac{1}{2}$ hour. It would not fire so I stripped the engine.

14th Sept.

Pushed machine for $\frac{3}{4}$ hour. It would not fire so I stripped the engine.

15th Sept.

Towed machine for 1 hour. It would not fire so I tried heating the plug. It then fired once and the engine stripped itself.

It was on 16th Sept. that the Professor left England for his bathyscaphe experiment, and his unfortunate demise. We hope his notes may offer some instruction for our inquirer. Unfortunately, he did not record the power output, but it must have been terrific. An interesting outcome of the Professor's "Mopedial Ministrations" is that his dismantling formula of 50-50 mixture and

a red-hot plug is still used (in conjunction with a high-speed camera) for the preparation of those "exploded" drawings, beloved by all readers of the popular motor-cycling press.

THE BRADLEY INLET VALVE

by Philip H. Smith, M.I.Mech.E.

Some time ago, "Yowl" published a few particulars of "Felix," the all-conquering Scott Special combination, built by Bill Bradley in 1925, and which is still going strong. "Felix" however was much more than a highly unusual sidecar outfit. For over ten consecutive years the machine served as a mobile test-bed, on which many inventions aimed at better Scotting, were tried out. The same thing has been going on, at longer intervals, ever since. And apart from motorcycles, Bill has been inventing and patenting mechanical things all his life; his last patent was taken out last year, around his 80th birthday!

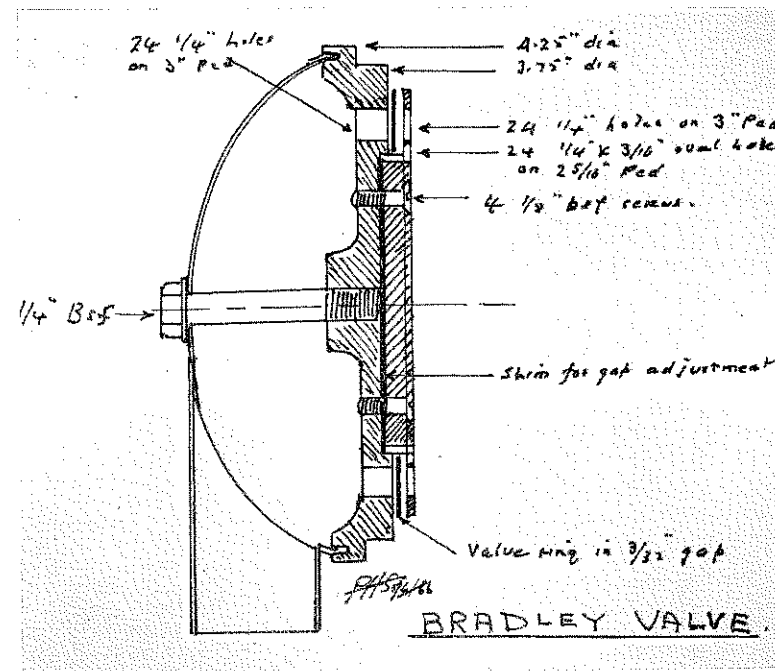
Amongst the most successful modifications ever fitted to "Felix" was the Bradley plate-ring type inlet valve, duplicated on each crankcase door opening. This is the kind of development on which Scott enthusiasts might really want to "go to town," though rather surprisingly, little interest has been shown by the few who have actually viewed the valve assemblies in the flesh. However, a description may arouse interest, as it should be pointed out that employment of such an inlet valve, instead of the standard port system, enables internal alterations to be made to the engine which materially improve the scavenge efficiency.

Each valve assembly comprises a plated outer chamber shaped like a bell-gong (that being in fact what it is). Into this, an induction stub is brazed. The open side of the bellhousing is closed by a circular aluminium plate, suitably turned with a spigot for the door opening. A second plate is firmly secured thereto by four screws and a central spigot, so as to leave a gap which is adjustable by shimming at the spigot. Between the plates, in the gap, a ring-shaped valve is located, and can float axially on the spigot. Both outer and inner aluminium plates are drilled around their outer diameters for passage of the gas, as shown in the sketch.

On the induction stroke, the depression at the holes in the inner plate pulls the valve-ring firmly in contact therewith, and allows the suction to be communicated over the inner and outer edges of the ring, and through the holes in the main valve-plate, to the bellhousing and induction pipe. On the crankcase compression stroke, pressure through the holes in the inner plate presses the valve-ring firmly in contact with the holes in the main plate, completely sealing off the crankcase from the induction system. In the manner of all plate and reed-valves of this type, an inherently variable timing is obtained, as dictated by engine load (see "The High-speed Two-stroke Petrol Engine," page 143).

One carburettor may be used, in conjunction with a long U-shaped induction pipe; alternatively two carburettors can be mounted, one on each bellhousing stub. Basic internal modifications to the engine involve blanking off the existing inlet ports and carburettor flange. However, since the piston skirt design is no longer determined by the necessity for inlet port control, a vast improvement can be made to the transfer duct entry, this being the most serious bottle-neck in the whole Scott scavenge system. Providing a properly designed exhaust system is also used to prevent loss of live charge, the increased volume of burnable mixture present on the firing stroke gives an appreciable increase in working pressure, and thus greater power, with no increase in rev/min. On the other hand, since the valves will operate at revs. up to 5,000 there is good maintenance of torque right up to peak.

Various materials have been used for the valve-ring, which obviously must be as light in weight as possible, but at the same time satisfactory from a sealing viewpoint, for which a degree of flexibility is desirable.



THE 1966 BANBURY RUN

by Stan Thomas

Probably the largest collection of Scotts to be found in this country, other than at our National Rally, is at the V.M.C.C. annual Banbury Run. This event was no exception, for there were no fewer than 36 Scotts entered this year.

The weather could not have been better, and hundreds of spectators lined the formidable Sunrising Hill to watch the cavalcade of over 300 machines. Their efforts were not unrewarded, for they were soon treated to the sight and sound of some fine Scott riding.

Only two things marred this wonderful day. First, we were outnumbered by those Meriden-made 4-strokes, and secondly, Stan Greenway, on his beautiful 1912 model, our only representative in the Veteran class, blew a gasket on his way to the meeting and had to return home. He returned later, however, on a concours Cyclemaster!

One amusing thing did ensue from his breakdown, however. He was travelling in company with George Stevens, (George and Kitty were in their van). When he broke down it became obvious that there was not room for the bike, George, Kitty, Stan and the baggage, so poor Kitty had to go out into the cold, with a two-hour wait at the roadside.

I say Mr. Greenway was our only Veteran entry, although a Mr. Rooke of Isleworth (No. 52) was also a Veteran entry but according to my membership list, Mr. Rooke is not, as yet, a member of the Club. My apologies, Mr. Rooke, if you have since joined our ranks. About six riders joined our Club on the day, but Harold Scott departed without passing on the names and addresses etc., to me.

Mr. D. F. Griffin of Whittlebury won the Class "D" award with his 1930 Flyer, for the best 1925-30 machine.

Stalwarts Alan Cooper and Dave Tallboys, made their "umpteenth" appearance, along with many Scott personalities too numerous to mention. John Lyall was a concours judge, with Ron Mountain, Harold Scott and Mr. Underhill, looking on. George and Kitty came all the way from North Wales to represent the Club with their book-stand. Between them all they made it a real Scott day.

Next year Stan has promised new gaskets, and with a little concerted effort from us all, we should even outnumber those Rickardo Roadsters.

PROVISIONAL RESULTS—SCOTT RIDERS

<i>First Class Awards</i>	<i>Town</i>	<i>Year of M/c</i>
J. Rooke	Isleworth	1912
R. Rawlins	Swallowfield	1924
C. Whitlock	Birmingham	1925
D. Williams	Northampton	1930
J. Thomson	Driffield	1926
J. Hobley	Bristol	1930
C. Missen	Leicester	1930
A. King	Luton	1928
W. Langworthy	Chilwell	1925
D. Griffin	Whittlebury	1930
K. Pratley	Nottingham	1929
G. Silk	Haslemere	1928
L. Geeson	Grantham	1928
A. Cooper	Birmingham	1929
D. Cox	Chaddesley Corbett	1927
B. Bliss	Tewkesbury	1930
J. White	Billingshurst	1926
F. Banks	Waltham Cross	1929
R. Jones	Sutton Coldfield	1929
J. Simpson	Oldbury	1930
A. Robinson	Worcester Park	1930

<i>Finishers Awards</i>	<i>Town</i>	<i>Year of M/c.</i>
D. Tallboys	Inkberrow	1924
R. King	Luton	1929
H. Chambers	St. Albans	1929
G. Gardiner	Barry	1925
R. Hill	Cardiff	1926
C. Slater	Newcastle	1927
R. Ives	Hyde	1929
E. Elmer	Barton Seagrave	1926

P.X. 9832—MY FIRST SCOTT

by G. E. Clifford

My first impression of the Scott goes back to about 1925, when motoring in the Fens with my father driving his Willys "Overland" touring car. On this occasion we had stopped for petrol when I, as a very small boy, noticed a peculiar motor-cycle at the garage—there were no "filling stations" as such in those days.

This machine had a "lady's model" open frame and water-cooling, which to me, as a small boy, looked rather effeminate and, moreover, the owner was having difficulty starting it. I was not very impressed, and the Overland was started on the starter and driven away. However, we had not got very far before we were overtaken by this "effeminate device" which was not only doing at least twice the speed of the Overland, but also had a much more sonorous and smooth exhaust note than anything I had ever heard before, on two or four wheels and that includes the Carden twin two-stroke cycle-car, which constituted my very first impressions of motoring, incidentally.

At an Air Display in the Pickering area of Yorkshire, a year or two later, I was to witness a motor-cycle being driven through a sheet of plate glass "at the fantastic speed of 60 miles per hour." This was, of course, another oval-tank Scott, and although I was not very technical at the time, the Shipley product seemed much more of a real machine than the "pop-pop" of the popular Levis two-strokes, or the horrible clatter and/or slow beat of the four-strokes of the time, with the possible exception of the Douglas and A.B.C. The Vee twins, of course, had to fire with an irregular beat, and whilst some of them were very fast, I thought they were horrible.

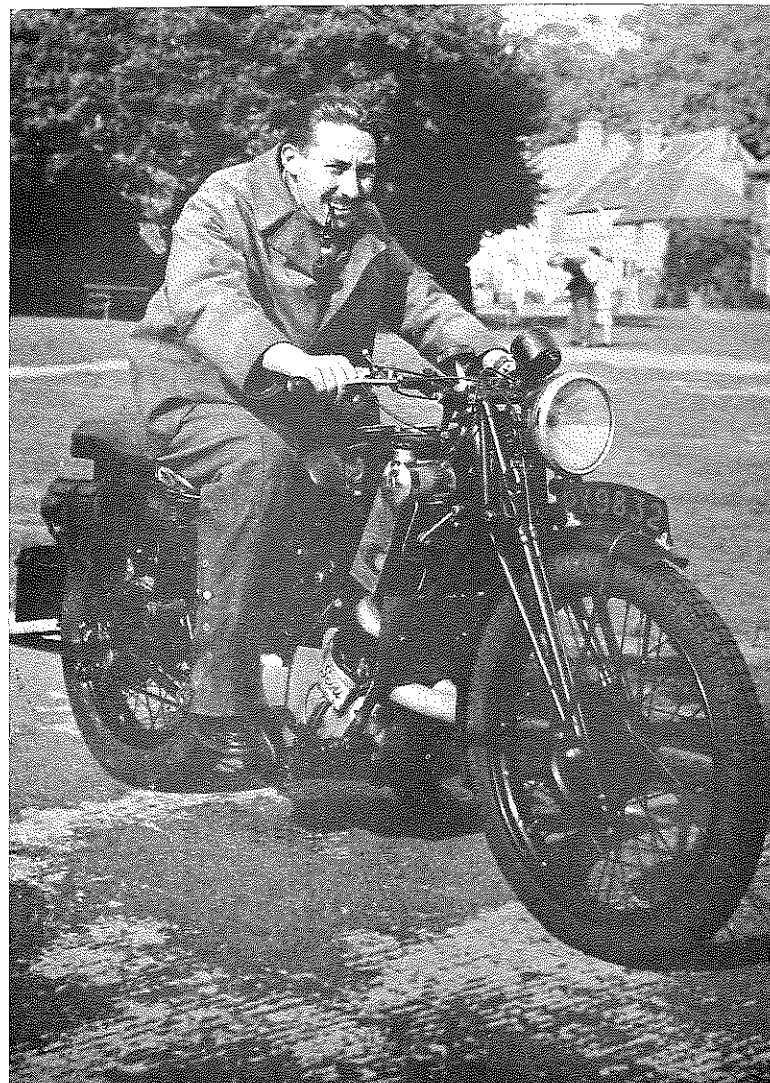
So much for the infantile impressions, and it was almost another twenty years before I could afford to have a motorbike, an A.J.W., with a Rudge Ulster engine, which I got in pieces for a very small sum and built-up to make the fastest bike I have ever ridden. At that time, by the way, just after the War pre-war Scotts were fetching fantastic prices—far too much for me. Once I dreamed I was on a Scott, and when I woke up I came down to earth and felt I would just have to put up with the "clatterbox" or "b . . . growling tiger" as my mother called it (the index plate was B.G.T. 703).

However, fate took a turn for the better, and I scoured P.X. 9832 for the sum of £40, whilst I sold B.G.T. 703 for £55—about £15 clear profit after twelve months' use.

This Scott was 1929—seventeen years old at the time, and although it ran beautifully when purchased, I thought it really too old to be any good, especially when it seized-up on me the first time out. However, the reason for this was merely a fractured oil pump body, where the oil union screwed in, and a new piston for 30/-. and a new oil pump (for less than that I think) got the ex-Mr. Blackburn's Scott going again. Yes, this machine had been originally owned by the great engine designer, then by a Naval Commander, and then myself.

I was soon to find that with such a simple engine, and with spares at pre-war prices, all available direct from Shipley, with Mr. Cull personally dealing with my letters and with Messrs. Webbs keen to re-bush the original girder forks, I soon got this machine as new, for a very small sum, and in the ten years I had it, in regular use, it gave me far more pleasure than any other vehicle I have ever owned.

I regularly went home from Willesden to Norwich in 2 hrs. 10 mins., and to Sheffield in 3 hrs. 20 mins., when the A1 was like a country lane compared with what it is now. As a matter of interest, with all the by-passes and dual carriageway, I have only marginally beaten this latter time with a car that can cruise in the "eighties." This was before the 70 m.p.h. limit, of course. I well remember giving a service-man a lift from Sheffield to Huntingdon in those days—I must have got carried away by what could be done with a Scott—when the chap got off, his knees were knocking together with fright, and all he could say was "B . . . Hell, it doesn't half go."



GERRY CLIFFORD

I fitted a side-car to this machine when I became a family man, with my sympathetic wife seated in a sports side-car, with cut-away sides and a little "demon" on her knee. This lasted for a few years but in the end I had to sell the outfit for a car, as I could not disgrace this device with a heavy "chair." I got £20 more than I gave for the bike, after 10 years use and spent some of the money getting some parts to make another Scott, but that is quite another story and I think there are some members of the Scott Club who know something about that.

Does any-one know where P.X. 9832 is now ?

CHANGE OF ADDRESS

- Pickup, N., "Arden House," Chelford Road, Presbury, Cheshire.
 Smith, Roy, No. Cottage, Amington Hall, Asby Road, Tamworth, Staffs.
 Ainscough, Eric, 235a, Wigan Lane, Marylebone, Wigan, Lancs.
 Bush, J. D., "Ashwood," 6, Ashfield Road, Sleaford, Lincs.
 Frazer, Angus, "The Cottage," Bulls Bridge, Cowfold, Sussex.
 Heath, C. W., 20, Argie Road, Black Rock, Co. Dublin, Eire.
 Hobley, J., c/o The Crown Agents, 20, Arcade Chambers, High Street, Brentwood, Essex.
 Brooke, G. V., 6, Moorside Road, Brookhouse, Nr. Lancaster.
 Cumming, B., 204, Summergangs Road, Hull, East Yorkshire.
 Ransley, D., 37, Rooley Lane, Sowerby, Sowerby Bridge, Yorks.
 Rycroft, P., "The White House," Upper Wanborough, Swindon, Wilts.

NEW MEMBERS

- Bartlett, Derek, 32, Melbourne Avenue, Ramsgate, Kent.
 Belton, Alan F., 78, Tower Road, Boston, Lincs.
 Belton, Michael, Brooklyn House, Bank Farm, Old Leafe, Boston, Lincs.
 Buckmaster, C., Brettenham, Ipswich, Suffolk.
 Budd, Lawrence, 66, Chaucer Green, Croydon, Sussex.
 Claque, Juan, Kionslieu, Howehill, Port St. Mary, Isle of Man.
 Durose, Derek R., 1, Hilltop, Breadsall, Derby.
 Goldsmith, L. D., c/o Wm. King Ltd., 52, Mark Lane, London, E.C.3.
 Jackson, H., 32, Spen View Lane, Bradford 4, Yorks.
 Lamb, Robert W., 26, Priory Close, Denham, Nr. Uxbridge, Middx.
 Moore, Bruce, "Brandywell," Lincoln Gardens, Claydon, Suffolk.
 Moppett, A. C., 979, Yardley Wood Road, Kings Heath, Birmingham 4.
 Mugleston, A. J., 24, Woodville Road, Overseal, Nr. Burton-on-Trent, Staffs.
 Nicholls, G. A., 15, Stratford Road, Salisbury, Wilts.
 Pollard, Ian, "Kooteway," 37, Station Road, North Mimms, Herts.
 Ross, Graham, 12, Sutherland Drive, Giffnock, Glasgow.
 Sheffield, D., 96, The Avenue, Linthorpe, Middlesborough, Yorks.
 Tennant, Alan W., "Greenhedges," Fir Lanes, via Werrington, Lancs.
 Thornton, Wm., "Fairview," Kirby-cum-Osgodby, Nr. Market Rasen, Lincs.
 Williams, Wm. C., 28, Tolcombe Street, Cambourne, Cornwall.
 Mudie, Dr. A. A., "The Grove," Kirton Lindsey, Gainsborough, Lincs.

CHANGE OF ADDRESS

All members who change their address should notify the Membership Secretary, Mrs. Avis (and her only, please), immediately, at 3, Bosworth Road. In future, "Yowls" will be distributed from this address also. Back numbers are available for any months '64 or '65—2/6d. per copy.

Dennis Bowman, at 13, Wheatfield Rd., Old Bilton, Rugby, writes to say he has unearthed a 5th '29 T.T. Scott. The Registration No. is W.X. 3100 and the Engine No. 29 T.T.6. Included in the sale are parts from another machine, possibly also an ex-T.T. mount, and from these Dennis hopes to build a vintage sprinter, (he is already sprinting a 1936 595 c.c. job). He asks if I can help with "gen on originality etc." I hope to visit him shortly and will be interested to examine this machine.

Dennis adds that he also knows of two 2/speeders (one open-frame job) of the early twenties, at not more than £40 apiece. I shall investigate this further.

Since acquiring my own "specialist" machinery, and being concerned with the tracing of the other known examples, and from my experience of Spares Registration, it occurs to me that the publication of members' names and addresses as owners of similar "rare birds," would be to their mutual benefit. As a start, I would suggest the "Veteran" class, and if all members would let me have details of any veteran Scotts known to them, (including, of course, those in our own Register), as soon as the list is considered complete I shall be happy to include it in "Yowl." (Perhaps some of our V.M.C.C. members could help also, and, of course, it should be remembered that relatively few veterans are 100%, so even collections of "bits" should be included). I myself have knowledge of nearly 20 of these early examples.

FOR SALE

600 c.c. FLYING SQUIRREL. 1934 frame. 1939 engine. Most parts available, should not require much work to get on road. Partly fitted Scott H.P. Swash-plate oil pump, believed from 1933 Reynolds T.T. Special. Buyer views by appointment, arranges collection. Offers over £25.

C. E. Williams, 23, Harrington, Northampton.

Attention spares seekers--All the following are in good condition: LE rad. £3; 1928 undertray, £2; 1928 3-sp frame, £5; s/stroke 600 c.c. engine minus pistons, £5; 1928 498 c.c. s/stroke complete, ready to install, only 2000 miles since Tom Ward overhaul, £15; 1928 Tourer tank, £1; 1950 frame, ex-Brian Woolley, £5; 1950 3 gal. tank, oil built-in, £2; 1928 rear hub, spindle £1; ditto front, £1; Modern centre stand £1; 600 c.c. 1/stroke cylinders, needs drain hole tapping, 10/-; 42 tooth flat rear sprocket 10/-; pair k/s springs 10/-; outrigger plate bearing, £1; Pilgrim £2 (new, they're now £6 15s. ex-works) left-hand carb. floatchamber, free. N.B.: Special reduction, plus big box of odds and ends, to anyone able to shift the lot at one go; space needed to restore the Kingham racer. All enquiries answered.

Val Ward, 23, Lower Road, Beeston, Nottingham. Gift: two tyres, 21 inch and 20 inch, recipient pays carriage.

WANTED

WANTED URGENTLY for '29 2/speeder and '27 flyer, two front brake levers, one clutch, one air and one mag. lever, 1 inch dia. Also speedo. complete with cable and tooth ring etc. and 75 sprocket for 2/speeder.

Reg Forster, 27, Sandford Road, Bromley, Kent.

WANTED URGENTLY for my Cliff Kingham Racing Scott: pan saddle with springs; 2 inch left-hand exhaust pipe; Bonniksen speedometer; genuine Speedway radiator, condition immaterial.

Val Ward, 23, Lower Road, Beeston, Nottingham.

WANTED—RZ or RY engine or crank-case only.
Nick Sloan Spares Registrar.

"Chronicle" Bangor.