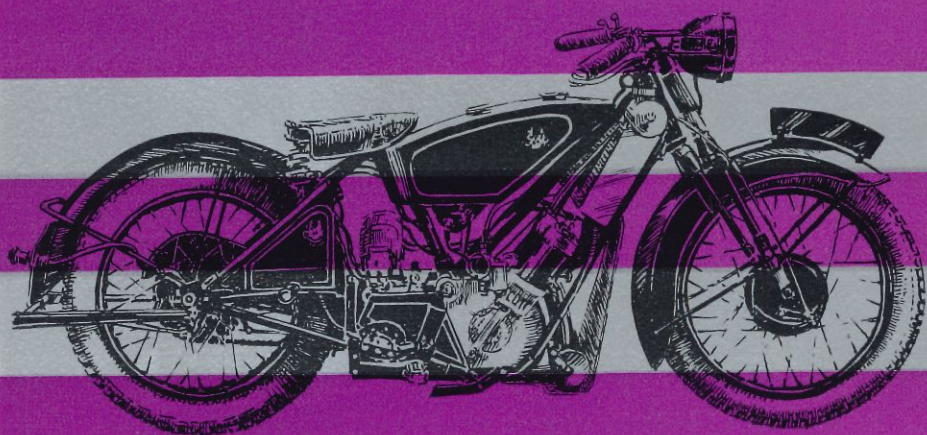
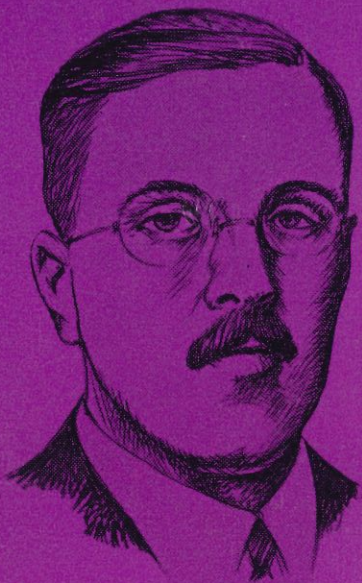


# YOWL



JOURNAL OF THE SCOTT OWNERS' CLUB

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DECEMBER 1980

# YOWL



## JOURNAL OF THE SCOTT OWNERS' CLUB

*"For enthusiasts and those interested in the Scott motor-cycle"*

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**FROM THE PRESIDENT, CHAIRMAN AND ALL MEMBERS  
OF THE COMMITTEE, OUR BEST WISHES FOR A HAPPY  
CHRISTMAS AND A HAPPY AND PROSPEROUS NEW YEAR,  
TO ALL SCOTT OWNERS' AT HOME AND OVERSEAS.**

#### **SOMETHING TO THINK ABOUT . . .**

With the Club magazine being issued every two months, internal communications within the Club are somewhat slow—after all four months may elapse between an article and reply, should that reply miss our 'deadline'.

The whole point of this is to get you thinking about our 25th Anniversary Gathering—after all, by the time you are reading this, there is only some twenty months to that occasion, in 1982.

We ought to have something really special to celebrate twenty-five years of the Scott Owners' Club. A summertime pilgrimage to Shipley and Saltaire comes to mind, and I'm sure that we would have the co-operation of the local police, if that were to come about. That would be something to have a few hundred Scotts yowling into Shipley again . . . !

Anyhow—we now leave it to your suggestions—whether to have some special gathering *before* our annual meeting at Stanford, or to concentrate the whole of our effort at the National Gathering.

Please—think about it, but more important still—let's have your thoughts or suggestions for Yowl.

Let's all do our best to make our own Silver Jubilee a real and memorable occasion.

#### **VOTE OF THANKS**

To: — Jim Fotheringham for all his efforts in editing our magazine. Paul Stables (yes—that's right—the one and only Paul) for a magnificent and most generous contribution to Club funds. Jeff Clew, Jim Corbishley and Chas Hughes for their efforts with the South-Western Section.

#### **THE KIRK BLOWN SCOTT — A SAD ENDING?**

Barry Scholes reports that he has a crashed crankcase with the transfer 'Supercharged' on it. Also a curved induction pipe to fit the standard 3-point carburettor flange. A bronze detachable head, now on his '34 Flyer came from the same source, the late Lance Green, who knew Mr. Kirk.

#### **WHERE ARE THEY NOW?**

Barry also asks, where is the ex-John Catchpole trials special later owned by Jim Witham?

#### **THE KIRK SCOTT**

Roger Wheeler, Blandings Cottage, Mill St., Gimingham, Norwich.

I was very interested to read your reprint from the Motor Cycle 13.9.45, concerning the Kirk Scott.

I first read this article whilst in the army in Singapore, and on demob in July '46, soon acquired my first Scott, a 1929 Flyer and became a friend of Graham, belonging to the same Club, the Norwich Vikings.

At this time his Scott was in pieces undergoing alterations and overhaul. The final product used flat top pistons and special deflectors fitted into the transfer ports. The restriction to the ports did not seem to matter, as there was plenty of induction pressure from the blower.

The bike ran very well, being very docile at low revs, but with more high speed power than the bottom end could take, and after several breakages, he reverted to his 750 cc BMW, DKW or his Guzzi Falcone.

However, when he came to Club nights, he always had a go on my Scott, to my considerable worry, as he was not one for half measures—didn't half sound nice though!

I borrowed his 498 cc TT cylinder block and pistons, and found that correctly geared it gave a considerable increase in performance compared to my standard 600 cc one, and much smoother too.

I still have one of his cable lubricators—we used to fit them to the wheel spokes for balancing.

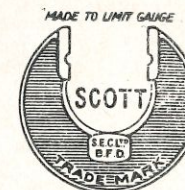
Finally—can anyone please give me instructions for dismantling the B'ham Scott alternator and also the forks. I am familiar with the Dowty's, but these don't wish to come apart and need new seals.

#### **HOT BLOCKING DIE**

Glyn Chambers.

The Club has a hot blocking die for pressing the limit gauge motif onto leather, leather cloth, vinyl or whatever.

Obtain some gold powder from any good art shop, and spread evenly on the surface with a fine brush. (Some people reckon to use the gold powder mixed with a little water—experiment on a piece of scrap material of the type you are using). I found that the dry gold works better on some materials than wet powder on others.



Using the wife's electric iron and the material stretched over a block of metal or wood, press the blocking die onto the material. Experiment to find out how long, but one minute to four minutes seems to be about

the period depending on the heat of the iron and the material.

Cleaning off the surplus gold powder can be difficult, but with care it can be scraped off, or brushed off, leaving a perfect limit gauge behind.

Those wishing to borrow the die can send 20p in stamps or 30p for First Class mail, to me at 48 Belmont Road, Hemel Hempstead, Herts. HP3 9NY.

### THE REBUILDING OF A 1957 SCOTT

UOX 626; a 1957 Birmingham Scott was purchased towards the end of 1979 from a friend who lived at Cavendish, Suffolk. It was complete but in a very rough state and it was the fourth Scott I have owned.

The first, a 1924 2-speeder, regd. No. PD 863 was purchased in 1950 and used for about 18 months during my apprenticeship at Ruston & Hornsby in Lincoln. It was a fantastic machine, particularly the 2-speed gear, and the wonderful road holding. It was finally sold to another apprentice at Rustons, David Littler for £15.00.

The second Scott, a 1923 3-speeder, regd. No. HC 5670 was purchased after the 2-speeder and again had a good life being flogged around Lincoln and home to Cambridge for about 2 years. Towards the end of my ownership we used to take it to Cadwell for vintage racing, and also scrambled it occasionally. I can't remember what happened to it in the end, perhaps it is still in Lincoln.

A third Scott, a 1949 model regd. No. HCG 106 was an absolute horror! There must have been something basically wrong with it as it was always running offside bearings and seizing pistons. A journey from Lincoln could take anything up to six hours, depending on how it felt.

HCG was, with great pleasure exchanged for a 1953 ES2 Norton, an absolute beauty of a machine.

Back to UOX, this was stripped down within a few days of purchase, and I think that it is right to say that every nut and bolt came off freely after being loosened. The 'only seized' part was the front forks which were jammed solid.

The engine was taken apart and both pistons had seized, one big end was through the hardening, both con rod little ends worn and the flywheel key way worn.

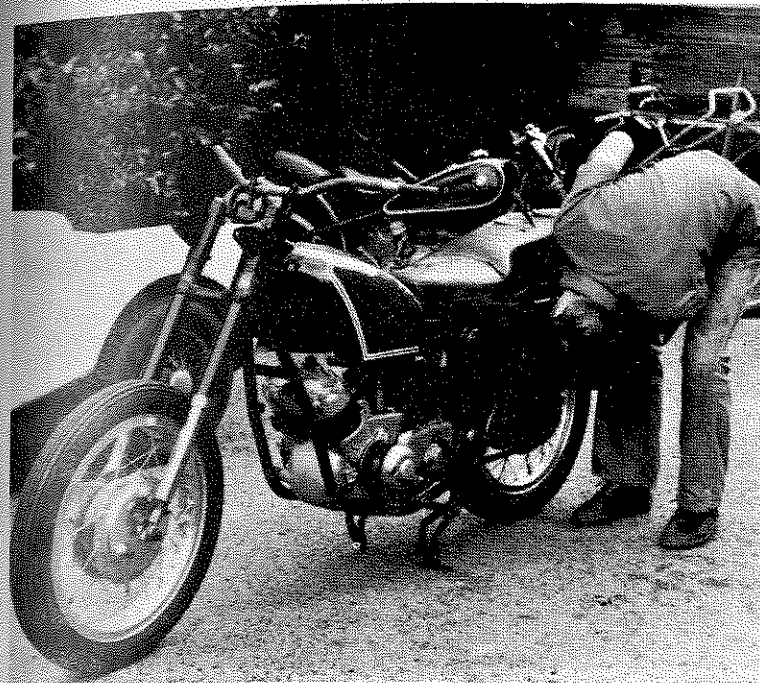
When I bought the bike I was told the engine ran sweetly and could have been started in about half an hour!

I therefore wrote early in October '79, to both Silk Engineering and the Scott Motorcycle Co., asking about spares and prices. I heard from Silk's within a week, but to date I have not had a reply from Scott's.

I took the engine up to Silk's and asked them to do what ever was necessary to the engine and oil pump. I said that I was in no hurry for the engine and did not really need it until March/April, by when I hoped to have the frame ready. I received a phone call in mid-January to say that the engine was ready and I have now collected it.

I still haven't heard from Scott's—perhaps they didn't get my letter. The frame was cleaned down and taken to Essex Wheels of Sible Hedingham, to be straightened out and the wheels to have their spokes removed so that the drums could be cleaned and trued. After the frame had been straightened, I took it to Neuzland of Mark Tye to be shot blasted along with the other metal parts, and to be given an undercoat.

This has now been done and I am in the process of painting the frame etc., with a Volumair Warm Air Spray gun. This gun has been mentioned in the magazine Thorobred and Classic Cars and is a hand-held unit which works on a turbine warm air principle, it is very light, and seems to produce a very good finish. I have been spraying with



Ah yes—I see where that bit fits! W. Buchanan at work on the 1957 Scott.

International Pinchin Johnson Nu Speed Coach enamel, as I have found enamel easier to touch up than cellulose.

I have had the dynamo to bits and it seems to be in very good condition and apart from a clean, and grease in the bearings, needed no work to be done. But what a weight—no wonder the bike is heavy!

Perhaps one day I can get one of the later smaller type. With the help of a motor-cycle repairer, Brian Hawish of Sible Hedingham, I have got the front forks apart. The stanchions were completely rusted but if I can get new ones made I think that the rest of the parts are in fair condition, and are repairable.

I have since purchased another pair of forks from MRE of Slough and have had these repaired. The stanchions needed grinding down, hard chroming and then grinding to size. They are now on the bike and seem to work although I cannot see any form of valves for damping.

All the frame is now finished and painted, the tanks and mudguards in Triumph Magenta, which seemed as near as I could get to the colour on the Scott leaflet for a 1957 Scott.

I have now started the electrical wiring and should have this finished soon.

The only problem will be the radiator which is in a dreadful state. Perhaps I will get some inspiration at Stanford Hall.

## YOWL BACK NUMBERS AVAILABLE

1964	—	Only October and December.
1965	—	All issues.
1966	—	All issues.
1967	—	All issues except August.
1968	—	All issues except October.
1969	—	January, March and September only.
1970	—	Only November.
1971	—	September and November.
1972	—	January, May, September and November.
1973	—	Only July.
1974	—	July, September and November.
1975	—	All except June and September.
1976	—	From May onwards.
1977	—	Only September.
1978	—	All issues.
1979	—	All issues.

Large orders at reduced rates: Please enquire—Les Scott, Aldershot 25781.

## 25TH ANNIVERSARY COVENTRY VETERAN & VINTAGE PARADE

Harold Scott.

The weather brightened during the day, when about 60 entrants from a 1900 Minerva and 1901 Johnson ridden by Stanley Greenway, graced the lovely area of Coombe Abbey, Coventry, enlivened by rare aeroplanes zooming overhead, from the nearby Coventry Annual Air Display.

C. E. Allen, Bob Currie, Trevor Wootton, Jim Boulton and many others added to the day's enjoyment; when John Underhill on his newly restored 1925 Super Squirrel from Leicester and Fred Nicklin from Kenilworth, on his fine 1948 post-vintage Shipley Scott, took their two awards. A handsome new cup for the best Vintage machine, went to Frank Parker with his fine 1928 P & M Panther, all a gleam.

Peggy Bussey, helped by Peter Booth, presented the prizes, including one to Mrs. Wills, whose late husband Len, and his Bradbury had done so much for the Vintage Club over the years.

Ted Eaves expects to enter his T.T. Replica Scott in 1981, when we look forward to a good turnout, at this pleasant and sociable event.

## WINTER PROTECTION

Like many members of the Club, I have several bikes to protect over the winter period, most of them just standing in the garage, but at least one exposed to the ravages of salted roads etc.

I thought that I would try several products in order to ascertain how effective they were, both for the stored bikes and parts, whose nickel and alloy suffer from the effects of even mild condensation at those exposed to salt.

The marks on the chart shows how good each product is under each heading, although for instance ease of cleaning off may not be considered an advantage.

PRODUCT	Ease to Durability put on			Corrosion resistance			Lack of dirt		Ease of Cleaning Off			
	Water	Salt	Acid	Water	Salt	Acid	acquired	dirt	Detergent	Oil	Paraffin	Petrol
Shell Ensis Fluid 260	3	4	4	4	4	2	4	4	2	2	3	3
Silkolene Silkcode UBS	3	4	4	4	4	2	4	4	2	2	3	3
Silkolene Silkcode Clear	4	3	3	4	4	1	4	4	1	3	4	4
DEB Contact Duck Oil	4	2	2	3	3	1	3	3	2	3	4	4
WD 40 (Aero)	4	1	1	3	2	1	2	2	3	3	4	4
Silkolene Slipsil (Aero)	4	1	1	3	2	1	2	2	3	3	4	4
Wax Aero	4	3	3	4	3	1	4	4	1	1	4	4
Moly Grease	2	2	2	4	4	3	3	2	2	2	4	4
Petroleum Jelly	2	3	3	4	4	4	4	2	2	2	4	4

## CONCLUSIONS

Shell Ensis Fluid 260 and Silkolene UBS (both in bulk) gave excellent durability and corrosion resistance, battery acid being the only thing that slightly got through. However they are a bit thick for spray application and left treated items dark brown which was not all that easy to remove. Good for the kept on the road bike, if you don't mind the colour. Ideal for underseal on cars, inside mudguards on bikes and long term storage of parts.

Silkolene Silkote Clear (sometimes known as 10B anti-rust) gave slightly brown finish on parts—reasonable durability and not too difficult to remove. Can be used on stored or used bikes.

Silkolene Slipsil and WD 40 (Aero) and Duck Oil Spray seem all nearly the same specification. Slipsil did not dry off as quick as the others and accumulated more flies and grit. However, all these products seemed ideal for the laid-up bikes and drying out electrical gear, and lubricating it.

Greases—moly grease quite good but unsightly and tended to dry up. Both greases picked up dirt easily. Vaseline gave best corrosion resistance without question, of any of the products tested, and was very good against battery acids. However, if this is your problem, mix hard setting Hermetite with meths and paint on to your battery box or whatever. Salt crystals actually grew on the outside of the jelly without affecting the material underneath.

What would happen if it all got mixed up together I do not know, but might it promote hidden corrosion under the jelly.

## WHERE TO GET THE PRODUCTS

Silkolene products from any Silkolene agent, or from me at 48 Belmont Road, Hemel Hempstead.

Shell Ensis Fluid 260 from any Shell agent. They also do an Ensis Fluid similar to 10B Silkolene.

W.D. 40 and Petroleum Jelly are obtainable anywhere.

DEB Contact Duck Oil from various factors.

## HOW TO FIX YOUR HEAD

Jim Ogden, Gordon, N.S.W., Australia.

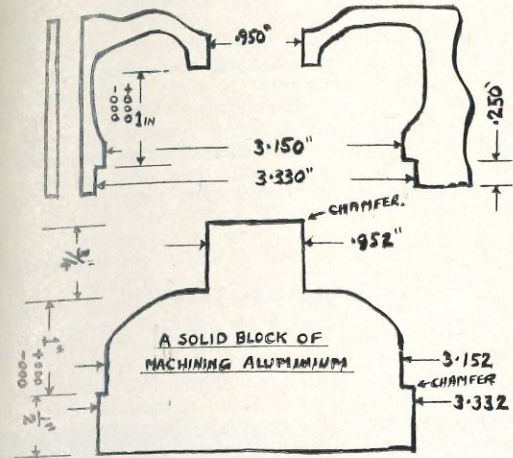
I should imagine that there are a lot of cylinder heads about, which have had the plug thread stripped at some time in the distant past, and which have been repaired by welding an insert of aluminium in place, or something similar which has fixed the spark plug thread perfectly, but somehow, mysteriously, the water still leaks into the combustion chamber.

Having been confronted with this problem at first hand, with not much chance of being able to buy a nice new cylinder head, a way of fixing the faulty head had to be found.

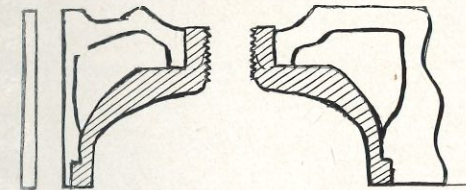
Fortunately I have the use of a lathe, and after much experimenting I stumbled upon what seems to be the complete answer.

This comprises replacing the complete combustion chamber, by turning out the cylinder head and fitting an insert turned from machining aluminium. With this system, water cannot leak into the combustion chamber and the head is just about as good as new.

In case any of you Scott owners' should have this problem, and decide to have a go, here are a few pointers which may help.



CYLINDER HEAD & INSERT.



INSERT IN POSITION 596 cc ENGINE.

First, make a template of the combustion chamber shape, so that you know what shape to turn out of the insert, making all three sizes .002 inches bigger than the corresponding bore turned in the cylinder head, and put the insert in the cylinder head, mount the head on a substantial surface, put the insert into the freezer compartment of the refrigerator. When too cold to hold, heat the head with an oxy-torch or similar (be careful not to melt it) and the insert will then tap into place. Make sure it sits well down on the shoulder, and when cold, it is ready to turn the combustion chambers. The machining aluminium will polish up like a mirror with 1000 wet and dry.

Mine is going well with no sign of a water leak.

## OUR QUIZ PIC.

We are now told that the rider in our Puzzle Picture, was the late 'Nobby' Clark (London Scott Club) and the event of course was the Gatwick Sprint, just before the war.

We regret to inform readers that 'Nobby' lost his life during the war. No information yet regarding rider No. 2.

## THE SOUTH-WEST SECTION

Several members have expressed a wish to get the S.W. Section a little more active, and Jeff Clew has arranged a meeting at the Fleet Arm Museum on 2nd November. (We hope to have a full report on this for the next magazine). A second meeting at a different venue is being arranged for March. Business commitments prevent Jeff from playing too active a role, but J. Corbishley and Chas Hughes are also helping. If you want details of the March meeting, then drop an s.a.e. to any of those mentioned. (Addresses are in the Members' list.)

## PARTICIPATION TROPHY

We thought that this idea was so good, that we put it into practice at the National Gathering, with Owen Tyler receiving a plaque in recognition of his 'participation' in Scott affairs. We would add that Owen is now in his eighties, but his 1913 Scott is seen all over the U.K. in various events.

Jem Wilcox submits the following ideas, which we leave for you to mull over, and if you have any ideas for improvement, then we look forward to reading them in the next Yowl.

**Jem Wilcox, 20 St. John's Grove, Harrogate, N. Yorks.**

"My proposal is for a trophy to encourage members of the Scott Owners' Club, to attend the Club's events and Runs, and to use their Scotts on the road. In other words to encourage participation.

"The idea would be to award a trophy (possibly known as the 'Participation Trophy' to the member accruing the largest number of points gained by attendance at the Club's rallies/runs and by using his Scott to get to the venues in any one year. The four major events, Burnsall Run, Northern Rally, Main Road Trial and the National Gathering would all count in the same way towards a total for a year's events. I propose that the points awarded would be as follows:—

40 points for entering and riding.

12 points for riding to any event.

5 points for any trophy won at such events.

Using this points system, entering events would be more significant than riding a Scott to all events; for instance, a person entering all four events would still beat a person entering only three, but had ridden his Scott to all three. This would hopefully, encourage a greater attendance. Similarly, at any one event, a person would have to win three trophies (most unlikely) to take preference over someone who had ridden his bike there, again encouraging members to ride their bikes, even if they are not up to concours standard—after all, the whole idea is to encourage the average riding enthusiast who is not necessarily a 'spit and polish' fanatic. The points for winning a trophy would be an added bonus which may help to avoid ties, but using total mileage ridden to an event could again avoid this, the greater mileage taking preference.

"If the idea was accepted, I would imagine entry forms being distributed to all members along with their copy of Yowl early in the year. These forms would have details of entries for all four main events to be entered and confirmed by an official at each event. The forms being returned by interested members at the end of the year and the trophy

then awarded.

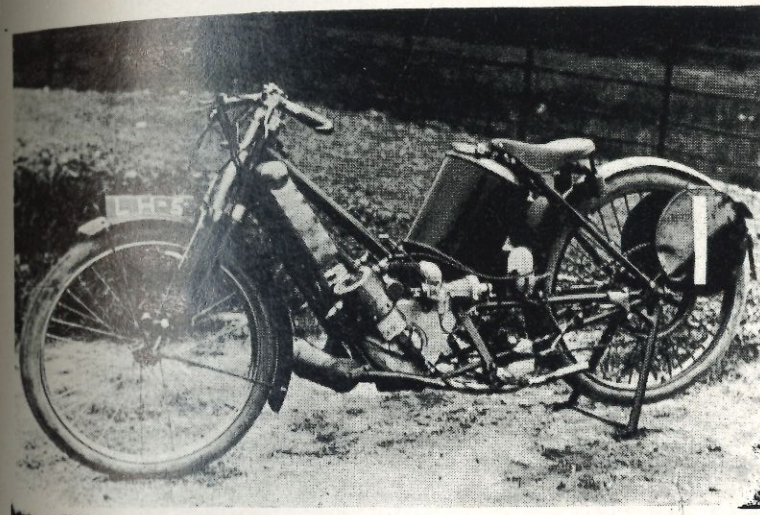
"If acceptable, I am willing to do the necessary organisation. Would the Section Secretaries, or those who organise the events be prepared to take the time at the end of their 'day' to sign the forms when asked to do so by competitors?"

"I look forward to receiving comments."

I am sure that there would be no difficulties raised by event organisers.

Forms will be sent out with the February Yowl, and by the end of 1981, I'm sure that we can find a 'Participation Plaque'.

To add to Jem's proposals, and to widen the field for competition, could we suggest that the Midland Section utilise the Tour of Birmingham, (to which Scott Owners' have been invited since its inception), whilst the London Section could adopt the Dunsford event, to increase their members chances. Perhaps the S.W. and N.W. Sections would also make suggestions?



The 1913 T.T. Model: F. Applebee's machine.

## FLEET CARNIVAL ROAD RUN

This is an annual event which attracts quite a large entry for a Concours D' Elegance, as well as a Road Run of about 30 miles, is well worth considering for a pleasant day out, if any other members are interested.

This year Scotts were not conspicuous by numbers, being confined to myself, Derek Shire, Vic Billinger and a non-member (I didn't get a chance to contact him) on a nice two speeder, and last but not least, the very desirable 1921 two speeder of Mr. P. Wood, who most deservedly got an award for his machine, which was on its first year on the road since 1930. Good Show!

The road run was quite good, but for me was rather long due to a navigational 'faux pas' by my son on the pillion, which led us into the wilds of Hampshire, Alresford in fact, making the 30 mile run into something like 50, so running into the edge of the rain which followed us back to spoil the rest of the afternoon a little for every one.

My apologies to Derek for leading him on a dance across country, but I think he enjoyed it as much as I for he didn't overtake to complain.

L.J.S.

### ANECDOTES RELATING TO ALFRED A. SCOTT

Leslie A. Runton.

In a previous article past remembrances of Alfred's desire to really make a good front fork for a motor-cycle were outlined. My contribution to our friendship, was my ability to relate to Alfred what went on, when I rode one of his machines that had been altered to prove one of his theories. Alfred constantly came up with different parts, some small, some of more major dimensions, that when added to an old machine, a definite change, which could prove his point, had to result.

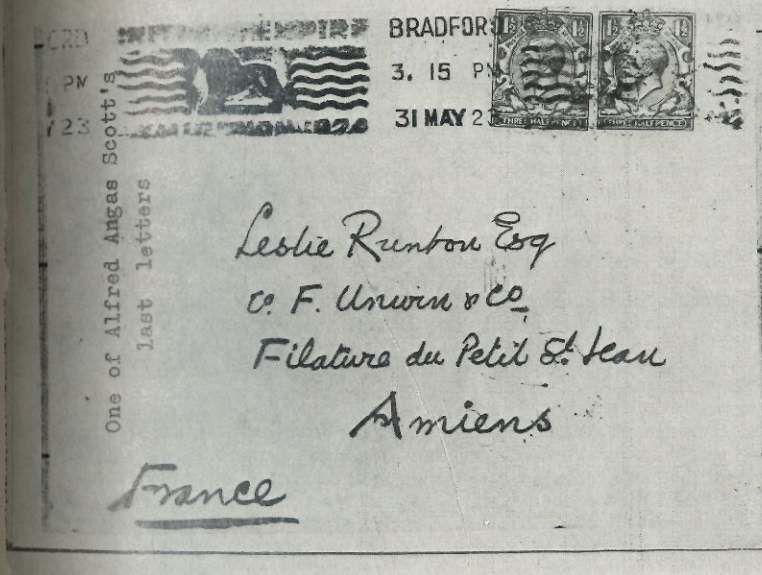
Getting back to the new front fork design, I complained, after riding in the Scott Trial, that there was no machine on the market, that had a sufficient stroke or length of front fork movement. So Alfred went over his previous designs, and thought a bit, then came up with the theory that the only way to get rigidity, and movement, was to continue downwards the tube going through the frame head, using a good sized tube. Then bend it backward in a slow curve towards the engine, and at the base locate a "tee" cross head, through which would pass a spindle.

From this point back of the wheel, would come the two arms coming forward to pick up the front wheel axle. Telescopic sprung forks came down in the normal way and were fastened just back from the axle to allow the stroke, or up-and-down movement needed. The BMW people took up this design and they used it until the mid 1950's. Many riders of these older BMW's (I have one) swear that this old fork is superior to the current models. Many new owners think the same way.

On page 14 in this same article praise of Alfred Scott's genius is given. Reading it, I thought of the so-called "Heroes of the Auto Age" that are household names; the General Motors Chief Engineer, who invented the electric starter, as an example, compare them to Alfred and what he contributed! Take any one of them and Alfred is head and shoulders above them, so let us all remember this.

No matter how deeply one may go into Alfred's concepts, they all seem to come to light at a later date, and be smashing successes. Only by well-heeled, well run, later manufacturers. Which would indicate, that had Alfred had a rich partner that believed in his genius, and had he not gone "pot-holing", things would have been very different.

Alfred Scott was a truly great genius, and well deserves to be better known, and so accorded.



A treat for the stamp collectors in our midst! The Isle of Man T.T. stamp (F. Applebee—Scott) and one of A.A. Scott's last letters.

### SPECIAL THANKS!

To Jack Tanner and Laystall Engineering Co. Ltd., for their support in providing in such a fine Rally Programme, and to the Silkolene Oil Co., for their generous help at the 1980 National Gathering.

### INFORMATION REQUIRED

The following is to tell Club members about the Scott I have recently purchased, and to ask for information that anybody might have.

I saw the bike advertised in Exchange & Mart in March of this year and purchased it from a Mr. Ivan Ashford of Camberwell, London.

The history of the bike is a bit vague, the first name in the log book is, Thomas William Acton, Hayes, Middx. dated 1955, the second is Francis Annesley De Montaigne, dated 1959.

I have a photograph that shows a Birmingham model, signed by Matt Holder and dated September 1963 with De Montaignes' name typed on the back.

I 'phoned Matt and asked him about the bike, quoting engine No. DPY 4800 CS (there is no frame number) He said he remembered building in '63 for De Montaigne, using his engine and asked if the head was still held on by Allen screws and if it still had the alloy wheel rims he fitted at the time.

I have various letters and invoices to De Montaigne, the last dated January 1965.

The next piece of information comes from a 1969 Diary and I quote '1969 must see the finish of Camelot II, a specially built Clubman the engine, the following seems partly correct.

word for word, the only entry in it concerning the Scott, and having stripped Special Scott motorcycle. It carries on the superb traditions of Shipley built machines that started the cult.

Camelot II is constructed of the most up to date materials and experience, among the more exotic materials is titanium, a very strong and light alloy, stainless steel in their various grades and qualities abound. The cylinders of this 180 degree twin, are chromium plated by the Van Der Horest process. The big end bearings have George Bennett cages fitted. The Philip Smith Balanced lubrication system is fitted. Charcoal iron seals are used wherever practical due to their very effective sealing qualities. The rear chain cover is made from 20g anodised dural sheet (supplied from the AID Stores of Imperial Airways, Air Port of London, Croydon in 1936).

The making of the duralumin cover was the responsibility of Arthur Lane Esq., a genial kindly man who accepts the responsibilities of less fortunate folk.

The only part that seems to be incorrect concerns the big ends, they are not caged and appear to be stanard.

This is the only mention of Mr. Lang and yet it appears that he owned the bike after De Montaigne, as Mr. Ashford was selling this and other bikes and parts for the estate of Mr. Lang, late of 15 Kings Avenue, Ealing.

Matt Holder remembers speaking to and receiving letters from him regarding the Scott.

The bike appears to have been built for some special purpose, again according to Mr. Ashford, it was used for a trip abroad including a desert trip. It has trial tyres, large alloy folding footrests, S.U. carburettor, and Harley Davidson air box and filter. S.U. fuel filter, very high dual seat and narrow mudguards.

The engine has been converted to use a late type Miller alternator and distributor, all brand new.

The only part missing is the petrol tank, so if anybody knows where I can obtain one, I will be grateful if they will contact me at 59, Carlton Road, Walton on Thames, Surrey. or telephone Walton on Thames 46055 (day) or 46982 after 7pm or Sunday.

Also, I would like to sell or swop the Philip Smith oil pump/balancer—any offers?

M. Wilkins

(LANE and LANG. Are there two persons, or was the first named an error? Ed.)

### HEART FELT THANKS

A very big 'Thank You' to all who responded to our plea for copy—the best response for ages!

If your effort does not appear with this issue, then it will follow with the next copy. In the meantime, please don't let up—there are six issues to contend with during 1981, and we don't want any 'Slim Jim editions' in those!

### FREE — BUCKSHEE — GRATIS

Don't forget our offer of £5 of spares from our Spares Scheme, for the article which catches the eyes of the London Section's Rally Committee. It need not necessarily be the best technical article—it can be about you and your Scott, which is what our readers want to know about. To all those restoring—what about some of the snags met and how overcome—that should prove of interest and benefit to all.

All those lovely machines at the 1980 Gathering—what about full descriptions—make photos black and white, unless the background is fairly light with colour pics.)

Dear Mr. Chairman,

Geoff and I would be most grateful if you would convey to the S.O.C. Committee our delight upon receiving the Runton Trophy during the 1980 National Gathering. It is many, many years since either of us have had such a total and wonderful surprise as we had last Sunday when the announcement was made. It was certainly a well-kept secret. I still feel there must be a member more deserving of the honour but believe me, it really made our day. We will treasure the trophy for the coming year and the memory of your kindness for ever.

I would like to mention that Jack Dodds carried the burden of protracted negotiations with Brazier & Naish, concerning correction of printing errors—not a happy task.

Many, many thanks for an enjoyable rally (as always) and a very special day for us.

Yours sincerely,  
MURIEL HARLAND.

## GRAND RALLY EDITION

I know that all who attended our 1980 Gathering really enjoyed their day. What could have been better? Perfect weather, a real friendly crowd and some of the finest Scotts ever gathered in one place. But what about those poor unfortunates who could not attend? Surely they want to know something about the machines?

Let's make our first issue for 1981 a real Rally Number!

Let us have your impressions of the day, or a description of your bike. I'm sure that all our friends overseas will be waiting for that issue. Don't disappoint them!

## NORTH WEST SECTION NOTES

Tom Wess.

The N.W. Section AGM, held on September 11th, was a fairly short and, thankfully, quite uneventful occasion—probably because the chairman, treasurer, and secretary are all rolled into one, or they would be if we had those offices! The members present seemed to think that the Section should continue as it is at present. There is one change, however, Geoff Green has very kindly agreed to act as deputy secretary, for which we are very grateful.

During the "any other business" part of our meeting, John Bones raised the important matter of the proposed "Tax on Possession", and said that he hoped all members had written to their M.P.'s about it. I hope so too, because it poses a very serious threat to everyone interested in old vehicles of any sort. (The sinister part is in Section 16, which talks of possible "exemption" for vehicles *not used at all or only occasionally* on the road.)

I am sorry that the notice of the meeting was, quite unavoidably, held up until the October issue of "Yowl"—it was sent in time, I promise! There were fewer members than I had hoped, but then—nobody loves an AGM.

## LOOK NORTH 1980

Shirley and Brian Cumming.

We started off the year in fine style at the Bradford Industrial Museum with a talk by Roger Moss, attended by a good number of members, including several from the Midlands. Roger gave us a most interesting and informative talk covering all aspects of racing Scotts, which would have kept most of us there for the evening, as well as the afternoon if the museum didn't close at 5.00 p.m. All thanks must go to Roger for giving us such an entertaining afternoon.

Our first run of the year, the Burnsall Run on May 4th must have been one of the coldest in the history of the event, fitful sunshine, mist and threatening rain were the order of the day. This year we had a new course altogether, organised by Maurice Rispin covering much of the old Scott Trial Route, including the infamous Pockstones Moor. Needless to say at least two of our intrepid band lost or broke parts of their machines on the rough crossing. Only solo riders, without pillion passengers and the younger age bracket were let loose across the moor (much to Ivor Slack's disgust). There were 17 machines that made the round trip, there was an alternative route provided giving a somewhat easier

ride for some of us.

The trophies were awarded as follows:

Steve Hodgson Tankard—Ivor Slack, Winner.

Ernest Lister Trophy—Tim Sharp, Runner Up.

Charlie Abbshaw Trophy—Brian Cumming, Longest distance ridden to Burnsall.

Alfred Scott Tankard—R. C. Barker, Best Performance From a Veteran or Vintage.

On May 25th, Brian and I went with Ivor Slack and the Sheffield Scott Club to the Buxton Opera House Run in Derbyshire, which was a bit kinder weatherwise for us. It was a ride covering new ground altogether for us as we haven't been to Derbyshire before and made a pleasant change from our beloved North Yorkshire.

Sunday, June 22nd, found us back at Bradford again, this time with the famous ex-speedway rider Frank Varey talking to us, and what an afternoon it proved to be. Frank Varey proved to be a man of great wit and a great stream of reminiscences came forth about the great names of Scotting in the past, it was truly wonderful to hear what he had to say about some of the antics that they got up to. For those members not fortunate enough to be present, a tape recording was made on cassette so that we have the record for posterity, it is being circulated round Club sections over the next few months.

Our next event of note was the Northern Rally at Osmotherley on July 5th, organised by Bill Peake as usual. This time we stuck to our tried and tested route, which everyone seems to like and approve of. The run was not without incident though, as our friend David Frank fell off his machine (again) leaving the skin of his nose spread on the tarmac and also a groove round the corner to prove just where he'd been, but he proved to have done nothing more serious than dislocate his thumb, his bike wasn't too badly injured either, at least it was still rideable. One or two of us had machine troubles, but apart from that, we had a nice pleasant run, with only about three folk getting caught out in the very heavy shower later in the afternoon. Our really long distance riders seem to have deserted us this year, although Derek Bartlett did come in his car to return the long distance trophy which he had won the two previous years. Our longest distance this year was a mere 120 miles from Colin Smith of Spalding. (Watch it, Colin, if you come across the Humber Bridge next year, it will be shorter). Among the old familiar faces, it was nice to see some new ones including Mike and Rosemary Highfield all the way from High Wycombe and Dick Williams from nearby Northallerton who will never win the distance prize for the Northern Rally living as he does a mere five miles away.

The trophies were awarded as follows:

Camelot Trophy—Martin Hodkin, Best Shipley 3-Speeder by vote.

Ron Mountain Shield—Colin Smith, Distance Ridden to Event.

Squirrel Trophy—Ivor Slack, Best Combo.

Nixon Trophy—Ivor Slack, Highest Combined Age of Bike Plus Rider.

Harold Scott Trophy—A. D. Fogg, Best Special or Birmingham Scott.

Tom Ward Cup—David Frank, Best 2-Speeder.

A jocular remark was made to us by one friend, Malcolm Dews as to which category he comes into, as he rides a Grand Prix Scott, with a four-speed box! This year has been notable for the long distance rider, not necessarily on Scotts appearing at our meetings, one, a famous Guzzi rider from the Midlands turned up at Burnsall very sportingly, in view of the very cold conditions prevailing on the day, and two, a certain well known motor-cycling journalist arrived at Bradford on exotic Italian machinery. So we are getting plenty of spaghetti with our Scotts.

We had quite a large section of the Ariel Owners Club at one of

our meetings at Bradford, it is nice to see that the Club is getting well supported by riders of other British bikes.

To bring us up to date, our most recent meeting was at Masham, which was another wet and cold day, most members being kept away by the appalling weather in the morning, the ash tray was well earned that day.

Generally speaking, we have had a very good first half of the year, let's hope that the second half will be just as exciting and interesting.

Don't forget, this years Christmas Lunch is on December 14th, no price given us as yet, all enquiries to me before, John Underhill is showing us some slides afterwards, and there will be a raffle as well.

We would like to thank everyone in the Club who have supported our events, also the Bradford Museum staff who have been our kind hosts.



Glyn's glum! "Can this be the right track—that other bloke seems to be going straight on" Glyn Chambers, not in the Mad Monk's maaling marathon, but that other classic—the Levis Cup trial. Photo by A. Marfell.

## MEMORIES . . . MEMORIES . . . OF DAYS THAT USED TO BE . . .

### Grass Hopper

A funny thing that memory—the way it can forget simple things and yet recall long past events in meticulous detail—sights, sounds and emotions.

I was soldering up a petrol pipe but was stuck for an olive, the other day, but was lucky enough to find one on an old piece of pipe. As I warmed it up on the blowlamp, it came to me, that hot exciting smell of 'Castrol R'—triggering off the memory. We all have our favourite memories I suppose. What was my most enjoyable meeting? Ah yes—Sherbourne! A warm sunny afternoon, a flat long track, no dust. Practice had gone well enough—no need to change the sprocket, or do any last minute repair.

The Super had been honed to perfection, or rather had been developed as far as it could for grass tracking, and was pulling a 5.5 top gear on this 800 yard track. Basically an oval, but with a very short straight about a third of the distance, into the first bend. Going hard this tiny straight could be programmed out. Without being uncharitable to the others I suppose the main opposition were the two Douglas machines and the London "Ace" on a 500 cc Rudge. He pulled up alongside me on the line, for he too had decided that the best grip was available there. I'd put the Super's wheel in a rut carved out in a previous race and already drying in the sun. Short of a hard baked surface, this was best, and here on the outside of the track would give me a clear run on the very outside of the track bunch—useful if anyone fell off—for I was sure to be last away along with the two Douglas's. As the others arrived I had time to reflect, keeping the engine busy with the occasional 'blip'. At this time I was using a short 18 inch pipe which ended just short of the lowered right hand rest, so I had no trouble hearing the flattish 'brupp', added to which of course was the vibration. The reflections encompassed many things including the grinding jobs and other facets of squeezing performance from the engine, so for the benefit of readers, perhaps a quick pen picture, whilst the rest of the riders arrive.

Of all grass tracking bikes, perhaps the Scott is the least suited, (not counting the M20 B.S.A.). The reason is not obvious unless you have tried it, but it is fundamental and can never be overcome. When you roll back the throttle on a Scott—you stop accelerating. That's all, unfortunately. If you want to slow down you need to apply the brakes so just imagine that on a slippery surface, and no front brake. Please remember the forks on a Super (scrounge a ride on the road and peer over the bars—see how they bend backwards on the bumps? Try not to panic and then ride back slowly!) The throttle therefore increases the noise/speed, but, unlike a fourstroke with its tremendous non-locking brake to adjust the speed into the bends, you will be using the heel brake to lock-up point over the bumps. If you lock-up and stop the engine, just release the brake and start the engine and try again. NEVER attempt a bend with a dead machine—you will: (a) run wide; (b) cause havoc by losing too much speed with those following (if any) and; (c) you'll have to start it by dropping the clutch in the turn and will therefore fall off.

Next the steering geometry will be for road work, and therefore too raked for sliding dirt track style. If you get it sideways on, just keep the throttle open for that is what caused it and sit the bike down on its side. Failure to do this quickly enough will allow the rear wheel to grip and you will fly not too gently over the bars. Only speedway Douggies and the old Rudge are meant to steer this way. After searching for years for a speedway Scott I'm convinced they only made two or three. Even a

Sprint Special would behave the same, though decent forks and a brake would be useful.

Having convinced myself that the Flyer was competitive, but about 1 cwt too heavy, I searched around for a Super. Luckily I found HU 8064, a 1926 3-speeder for £12. 10s. 0d.

The initial campaigns were with a long 2 inch pipe, the monster flywheel and standard 50T rear sprocket. The exhaust ports had a lot of attention, as practically all of the outer half of the port is masked by the port cover. Using a thick gasket and grinding metal away above and below in the cast-in gallery the whole width of the exhaust port became much more effective. Short of using a Flyer block, this was as far as I could go. The top edge of the block port was filed back to give the equivalent of T.T. Replica tuning. The front of the piston was 'ventilated' by cutting an inlet port under the exhaust, the point being to move gas in this dead area and prevent seizure and scuffing.

A Binks 2-Jet 1½ inch carb was fitted originally, and this was retained for a while until an efficient air cleaner was found necessary (like the ring gap opened out to 60 thou in one meeting!). Later a type 29 Amal was used with a 200 main jet, and an air filter made out of pot scourers, oiled, was used.

About that time a choice was available of a 55T (early three speed Super) or 66T 2-speeder sprocket to give me the chance of using all three gears. This was just as well as 10 lb (yes 10!) had been removed from the flywheel. All the internal webbs had gone from inside the pistons, circlips were used, and the effective height of the pistons increased by off centre bushes in the pin bosses. The C.R. was measured as 7.0 to 1. The inlet ports were carried up to give no obstruction at t.d.c. with 1/16 inch removed from the skirt. Timing was not ambitious, rather like Rep timing as it turned out to be, giving a peppy, tractable power. Anything above about 4,000 r.p.m. was destructive, the vibration being tremendous. No crank breakages occurred (¾ in wide) but a main bearing cup would turn from time to time—no 'Loctite' then you know!

The pre-'34 close gears gave me ratios of 6, 7.9 and 10.6 for small tracks and a 5.5 top using a 24T gearbox sprocket for bigger stuff of 800 yards or so.

The very first meeting was at Tiverton, an evening event on a triangular 400 yard track. It was dry, sunny and the bone hard surface was ideal. A couple of Ridges were out, one with a Brooklands rider up, and two Douglas speedway jobs, an SW5 and an SW6. Practice showed me that a bigish rut would 'bottom' the forks, and subsequently these were made solid with two dampers. But, apart from that, the bike was superb—light, fast and handled as well as a 2-speeder. In all four years of competition, the 3.00 x 20 inch sports front tyre never slipped, but I can't say the same about the rear one—one of those Avon's with cow's teats around the outside.

The signs were that on the tighter bends the Dougies were better but were handicapped by needing a gear change. The Scott proved to be outstanding in this respect and did the whole lot in 2nd, in fact I rarely took advantage of the bolt-on change that came out in '34. In the race, a cammy Velo shot away, followed by a Rudge and then the group of twins—a pattern repeated many times afterwards. After 4 laps, the Super came home 3rd, behind the Bristol lads on their Douglas's.

A good start and a second event had the same results—I was really pleased. Later came a few simple modifications—a lowered right hand footrest, removable kick start crank, short exhaust and the big rear sprocket but the engine remained unchanged throughout.

Events took on familiar patterns—the results largely predictable from previous experience of the track, weather and opposition.



This is the sort of machinery required: The chubby lad of course, is Frank Varey. For those who don't know—that's a Douglas speedway iron in the background. Photo by courtesy of Wright Wood, Speedway photographer, Hadfield, Hyde, Ches.

Start line drill had become standardised. The engine was started on the kick start, which was then removed. Oil in the petrol had eliminated the start line 'fog' and plug fouling (C3s) but the small flywheel meant a tick over was out and constant 'blipping' necessary to keep the revs well up, relatively speaking.

Just before the 'off' I used a steady throttle about ¼ open, the noise of the other engines drowned the open pipe so the 'vibes' came in handy.

When the flag went up I dropped the clutch and wound on the rest of the quick action throttle for a second or so, then a couple of 'blips' to get more traction. A quick stamp into second produced real 'go', but by then most of the singles would be 3 to 4 lengths ahead. Second gear was enormously satisfying, for the wheel would rarely break traction and the swoop into the first bend was exhilarating.

The pack seemed to be on a long piece of elastic, and the Scott would go swooping past, being easily ridden around the outside of most of the opposition. Only the purpose-built machinery and the faster Ridges were beyond its capability—with me on board anyway. The second and subsequent turns therefore would determine the finishing positions. Duggies would pull away all through the bend, and get power on well before the exit. Doing that on a Scott would run you wide, (not enough power to bring the back round) but enough to put you into the ropes. So you waited more or less patiently until nearly on the straight, then hold on and watch the gap close until nearly into the straight of the average 400 yard track. Roll off, brake and then turn into the bend just behind the Duggies. Infuriating—if only I could get a Speedway frame . . . !

Time to think about the race. We're all here now—ten or more for the 'unlimited'. Oh, yes—it's up to 600 cc of course. I can't hear the Rudge clattering next to me anymore. The bark of the Scott down its 18 inch pipe is lost in the rising roar. Just look at that back tyre—a huge 4 inch Dunlop Sport. This is where the enormous flywheel inertia was a nuisance, though I see from my notes that it was 18 months before 2 inch went off its diameter. It was probably the same time that I acknowledged the uselessness of the front brake. Things would have been different with more power to keep the wheel spinning properly, and the steering geometry suited to broadsiding.

With that thing on the Rudge can live with the Douglas's. Here we go—all eyes on the starter now, and we're 'off'.

The pack surge away as the Super struggles with wheel spin. Out of the corner of my eye, I see the Rudge already half a length ahead, but the front is well up—and still climbing. That dried out rut and the 4 inch Sports were too good, and as I moved forward at last, the Rudge goes past vertical. No one noticed the quick grin—the London "Ace" had gone already. A quick stab into second and the old familiar surge. One of the Duggies ahead—it's Roy riding round the outside of the pack, who were slowing for the bend. Roy is a real fighter and keeps it wound 'on. The exit of the first bend comes up, running wildish past two enormous piles of stones gathered up by the farmer, only two or three bikes ahead. We all blast down the back straight, into top, then I brake and the others roll off and turn in. Roy ahead I think, then someone tight inside—me and a rider who looks like a sack of potatoes in a big brown overall—it's Eric on the other Duggie. Bags of grip, I can keep some power on, and we all go round in a mass—the two Duggies ahead, then the Scott. But already Roy and Eric have the power on. I watch them pull away perhaps three or four lengths before I can do the same on the exit. Down past the finish line I close a length or so on into the short turn, the little straight, and the rest of the bend—we stay in the same positions. Roy has pulled out further on the exit, but I'm close to Eric as we turn in on the back straight. Then I remembered Eric was a good rider but excitable, and went to pieces visibly once when he heard the Scott near him. If only I can get him to hear me, even if I'm not too near—the little straight of course! Really scratching I keep him in sight all round the bend and into the first quarter turn he is about three lengths ahead. Near enough! A quick 'brppp'—not too much gas and no increase in speed to worry about—let's watch Eric. Suddenly he's slowing and I dive through on the inside, he's staring fixedly at the Scott. There was just time to

notice that his front wheel was at right angle to the bike, and we're through. Running near the stones on the exit there's no time to look back and I concentrate hard from now on. The laps go by in a blur, and later I see Eric behind recovered from the "twitch" and eager to catch up. But it's too far and I finish half a straight behind the unflappable Roy. I couldn't hear the gasps from the crowd as Eric lurched towards the stones in a tank slapper, but he finally made it with an inch or so to spare.

Yes, that was perhaps my most enjoyable meeting. Let me see now, when was it now—all those Ridges, Ajays and the rest? Before the war—or was it just after? Heavens no—that was 1968, one of several events provided by the Sherbourne boys. Roy and Eric are still around, and you can see them on their bikes in May's book on Speedway. Not long afterwards Eric sold his SW6 and the vintage scene was flat without his sense of humour and enthusiasm. In later years some of the Ridges acquired Speedway frames which seemed to be a handicap if anything until the rider mastered it, but gradually the Scott became less and less competitive.

What was really happening was that experience allowed the Rudge riders to use all of the performance available, whereas the Scott had always been on the limit. To give you some idea of the performance, the vintage speeds were always as fast or faster than the 350 race speeds (30 b.h.p. from a 350 cc JAP?) and sometimes I would enter a modern race and always qualified in the finals. Even at the end, the Scott would finish no lower than 4th, usually behind Kessel on the Zenith JAP, Roy and the London "Ace" on his Rudge.

Eventually I gave up the struggle, though by then, the marque was regularly well placed in road racing events. So now you know why you don't see Scotts on the grass.

Though perhaps a Rep motor and a Speedway frame . . . !

## A FEW RANDOM THOUGHTS ON SCOTT RELATED SUBJECTS

### Scott's rule—A.K.?

What is the most famous registration number connected with Scotts? AK 222 was used on the models used for catalogue illustrations for a number of years from 1911; it was said to incorporate the "2 stroke, 2 cylinder, 2 speed, 2 years ahead" advertising of Scotts at the time. C. H. Wood's 1912 model which is housed at Bradford Industrial Museum, along with Bill Bradley's Felix and the (only running(?)) Sociable, proudly bears the No. AK 222. Woody's bike is still given an occasional airing and was running round the car park at the last Northern Section meeting at the museum. I have also seen a photo of Ossie Neal's 1923 outfit with 'AK 222' pinned on the rear mudguard.

However there is another contender for the title. I would ask you to get out your picture books (sorry—B.M.S.'s First Scott Scene) and turn to page 58. There you see a motley collection of parts with the registration AK 775; the caption writer says that it is a nice touch using a Bradford number, but does he realise the significance of *that* number. Back to the library and get down George Stevens' collection of illustrations—Made To Limit Gauge—and look at picture No. 21. It shows the bike which first brought Scotts to the public's attention: AK 775, the 1908 winner of two classes at Newnham hill climb. While you've still got the book in your hand, turn to picture No. 28. There is Eric Myers on his 1909 T.T. Scott—the first 2 stroke T.T. entry—its No.? AK 775. Now look at

picture No. 59—L. S. Parker and Tim Wood pose with two of the 1914 T.T. models, the one next to Mr. Parker—AK 775. Next look at Jeff Clew's book 'The Yowling 2 Stroke', page 46, there is AK 775 this time in the guise of Frank Applebee's 1912 T.T. winner.

AK 222 may have sold more Scotts, but AK 775 certainly helped to develop them to their prominence before the first war.

#### Standard?

"Of course, they never made two the same", how often we hear that quote applied to the Scott factory. Look at picture No. 112 in "Made to Limit Gauge". The caption says, "the 1929 range included the Flying Squirrel Tourer with white pannelled fuel tank. It was very popular as this picture shows." Indeed there are many white fuel tanked F/S Tourers with Webb forks, but also I can make out two with the same paint work but with Scott braced girder forks. These, presumably, are Tourer Deluxe models, Scott forks and short stroke engines; if they were fitted with long stroke engines they became T.T. Replicas. It does seem as though the factory made 'bikes up out of the parts available without too close a regard for the catalogue, although with the small differences between models there would usually be a model to cover it. For example, the confusion in Bob Currie's column some time back over the standard colour scheme for a T.T. Replica's petrol tank. White panels, purple panels and just white lining had all been suggested by various experts as being standard. Probably just the nearest tank was fitted as a bike was completed without due regard to its colour scheme.

To be continued.

#### FOR SALE AND WANTED

**For Sale:** 1930 Scott 596cc engine No. PY 3425, Frame No. 3240M V.M.C.C. Regd. No. 2072. Rebuilt about 1961. Fitted Norton Roadholders and rear suspension. Full electrics, footchange, average appearance. Offers on £1,000. Consider interesting exchange. **Wanted:** Gearbox speedo-meter drive with or without speedo head and cable for 1932 Flying Squirrel. G. W. Robinson, 5 Lunedale Road, Darlington DL3 9AT.

**Wanted:** 1947 Dowty forks or internal head races, Dual brake front wheel complete rear wheel spindle with bearings, seals etc., or complete rear wheel. Clutch outer plate, springs and nuts. Kick starter ratchet pawl and spring. Magdyno sprocket. Rear brake pedal (near side). John Harrowell, 63 Nightingale Road, Rickmansworth, Herts; telephone: Rickmansworth 738820. Also wanted: front wheel complete for 1937 Scott.

**Exchange:** Daimler Light 15, 1932 in bits but complete for Scott motorcycle. K. Mettam, 28 James Andrew Crescent, Sheffield d. Telephone: Sheffield 369867.

**For Sale:** Scott Sociable two seater and dickey. Extremely rare Scott which is one of only five known. Will sell or exchange for Veteran/Vintage Scott. W.H.Y. John Bentley, Town Street, Batley Carr, Bately West Yorks. Telephone: Dewsbury 467224 (day), Batley 440077 (evenings).

**Wanted:** Scott literature, catalogues, handbooks etc. particularly veteran. Also Scott parts. Will pay good cash price or have many Scott spares for exchange. John Bentley—as above.

**For Sale:** Scott Auto-Cycle engine. Ideal for spares. Offers: T. W. Harvey, 3 Bushman Gardens, Bramford, Ipswich IP8 4HE. Telephone: Ipswich 48132.

**Wanted:** Items, contributions etc. to our great Rally Number, the next issue.

#### SOURCES OF SUPPLY

Scott Motorcycle Co., 558 Bromford Lane, Stechford, Birmingham.

Silk Engineering (Derby) Ltd., Darley Abbey Mill, Derby.

Sam Pearce Motorcycles, St. Mary's Street, Bridgnorth, Shropshire.

K. W. Lack, 5 Norton Lees Square, Sheffield S8 8P.

K. W. Swallow & Sons, 21 Station Lane, Golcar, Huddersfield.

Scott Spares, N. Pickup, Spinney Green Cottage, Stubbs Lane, Mobberley, Knutsford, Cheshire.

#### YOWL BINDERS

Binders to take five years issues. Doug Wright, 9 Elm Close, Long Bennington, Newark, Notts. Price £1.80 postage inclusive in U.K. Overseas postage 75p (totalling £2.55).

#### CLUB BADGES AND REGALIA

The Badge Secretary supplies machine badges, transfers, lapel badges, club ties, fluorescent headlamp covers 7 or 8 inch. 'T' shirt transfers etc. Stamped addressed envelope for details.

#### MONTHLY CLUB FIXTURES

Midland: British Legion Rooms, Rubery. 3rd Monday at 7.30 p.m.

London: Hoop & Grapes, 80 Farringdon St., London. Last Saturday, at 7.30 p.m.

Sussex: Join in V.M.C.C. meeting Six Bells, Billinghamurst. 4th Tuesday at 7.30 p.m.

Sheffield Scott Club. Red Lion Hotel, Charles St. Every Wednesday at 9.00 p.m.

#### QUARTERLY MEETINGS

Northern, N. Western & S. Western Sections. S.A.E. to Secretaries for information.

#### SLEPE TECHNICAL BOOKS

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