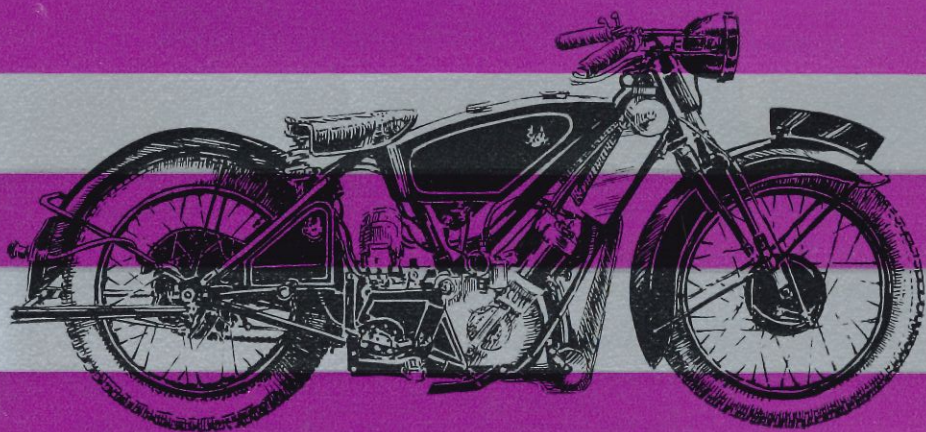
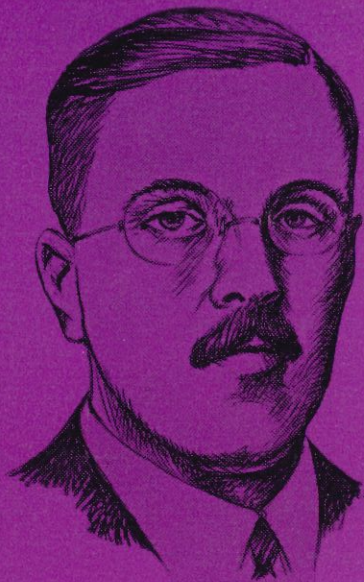


YOWL



JOURNAL OF THE SCOTT OWNERS' CLUB

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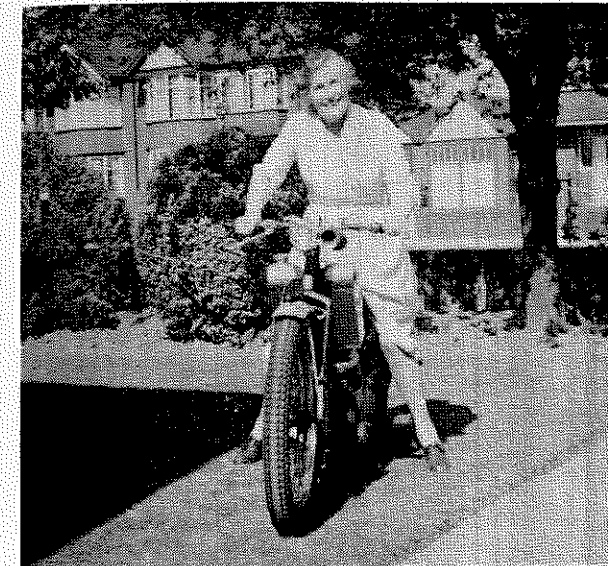
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YOWL



A happy snap to start off the year! Vi Wooler (Harold's sister) proving that Squirrels still play a part in the Scott family.

JOURNAL OF THE SCOTT OWNERS' CLUB

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

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COMMENT

Well, here we are with our first issue for 1981, and so take the opportunity of wishing all of you, good health and good fortune for 1981.

POSSESSION TAX

One gem of good news for U.K. members—the Minister for Transport has dropped that idiotic plan for taxing vehicles by possession rather than by usage, owing to the outcry against it. Just shows that it can pay to protest properly. Those who just sat back waiting for things to happen owe a debt of gratitude to those who did protest to their M.P.'s about the unfair proposals. (You had better be careful though about those discs displaying "Tax in post" during 1981, if it ain't so!).

SUBSCRIPTIONS

We hope that you have all got your subscriptions off to Harry Beal, in spite of the increase. We do regret it, but it *is* one of those things that we can't avoid. Postage for instance will again be increased next month. When our Club was formed, anyone suggesting that posting a letter would cost nearly three bob, would have been regarded as insane—such is progress!

Take heart by comparing our position with what is probably the largest motor-cycle club in the world, and one which boasts of 6,000 members. Well, they have had to increase *their* subs, from £8 to £15! With the poor old overseas members being salted to the tune of £20. Doesn't that make our increase look very very modest?

Talking of increases, don't forget to include a stamped addressed envelope to Club officials *IF* you want a reply—few of them charge the Club for postage, so make their burden as light as possible. Next time you feel like saying "What are the Committee doing?"—well, I can tell you one thing they do, and that is subsidise our Club!

If you haven't paid your "sub" yet, get it off now. Times are hard, and much as we would like to keep in touch with all our friends, we just can't afford to send out the magazines, if your money hasn't been received.

Don't forget that there is an extra trophy for the member who gains the most points in supporting our Club events, and you can bring your friends along (if Scott mounted) who are not Club members to the Road Trial on May 10th. They won't be eligible for Club Trophies, which is only fair, but they will receive a plaque if they figure in the top lists!

THE MAIN ROAD TRIAL

Stan Thomas

DATE: SUNDAY, 10TH MAY AT 10.00 a.m.

VENUE: THE FOX INN approximately eight miles from Wolverhampton on the main A454 Bridgenorth/Wolverhampton Road.

Entries will close on 1st April 1981. Fee will be £3.00 per rider and £1.50 per pillion passenger. The entry fee will cover all awards, photographs and a hot meal at the finish. Every starter will receive an award. V.M.C.C. members are invited (if Scott mounted) and will compete as a separate section.

Entry forms will be available with the next issue of the magazine. P.S.: You can contact Stan by telephone (078-571-3862) or at the address shown on the cover. The earlier you let him know your intentions—the easier for him to plan.

COMING EVENTS—DATES FOR YOUR DIARY

(Remember Jem Wilcox's "Participation Plaque")

The BURNSALL RUN — May 3rd. BURNSALL.
THE MAIN ROAD TRIAL — May 10th. Fox Inn, (A454 Bridgenorth/Wolverhampton Road).

THE NORTHERN RALLY — July 4th. OSMOTHERLEY.
THE NATIONAL GATHERING — September 6th. STAMFORD HALL.
NORTHERN SECTION:

March 15th — June 21st — September 20th.
December 13th Christmas Lunch. All meetings at the Bradford Industrial Museum.

SOUTHWESTERN SECTION and NORTHWESTERN SECTION:
S.a.e. to Jeff Clew or Tom Wess for details.

MORE DATES TO REMEMBER

Just a few V.M.C.C. events of special interest to Scott Owners.

- April 25/26th Coventry Brighton Run — Midland.
- May 4th Six Bells Rally — Surrey & Sussex.
- May 10th Sittingbourne Run — Men of Kent.
- May 17th B.M.F. RALLY.
- May 24th Salisbury Hall Run — N. London.
- June 11th I.O.M. Rally (Peel).
- June 21st Banbury Run.
- July 12th Levis Cup Trial — N. Birmingham.
- July 12th Pig & Whistle Run — S. Hants.
- July 26th Three Tors Sun — Devon.
- Tour of Birmingham — Midland.
- July 31st International Assembly — Harrogate.
- August 1st/2nd
- August 16th Coventry Parade — Warwicks.
- August 23rd Topcliffe Road Safety Run — N.W.

THE ANNUAL GENERAL MEETING

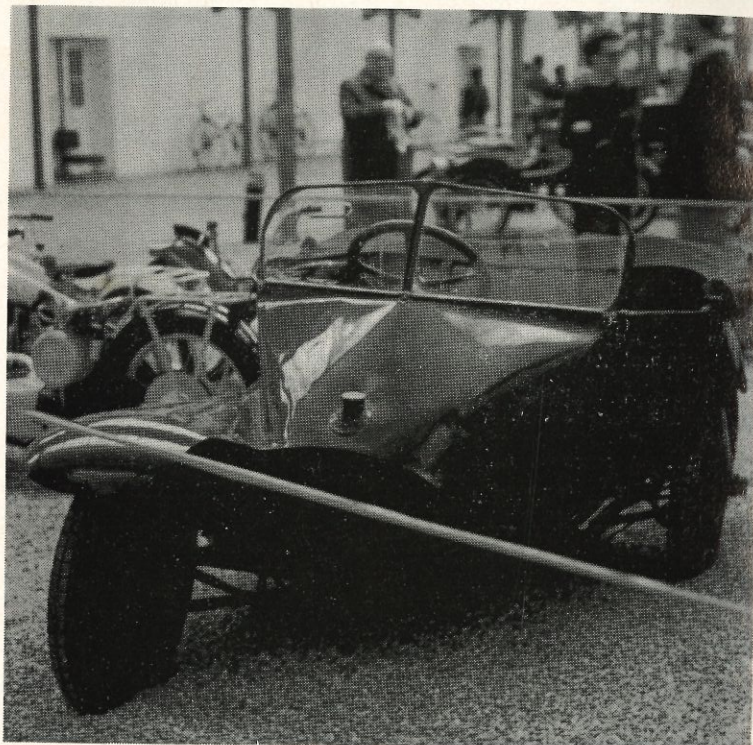
Brought forward this year in the hope that the better weather anticipated, will tempt a few more members out — 25th APRIL 1981 at the Virgin & Castle, Kenilworth, Warwickshire at 2.00 p.m.

THE SCHLUMPHF MUSEUM

W. F. Jamieson

My conscience was finally stirred by the plea for copy in a recent issue of "Yowl". References to the Bradford Industrial Museum and the Sociable also reminded me that I should pass on an item of news to you.

In March 1978, I was motoring in Europe on holiday with my family, and I had arranged our itinerary in France to allow a visit to the Schlumpfhf Museum in Mulhouse, not far from the Swiss border. I expect most people have heard of this vast and controversial collection of cars, amassed by the two Schlumpfhf brothers, whose fortune came from the textile factories which they owned.



THE SCHLUMPHF MUSEUM, with the Scott Sociable on view. The machine to the left is a Neracar, though not restored as original.

Some time before our visit the factory workers, incensed by what they regarded as exploitation of their labour, took over the car museum, ceremoniously burnt a car, and used the collection as a focus of their dissatisfaction.

I suppose we were lucky to get in at all, for we heard that the museum was later closed to visitors pending some action by the French Government to resolve the question of its future ownership and control. Anyway, it was a most exciting experience to view the incredible collection of vintage and classic cars, with most emphasis on Bugatti, all set in elegant surroundings.

One of my reasons for being there was to record the details of the Lancia cars in the collection, (an interest which really pre-dates my Scott ownership) but I must confess that in any case I was unaware that the Schlumpfhf's had also collected motor-cycles.

Not a large collection, and tucked away in one corner, but it included some interesting machines, the most significant of which, for me, was a Sociable. I have enclosed a photograph of it, and you can see that, whilst not in concours condition, it is tidy and apparently complete. Since the model is so rare, I suppose the existence of this one is well known to Sociable enthusiasts, but as I have not read of it previously, you may wish to record its location.

My other reason for writing is to voice my support for a suggestion which I read in "Yowl" some time ago. This was a proposal to publish a collection of the best technical articles covering various aspects of restoration and maintenance. One would expect this to include both major accounts and minor items in the "hints and kinks" category.

I realise that such a publication would represent a considerable expense for the Club, and would also require someone with the time, experience and access to all the literature to do the editing, but the value to Scott owners, both present and future, would be very great. I am also encouraged to think that someone may take it on when I see such well-researched and comprehensive efforts as the 10-Year Index compiled by Geoff and Muriel Harland which was published recently.

I wonder if other members share my enthusiasm for the project?

ANOTHER FREE SHOW

Don't forget the PIONEER RUN organised by the Sunbeam Club, on Sunday 22nd March 1981, when the finest turnout of veteran Scotts can be seen in action. (It's not quite free — you *should* get a programme, just to help things along!).

OBITUARY

It is with deep regret that I have to inform you that Clarrie Wood, the old Works rider, who lived at Hunmanby, N. Yorkshire died last October. Clarrie's exploits are too well known to again relate here, and with his passing we lose another link with the past, and another of those grand characters who made the Scott motor-cycle a household word, but one who will always be remembered when the history of the Scott is related. To his family we send our sympathy.

SPARES NEWS

Glyn Chambers

As Norman is tied up with all the lines he is working on, both in time and money, I have offered to help out with a few projected lines.

UNDER TRAYS I: A batch of 3-speed Super under trays, 1926-28 pattern. Cost will be under £30 unfinished, for an article suitably "beefed up" and in a more suitable alloy than the original.

STANDARD UNDER TRAYS 2: 1929 onward. (All models including B'rums) cost will be somewhat less than the Super ones.

As initially I will personally be financing the manufacture of the under trays, I need a firm order and a £10 deposit (cheque made out to Scott Owners' Club). I don't like the deposit idea, but I can't afford to have people opting out once I am committed to the order. Just over three years ago when I was running the Spares Scheme, I committed over £300 of Club money getting Flyer/Rep sprockets made, mainly on the strength of overseas enquiries. When they came out at £17 each, (a bargain for a complicated piece of machining, internal splines etc., requiring three different heat treatments and so on, I wrote to all who had enquired about sprockets, but to a man they all backed out. In the long run it did not matter, as all were sold—most of them at one day at the Rally, and we have since had several others made. I just can't afford to have my money tied up for so long.

OVAL TANK END PRESSINGS: just enquire—no money from those interested. Narrow and latter patterns.

SCOTT LUBRICATION

Glyn Chambers

We should by now, all have the message that SILKOLENE Super II 40 (Summer) and Super II 30 (Winter) IS THE oil for Scotts. Although I did notice someone treating us to the smell of "R" at the Rally, honestly, it's no oil for a Scott.

However, here are some other lubrication products on the market that may be of use.

GEARBOX. Castrol Grand Prix (expensive) or Silkolene OSMASTON 50 (much cheaper) for summer use. Silkolene DONNINGTON 40 for winter use, and don't overfill by checking the level frequently. It still leaks? Try Shell TIVELA Compound A—this is a thixotropic grease, very thick but as soon as it moves it turns to oil, but will not flow out of a static 1/16 gap. It cured all my gearbox leaks but has to be specially ordered through a Shell agent.

CHAINS. Many years ago I discovered the secret of long chain life on Scotts. Someone gave me a can of old but unused oil and I used $\frac{1}{2}$ pint on the mag and primary chains before setting off on each trip. It made a H-1 of a mess on the bike and garage floor, but extended chain life from an annual event to two years on the mag and three years on the primary, and after dropping Linklife all over the kitchen stove—I forget to put the little peg in—far safer. Now we have chain saw anti-fling lube. Fantastic stuff! I use the Silkolene product, but assume that others make one as good though not so cheap. Using far less oil than before, I liberally squirt the chains with it, rev up the engine and after the initial fling, no more oil comes off. A quick wipe with a rag over the bike and the rest of the oil just stays on the chains—amazing!
I now only lubricate the chains every two or three trips (depending on distance) and all for the same cost as a can of Super II. Should be available from any Silkolene agent.

THE BANBURY RUN 1980

Well, I attended, fully intending to give a good write-up on the second best Scott turn-out of the year—the V.M.C.C.'s Banbury Run, where for years we have vied with Triumph for the greatest one make turn out, but I can't say whether this year we did at long last outnumber them.

The venue of course has been changed—gone the chaos, bustle and the friendly crowds of Banbury's Public car park as the site for one of Britain's great free shows—this year's event started from the premises of A.P. Products, on the outskirts of the town. No doubt quite convenient for competitors, but creating quite a problem for spectators trying to find a place to park.

From the programme, 30 Scotts were entered out of a total of 360 entries, and 70 makes were represented including nine "foreigners", but these 61 British represented only a fraction of the manufacturers of those days of the '20s. I can think of a few makes that were once popular and well sought after, but had no representatives, for instance, this year, no A.J.W., D.O.T., Cotton, Excelsior, Montgomery, Omega, Trump to name but a few.

To return to Scotts, well, the oldest was Glyn Chambers' 1910 model, no doubt one of the oldest in regular use, followed by Owen Tyler's 1913 model, with D. B. Smith's 1920 Standard Scott the third oldest Scott seen.

The rest of the field being two speeders from the mid-twenties up to T.T. Reps of 1930. Of the two speeders, the 1924 ex-Graham Walker Scott now being licked into shape by T. Frazer of Co. Antrim and the 1925 Flying Squirrel of John Greenwood of Bromyard, being the more interesting, if not the more concours or gleaming. John Underhill was there with the ex-Reg. Summer's 2-speeder—still making last minute adjustments to the change mechanism. The advice given by "experts" Rob Rawlins and Ernie Scott must have worked, for he completed the Run.

Another who completed the Run was Rob Rawlins—getting wise in his dotage years—he tucked in behind another competitors' combination and "followed the leader" down to the same pub calls, public toilets etc., and so eventually found himself back at Banbury, though in the true Rawlins tradition didn't find his correct parking position, even though all "markers" were out and in place!

The 1928 Three Speed Super restored for Ian Young by J. W. Tennant-Eyles of Farrington created quite a stir, along with other restored models from the same firm, a Model 18 Norton and Vincent H.R.D.

I didn't get to see all the Scotts, the trouble being a T.T. Replica which I was told was the property of Alan Pearce of Stoke Hammond, for after spotting that, I couldn't tear myself away. I thought it was just perfect, and hope he'll pass on a few words about it.

Another machine I didn't get to see (because of the T.T. Rep.) was the ex-works 1928 I.S.D.T. bike ridden by Gordon Markham of Enstone, Oxon, which I'm sure all members would like to know about. Described as a short stroke Flyer with close ratio gearbox — it must be a very rare machine.

Amongst the spectators — Harold Scott — still drumming up members, Val Ward and his slimline Scott. George Reeves looking fitter than ever following his change of address and all the work in fitting out his new work shop. Doug Wright and Joan — and a surprise visitor this year — Eric Deacon, all the way from Rhodesia — whoops, sorry — Zimbabwe! How's he going to haul all his Auto-Jumble bits back home?

Results? Well, as Jim Best and his 1930 Tourer was present, we don't have to tell you who won the Scott Trophy. (Rumour has it that he is now busy restoring a T.T. Replica, so with one of the best-looking Scotts ever to work on, we can't wait to see the results of his labour! That really will be something worth seeing!).

EIGHT YEARS HARD LABOUR!

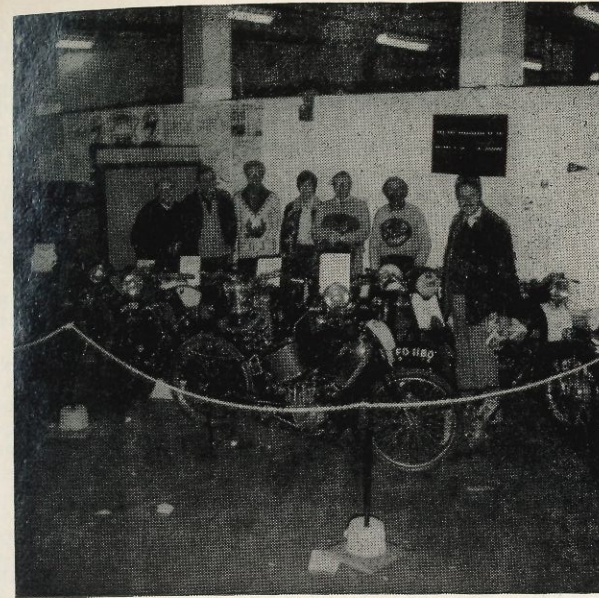
George Reeves

I first acquired my 2 speed Super in 1960, but it was not until 1968 that it was ready for the road, and was entered in the 1968 Banbury Run, gaining a First Class Award. Since then it has done 10 Banbury's, a number of S.O.C. Rallies, numerous local Rallies, V.M.C.C. Runs etc., as well as being used for personal transport.

During this period 1968-1980 the engine has had no attention whatsoever, apart from external cleaning, crankcase door inspection, chain adjustment and the occasional plug clean, plus one exhaust port clean. I have had only one road side stop — due to a choked jet. However, on the day following the 1980 Scott Rally, I took the crankcase doors off, and found slight pitting on the left hand big end, so a strip was indicated. Out came the engine, cylinder off, cranks out, everything cleaned and inspected. Result — slight pitting on rods and cranks and a lot of carbon inside. The cups were O.K. and had not moved, nor were the sprockets loose.

Last year I was able to get reconditioned rods complete with inner races and rollers. Also I had invested in a set of main rollers, so I had all I needed for the bottom half. When I built up the engine eleven years ago, I rebushed the pistons and made new gudgeon pins. There was no wear so these were left. The Cranks were replaced and float checked and adjusted. Cylinder and ports cleaned and the whole reassembled.

The performance is greatly improved — more power, better two-stroking and smoother running. It should be O.K. now for another eleven years, by what time I shall be 84 and I hope still riding.



BRISTOL EXHIBITION. Some of the Clan who attended the Stand. Note those "woolly pullies". (Alright—"gansies" to you Geordies!) Knitting plans may be applied for.

MY ASSOCIATION WITH SCOTTS

Bill Homan

It wasn't until 1972 that I first rode a motor-cycle, and that was a 1950 James "Cadet" that I bought solely as a cheap means of transport to and from work. However, as is common, the thirst for more power prevailed and the James was followed by a Matchless single and a BSA B31. My knowledge of British motor-cycles and their histories grew slowly, however, even by 1975 the name Scott still only meant a strange looking two stroke usually pictured as blowing out clouds of smoke around the T.T. course. However, in 1976, I saw advertised for sale a 1937 Flyer in Christchurch some 150 miles away — a telephone call revealed that the bike was in reasonable condition and road-worthy. Realising that it was something out of the ordinary, I purchased it over the 'phone and then drove in a friend's Landrover the 150 miles, in a blinding snow storm to pick the machine up.

I never regretted the decision and after new paint and chrome all round, some rebuilding, especially to the magneto (which had had it) I had a machine which has been faithful ever since. The machine is virtually

to catalogue specification, as I found later it only had one owner from the early 1940s to 1960 and during that time, much of its life had been spent racing on the old circuit near Christchurch. This particular owner informed me that 95 mph was had out of the machine in racing trim. The bike after being retired, passed through several owners before I picked her up. This was a machine that was far different to anything that I had ever ridden before and the acceleration is still respectable when compared to modern bikes.

A short time later, a 1949 Flyer was advertised for sale and bitten by the bug another 4-stroke was sold and this machine purchased. This machine required a great deal of work to be done and this progressed slowly over the next two-and-a-half years until restoration was near completion. This machine was fitted with a Clamil spring hub which fitted the bike beautifully, the only alteration needed was the re-routing of the rear brake system down to the near side instead of the standard cross over system.

However, almost a year ago, I heard of a 1929 Flying Squirrel coming up for sale in Christchurch. What to do? I had always wanted a vintage Scott so after some soul searching, I sold the 1949 Flyer to finance the new purchase, and I was then the proud owner of a somewhat delapidated vintage Flying Squirrel Tourer. Restoration on this machine has progressed all during the winter, with many parts having to be made, including a hand-change mechanism which was made after N.Z. member Chas. Black of Napier kindly lent me a set of drawings. This works well, and is virtually indistinguishable from the original. The only remaining item to be made is the expansion box and exhaust system, however in the meantime it is running on a Replica type siamesed pipe. I hope to rally this machine extensively this summer and intend riding her to the National Rally in Dunedin in February 1981.

APPLIES TO SCOTT OWNERS' TOO!

(From the ILKLEY & DISTRICT M.C.'s New Letter)

Margaret Wood

Moor Road Cottage,
Askrigg, Leyburn,
North Yorks.

Dear Mr. Rogers,

Thanks once again for the splendid Ilkley Newsletter.

Although we hardly know any of the members, we still like to keep in touch.

The real reason for writing is because in your future events, I didn't see any mention of the Re-Union Trial. My husband, as most of the older members know has Parkinsons disease and doesn't get out very much, but *that* day is a *must* and however he feels that morning he's determined to come. I'm sure you'll mention it in the August Newsletter.

A little story which might interest your members. Every year in July the Beamish Rally comes to our part of the Dales, with a lunch stop at Bainbridge and then onto Askrigg.

We live on the Moor Road over to Swaledale and the first observed section is outside our house, and there, there is a large natural grandstand where dozens of villagers watch from. Imagine the surprise and delight when in the distance there is the purring of the Old Scott, *but* he doesn't attempt the hill, he has spotted by husband, C. H. Wood (Scott AK222)

and he got off his bike and came and sat and had quite a chat, that was my husband's day.

We live at Moor Road Cottage, Askrigg (ask anyone where Margaret and Harold live) and we would love any of your members to call and have a chat and a cup of tea. It's a lovely part of the world.

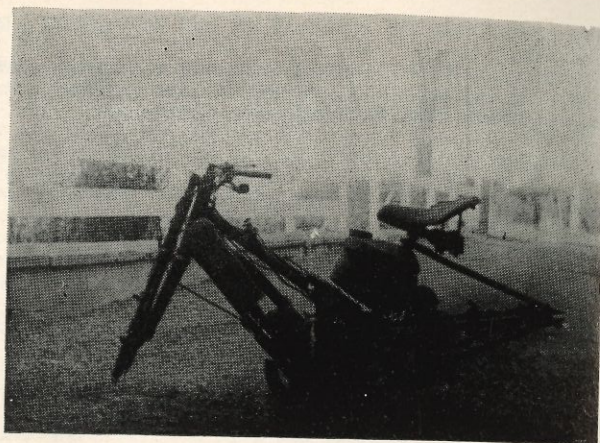
THE MAGIC OF A CLUB TIE

Jeff Clew

Although I have belonged to quite a few motor-cycle clubs in my time, it was not until I joined the Scott Owners Club and began to wear the Club tie that I realised what impact such a simple action would have. Being a bit of a reactionary, I decided to wear it whenever I visited any of the Japanese manufacturers and for starters, I wore it the whole of the time I spent with Suzuki Motors when I visited their Hamamatsu headquarters during a trip to Japan, via the U.S.A., in January 1979. It was remarked upon by several of my hosts and I lost no opportunity in pointing out that Britain knew quite a bit about two-strokes too, right at the turn of the century. I wore it again when I was invited to the opening of Honda's 100th Five Star Service Centre in Dorchester, but on this occasion I turned up on my Scott too. I am afraid that this time I upstaged the event quite a little, for the then managing director of Honda U.K. became absolutely fascinated by the Scott and at first would not believe I had ridden it there! He spent about half an hour with me going over it in great detail, having a particular interest in the lubrication system. Everything else seemed to go by the board and I have not exactly been welcome in Dorchester since!

On another occasion I wore the tie when visiting the Service Department of Mitsui Machinery Sales, the U.K. Yamaha Concessionaires. Another visitor wearing the Club tie happened to call at the same time, and we were soon in earnest conversation. In due course my new-found colleague strongly recommended that I should obtain a copy of the Scott history if I did not have one, which caused me no small amount of embarrassment and no amount of amusement to our Sales Manager, who happened to be with me. It was a nice compliment and my identity was eventually explained.

Perhaps the most amusing episode occurred whilst I was sitting in a 747 Jumbo at Heathrow, waiting to take off on a direct flight to Los Angeles. The person sitting next to me recognised the tie and knew I was a motor-cycle enthusiast — he happened to be an East London Yamaha specialist who specialised in racing parts and tuning. Shortly after we were airborne, the stewardess took out a short ladder, presumably to reach something for the galley that was stowed away high up. Much to my consternation, my newly-made friend shouted out "Christ — she's going to clean the bleedin' windows!" a statement that laid everyone nearby in the aisles. So you will see that wearing the Club tie has proved a most rewarding and interesting experience. Has anyone else an interesting story to tell?



How they find 'em in wild west Wales. The Squirrel as found by Graham Gardiner 10 years ago. Transformed by him into the best vintage bike at the Bristol Exhibition.

SOUTH WEST SECTION

Yeovilton Fleet Air Arm Museum Meeting

Jeff Clew

Sunday, November 2nd proved to be one of those clear, bright days so characteristic of this time of the year, but with the disadvantage of a biting cold North wind. It was against this background that about a dozen or so Scott enthusiasts assembled in the Museum Car Park around 12 noon, two of them bringing their machines with them — a really beautiful 1921 model and an equally resplendent 1960 Birmingham Scott. Members came from as far afield as Southampton and Newton Abbot, and it was especially pleasant to have amongst them Jim Kelly, who has recovered completely from a recent mild heart attack.

Once inside the Museum a short, impromptu meeting was held, to discuss the future of the Section. It was agreed unanimously that meetings of the Section would continue on a three-monthly basis, with a rotation of the meeting places so that the Southampton and Exeter areas would feature too. Provisional arrangements were made for a further meeting to be held during March next year, which would probably start with a visit to the Sammy Miller Motorcycle Museum in New Milton and thence to some other local attraction. I agreed to continue in my role of "caretaker" Secretary until such time as a likely candidate for this post comes forward. Our President's good wishes for the active continuation of the Section were mentioned, also his generous donation to help offset some of the embryo Section's expenses. A similar very kind gesture has been made by Ron Mountain, so the future of the Section seems a little more assured.

Everyone had a good chance to look around the Museum, now regarded as one of the finest aircraft museums in Europe. Refreshments were available on site, but for those who needed something more substantial, there was a restaurant within a mile that offered good value for money.

My apologies to Mr. Bailey, who turned up a little late, at which time most of us were setting off for home. I hope his journey was not entirely wasted. Apologies for not having my bike there, as intended. Alas, unbeknown to me, it rang a big end bearing on the way home from the Stanford Hall Rally, which was only too evident when I started the bike on the Saturday afternoon. So now I have bits of Scott everywhere.

Finally, my grateful thanks to everyone who wrote to me offering their support. I received no less than 13 replies to the 40 letters I sent out, which made it all worth while. I shall, of course, circulate everyone with details of the March meeting towards the end of February. Watch this space for further news — the South West Section is still very much alive.

LATEST S.W. SECTION NEWS

It is now confirmed that the next meeting will be
SUNDAY, 29th MARCH, 1981 at noon.

MEET: Sammy Miller's Museum, New Milton, Hants.

Programme: Tour of Museum. Adjourn for lunch, then a run to
MAVRO's place at nearby Sway.

Now's the time to get those bikes ready — let's have a good turn-out of Scotts.

(Incidentally — Jeff would be grateful if all who intend to take part in S.W. activities in 1981, would send him £1 in order to keep the section afloat financially — a single posting to all members costs between £4 and £5, and postal charges are rising again).

THE "CLASSIC BIKE" EXHIBITION — BRISTOL 1980

Graham Gardiner

The Exhibition was a great success, covering a very good range of British Motor Cycles, mainly from one-make owner's clubs and of course the V.M.C.C. stand. Needless to say, we had a Scott stand arranged and prepared by members of the Bristol Scott Owners, the stand being prepared on the Friday evening, ready for the Saturday morning with a very good display of machines. The Bristol members manning the stand on the Saturday, and Arthur Sparrow, James Ide and myself standing in on the Sunday afternoon until 6.00 p.m. James Ide at the age of 15 must be one of the youngest members of our Club and he had travelled from Carmarthen to be with us on the stand. He can't wait to own and ride his first Scott, so come on James — there must be one in West Wales somewhere.

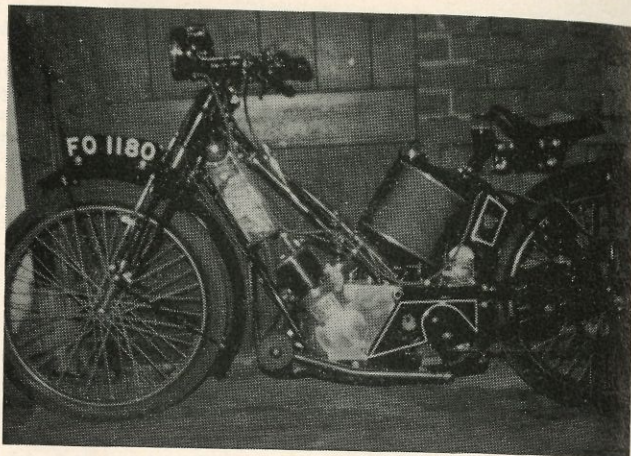
On arriving I was very pleased to learn I had won the award for the Best Vintage machine at the Show.

The S.C. Stand were as follows: —

G. GARDINER — Barry	1922	532cc Squirrel (Vintage Award)
J. GOSS — Bristol	1924	498cc Super Squirrel
D. POOL — Bristol	1930	596cc Flying Squirrel
A. SPARROW — Swansea	1934	598cc T.T. Replica
G. GARDINER — Barry	1939	596cc Clubman Special
M. LEAVER — Bristol	1959	596cc Flying Squirrel
JAMES IDE — Carmarthen		

Mrs. A. Sparrow putting the final touch to our stand, as all ladies do.

We would like to thank "Classic Bike" for putting on such a fine Show, which I am told should have twice the area size for next year.



BRISTOL EXHIBITION: Best vintage machine. Graham Gardiner's 1922 Squirrel.

SNIPPETS FROM THE MOTOR-CYCLE PRESS — PAST AND PRESENT

Compiled by Arthur Pentney

"I look forward to the day when a rebuilt two speed Scott can prove that in 18 years motor-cycles haven't made so very much progress after all." (Letter from "Another Scott Fan" *The Motor Cycle*, January 16th 1947.)

"I allege that the old silver and purple two speed open framed Scott was the best looking motor-cycle ever built." (Ixion (no less) *The Motor Cycle*, June 12th 1947.)

"Is he (Mr. Daws) not aware that the expression "Yowl" is restricted to the Scott and is he ignorant of that or just lacking sensitivity?" (Letter from D. Hunt, *Motor Cycle Sport*, October 1980 in reply to another from Mr. Daws, who when describing his S---i GT 750 A, said: "All this and a two stroke yowl — who could ask for more?"

HARRY SHACKLETON

I am sure that all members will be interested to know that Harry is hale and hearty and now living in Cumbria, near Carlisle.

Harry is now 87, but still interested in Scotts and Scotting.

We hear that he started writing a history of Scotts — way back in the dim, distant past, so who knows — we might have it yet?

He sends his regards to all members of the Scott Owners' Club.

INDEX FOR THE FIRST TEN YEARS ISSUES OF YOWL

The London Section have had printed a limited number of an Index of the first ten years' issues of the Club magazine, i.e. from 1958 to 1968.

Whilst you may be thinking that as the first issues of Yowl are so thin on the ground, there's no point in having a copy of the Index, may we suggest that that might not be so.

It gives the younger members a chance to see what has gone before, and as they can then see, some of the best servicing articles went into those issues.

The Index has been compiled by Geoff and Muriel Harland on the lines of the Index recently issued to all members, but it was decided at the A.G.M. that we couldn't afford to make it a universal issue. The London Section however, decided to go ahead with a limited edition from their own funds.

We have undertaken to reprint in Yowl, any article that is requested as a result of purchasing a copy of the Index, and it may also be possible to purchase a "roneod" copy of any article, through either the London Section or our own Librarian, but we will have more details of this later.

So you see, it is well worth buying a copy, even if you haven't got the early copies of Yowl.

They can be obtained from Rob Rawlins (see cover for address) at a price of £1.50 per copy.

Do get your order in early — there's only a limited number available, and like the Unipart advertisement — we can supply the answer!

THE SHEFFIELD SCOTT

By K.L.M.

I first heard of this particular Scott being available, from Ivor Slack who told me that there was a Scott advertised in *Motor Cycle News*, in exchange for a Morris Traveller. I rang the owner and found that the machine was available still for exchange.

Over that weekend I pestered every owner of a Traveller that I could find and ended up with three owners who were willing to sell. I picked the best one explained my problem and said that I would only buy the car if the owner of the Scott liked it and would exchange for it, a sort of infernal triangle.

The day before the owner of the Scott was to come and view the Traveller, he rang me and said that he had found the car he fancied and would I like to buy his machine? I cancelled all arrangements with my Traveller owner, apologised for any raised hopes and ultimately, after much negotiation and many pound notes, I became the proud owner of the Sheffield Scott.

"A Sheffield Scott — what the heck is that?" do I hear you ask — well, I'll tell you.

The enthusiast from Sheffield who built it, is an engineer of great ability and many years experience. He spent over ten years building this particular machine into what he thought it should be, but unfortunately he developed a rupture and the completed machine was too heavy for him to handle comfortably, so he sold it to the man from whom I eventually bought it. He rode it, but briefly, then put it away.

The machine is a Flying Squirrel registered in September 1947, and fitted with coil ignition and dynamo electric, the standard radiator and tank are still fitted, as is the centre stand and front stand — now for the interesting bits...

The machine is fitted with Vincent Girdraulic forks and both rims are Italian alloy racing rims. The front wheel has the brakes from a Vincent Black Lightning, whilst the rear is built around a Replica brake and sprocket. The rear brake is cable operated. The machine is fitted with swinging arm onto the Scott frame, with phosphor bronze bushes and taper roller bearings to take up the play. A Velocette gearbox with four speeds is also fitted, with a device for easy clutch adjustment. A Velocette oil tank sits above the gearbox, and chain oilers are provided for the engine and rear chains, with separate oil reservoir in the upright part of the swinging arm assembly. There is also an extra air valve between the carburettor and the engine block, cable operated from a control on the handlebars, which is an economy device for touring. All the parts are substantially made and constructed to the highest engineering standards. All nuts and bolts are in stainless steel, as is the battery box. A stepped dual seat provides comfortable riding and the machine looks and feels very purposeful and ready to go.

Little touches abound to show how much thought was put into this machine. For example, a catch into which fits the foot peg of the centre stand to hold the stand up is provided in stainless steel and to the same design as the rear stand catch on earlier machines. A deep valanced mudguard (a modified item from a Francis Barnett Plover, keeps the road dirt where it should be and a rear carrier finishes off the back end. I feel very proud to be the owner of this machine. It is well built, good looking and in excellent condition.

There are several Scotts that vary from the norm . . . Mercury, Swift, Reynolds and Holder Specials spring immediately to mind — well, now there is one more, and I name it for posterity — "The Sheffield Scott."

AN AIR-COOLED SCOTT ENGINE

(From "Motor-Cycle" of August 16th 1945)

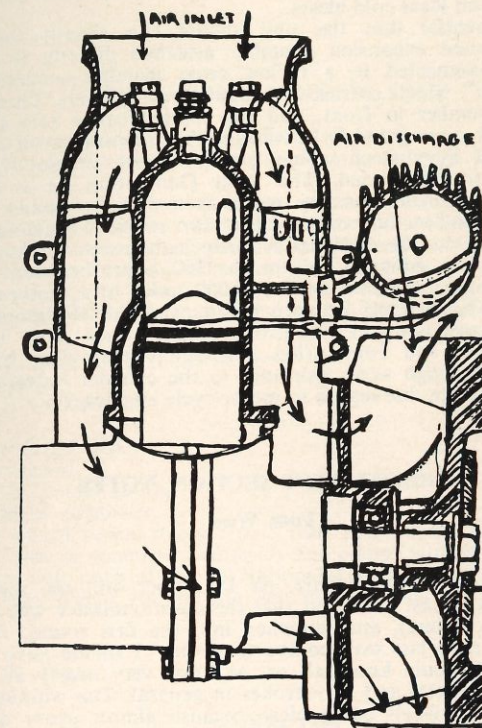
Electric Generating Set with "Induction" Cooling.

Before the war Scott Motors (Saltaire) Ltd., were already engaged in various forms of military equipment and had indeed taken out several patents in connection with air-cooled two-stroke stationary engines. Thus, when an urgent demand came for a small portable electric generating plant for use in connection with the Bofors gun, Scotts designed and produced in eight weeks a highly successful outfit that was rushed over to the Maginot Line almost at the start of the war.

This outfit was a completely self-contained power station in miniature with an electrical output of 2.75 kVA, 3 phase 50 cycle with 130 volts between phases. It was designed to run continuously alternating half-hourly from full load to no load. The engine has a bore and stroke of 66.7mm x 81.4mm (280cc) and is governor-controlled at 3,000 r.p.m. when the shaft horse power is approximately 4.2 b.h.p. Lubrication is by petrol and ignition by Wico magneto, the whole of the ignition system being screened.

MOTORCYCLE

AUGUST 16th. 1945



From the motor-cyclist's point of view the chief interest in this engine is the system of cooling. This was the subject of patents, and during the war use of these has been granted to other makers of air-cooled stationary power units. Associated with the efficiency of the cooling system is the very unusual degree of exhaust silence.

The entire engine is surrounded by a cowling which encloses the crankcases and embodies a "tower" around the cylinder. Cooling fins on the cylinder are in the form of radical fins and inside the "tower" are vanes which lie between the cylinder fins, so reducing the air passage over the fins to a constant dimension throughout, thereby maintaining the air velocity over the cylinder fins. Between the crankcase and the flywheel is

an extractor fan having tangential blades, and the centre of the crankcase cowling is in communication with the centre of the fan. When the engine is running, air is expelled from the periphery of the fan, causing a strong flow of air via the opening above the cylinder head, down between the fins on the cylinder barrel and over the crankcase. This accounts for the description "induction" or "suction" cooling, the air being drawn into the cowling, not blown onto the cylinder, thus providing better air distribution and freedom from local cold blasts.

It was essential that the unit should run silently, and there is, therefore, a vaned expansion chamber attached directly to the exhaust port. This is connected to a hollow cross member secured across the tubular "chassis" which carries the engine and dynamo. There is another hollow cross member in front, and the whole chassis acts as a silencer.

The chassis is mounted by flexible rubber mountings on a steel frame and is enclosed by a steel cabinet provided with tubular "porter" bars by which it can be carried. The Scott Generating set is an excellent example of the contribution the motor-cycle industry made to the war, and also an indication that an air-cooled two stroke with suitable methods of air circulation can be operated at fairly high speeds for long runs. This particular unit was designed to run for 250 hours between decarbonisations, which would be equivalent to 10,000 miles in a motor-cycle on the road. A life of 1,000 hours between major overhauls is obtained.

Many improvements in two-stroke engines have been incorporated, notably in piston and combustion chamber shape, alloy cylinders and methods of giving high wear resistance to the cylinder bores, all of which should be reflected in due season in motor-cycle engines.

NORTH WEST SECTION NOTES

Tom Wess

For our Scott Owners' Quiz, on December 4th, the members were divided into two teams, reminded that the questionmaster was always right (even if he was wrong), and launched into the first round. After that it was mayhem — they just savaged the questions: I should have known that these enthusiasts would know all or, at least, very *nearly* all there is to be known about Scotts and two-strokes in general. The winning team won by one mark, the finish being close because almost every question was answered correctly. Next time it will be more difficult! You never know — we might even have a chance against the giants of the Midland Section when Alan Cooper's excellent idea of an inter-Section quiz can be put into effect.

Our next meeting at the Whipping Stocks, on Thursday 5th March at 8.00 p.m., promises to be an outstanding event. Frank Varey has kindly agreed to talk about his experiences riding dirt track Scotts, and he has, as he says, "some good tales to tell". Not to be missed!

Finally, I would like to thank our President for his most generous donation to the running costs of the N.W. Section. It was very kind and much appreciated.

THE RALLY NUMBER

We did promise that the February edition would be a Rally Number, but I am afraid the issue of the December magazine coincided with the Festive Season, which no doubt put Club matters out of most people's

minds. At least, it is hoped so, but the fact is that since the December magazine went out, nothing has been received to help with such an edition.

We have a couple of Andrew Marfell's magnificent photographs of two of the winners at the National Gathering, but we will hold them over for the time being, hoping that a few more contributions on Stamford will come our way.

THE PARTICIPATION PLAQUE

We also promised that forms would be sent out with the February issue, for those wishing to take part in the scheme proposed by Jem Wilcox.

Well, we regret to say that our usual source of supply could not help at this stage, and we could not get them done elsewhere at a reasonable price, or for us, an economic rate. However, I'm sure that this is one area, where each could help themselves. All that is required is a sheet of foolscap paper, and a determination to participate in all the four Club events, or such others as are approved by the Sections. Head your sheet as follows:—

1. NAME & ADDRESS (block letters).
2. ADDRESS.
3. POSTAL CODE.
4. EVENT.
5. Machine Regd. No.
6. Miles travelled.
7. Trophy or points gained.
8. Signature of organiser.

If you would repeat items 4 to 8 four times down the foolscap sheet, then your form is complete and ready for completion at the events. Keep the form by you until after the National Gathering, when you can then send it to Jem Wilcox for judging, but more of that on completion of the year.

PERFECTOS

In answer to Arthur Pentney's query regarding "Perfectors" and the author of the letter to Motor Cycle in July 1957, E. L. Collin Huyton, Liverpool believes this was none other than H. C. M. Beaumont, an extremely colourful figure who drifted in and out of the motorcycle scene from the twenties onwards. He was believed to be connected with the Redrup Radial motorcycle engine, and claimed connections with the McEvoy motor cycles of Derby, when it produced a straight four and a flat single at the 1928 Show.

He managed to convince some hard headed business-men that he had a 3-cylinder radial engine ready to go into production after the war, and the location of his factory, then secret, could be disclosed. It was also stated that the engine was to be installed in the Kendall "People's Car", but this was denied later by the people involved in this project.

Mr. Collin last saw H.M.C. Beaumont at Stonebridge in the late 50's when he journeyed down to an informal Rally. H. C. M. was then with an exquisite outfit, the first Brum Scott that Mr. Collin had seen complete with sidecar.

HAWKER'S OPEN DAY AT DUNSFOLD

5th July, 1980

This enjoyable event, which is now an annual attraction, was held on a pleasant day and attended by a good crowd, witnessing the, as usual, superb flying display.

This was given by various old and new aircraft including Spitfire, Swordfish, Mosquito as well as the always intriguing display by Hawker's own test pilot in their Harrier V.T.O.L. fighter; this never ceases to amaze one by its "antics". It was close enough this year to feel its hot breath!

The display of motor cycles, mainly British, but with the addition of a Danish Nimbus 4-cylinder in line O.H.C. four stroke, with shaft drive, was very good, though the turn out of Scotts (always invited) was a little disappointing. (HERE'S AN IDEA FOR THE LONDON SECTION—WHY NOT ADOPT THIS AS AN ANNUAL RUN? IT'S SO WELL SIGN POSTED THAT NOT EVEN R.R. COULD LOSE HIS WAY!)

The Scotts were mainly vintage models, with 1929 and '30 models from Norman Broadbridge and Les Scott, with Ian Coomber's 2 speeder looking nice and original. Dr. Whitehead with the ex Peter Waring 'Silver Beauty', so well known to most members. Gary Fisher's smart 1949 Flyer. There were no Birmingham models this year.

The run was slightly marred for me, by a radiator seam splitting on the way to Dunsfold and depositing water all over my left foot. However, by chewing gum all day, I had enough to effect a temporary repair to hold water, but on the way back, the gum melted of course, and so I had to take a route home via the riversides, to replenish the failing water supply. However, I made it; great fun, but not recommended for a repeat.

L.J.S.

RANDOM THOUGHTS ON SCOTT SUBJECTS

Jem Wilcox

The poor restorer is armed only with the catalogue to tell him now what was standard when his 'bike was made. We all know that the ardent restorer can turn out a 'bike better finished than the factory could produce, but does he also make one that is more 'standard' than the factory produced?

Well red.

Only Lofty Avis could write six pages about that forgotten component of the Scott engine—the flywheel—(Yowl, October 1966). The only thing his excellent article didn't tell me was, what is the standard finish for the flywheel? A lot of the flywheels one sees on 'bikes in the club are painted black, quite a few are painted red and quite a few bare metal—presumably they get enough oil from the primary and magneto chains to prevent rusting, or are they covered in clear laquer? I have toyed with the idea of using the red tinted laquer for the cylinder block on the

flywheel, but that may be too much for aesthetics, being so close to the block. Can someone tell me please, what is the standard finish for the flywheel?

Talking of red finishes reminds me; have you ever wondered why so many Scotts have at some time been, or still are, painted red? Unless the painter is very careful the red chosen clashes with the red laquer of the cylinder block. One way round it, of course, is to paint the cylinder block as well, but just compare an enamelled block against one of the laquered ones. I think that everyone would agree that the red tinted laquered cylinder block is one of the more endearing, tasteful features of a Scott's decor. The only exceptions I can think of are Ian Pearce's racing 'bikes which are painted a real 'Scott Purple' purple; mudguards, tank and cylinder block, with a matt black radiator, they look really functional.

Oiling

Whilst on the run at the Northern Rally this year, one side of the Pilgrim pump went on strike for a while. 'Nothing unusual about that' you would say, and, indeed, I did the usual and imagined all sorts of knocking noises coming from the engine. However, on stripping the engine, all the ends and the mains proved to be in good condition and the whole of the engine was lovely and oily. The only thing wrong was what seemed to be excessive clearance for the pistons. I fitted new rings and the 'bike is going as well as ever now. When I was complaining about the pump at Osmotherley, I was told that my machine was making a lot less smoke than most others and I noticed myself that as other bikes were shut off going down a hill, presumably building up oil in the crankcases, and then opened up to go up the other side, the countryside would be obliterated in a cloud of blue smoke. My 'bike, on the other hand, didn't leave the populace coughing to anything like the same extent. The pump is set to drop in four gurgles and it seems to be averaging about 100 miles per pint—all quite normal I would have thought, perhaps even over-oiling a bit.

Where is all this oil going if it isn't coming out as a redundant blue cloud on opening the engine up again?

A clue to this mystery may have come when I was discussing my Silk modified engine with one enthusiast. When I mentioned the crankcase stuffing blocks (mounted in the crankcase they fill the gaping nothingness under the pistons at the bottom of the stroke), apart from increasing the primary compression ratio, he suggested that they also cause turbulence under the pistons such that the small ends receive a more frequent oil change than is normal. Could this turbulence be sufficient to keep the oil in the crankcase suspended and being pumped through the engine (by the pistons) instead of building up? I would be very interested to hear what the engineers in the club think, is it possible? Also, do riders of similarly modified machines notice much clearer air on accelerating their 'bikes, compared to that left by other (standard) machines?

15,500

Yes folks—that's your lot—fifteen and a half thousand. Looking at the engine numbers against years table in the back of Jeff Clew's book and assuming that every number available was stamped onto an engine and that every engine was put into a frame and sold, also allowing a few

hundred for the Birmingham Scotts, the total production figure for Scotts is (very) approximately 15,500. When compared with the similar figures for even the likes of Norton and B.S.A., let alone Yamhonduki (the well known manufacturer of look alike two wheeled cars and 'off road' nuisance-machines); not many is it? How many of those have survived?

When you consider how few Scotts there can be available and the size of the market wanting them, it is not surprising that secondhand Scotts command such a high price—it's all to do with 'supply and demand'. I wonder, if the proposal for obligatory road fund licence even if the vehicle isn't used on the road ever becomes fact, if some of the collectors would be forced to release some of their 'bikes from their motionless captivity. I don't suppose that the market would be flooded with Scotts, but, maybe, enough would be released to bring the prices down to reasonable figures that the ordinary enthusiast can afford again.

Ken Newham, of Manuka Road, Kettering, Tasmania 7155, Australia, writes:

I have just read Jeff Clew's book "The Scott Motor Cycle, The Yowling Two Stroke" and have found it most enjoyable, revealing and nostalgia producing. Should you be in contact with him at any time please let him know how much I enjoyed it.

My Scott, disposed of in U.K. about 1948, was a 1938 596 c.c. Flying Squirrel, which I took delivery of on 1/1/38. Registration was ELC 630 and I believe the engine number was DPY 4547.

I have a lot of happy memories of that machine: Clubman's Day at Brooklands with a Flying Kilo of 85.26 m.p.h., ACU Rallies 1938 and 1939 (Scott prizes and one of the best performances 1939), a trip across the Alps to Switzerland in Feb./March 1939, CSMA Rallies, etc. A wonderful machine, but I've never seen one in Australia, where we moved to in 1951.

Should you know of the present owner of ELC 630, I'd very much like to hear from him and should I get to U.K. again I will try to get to one of your gatherings.

FLYING SQUIRREL MODELS — DISTINGUISHING FEATURES Pt. 9.

16. **Spring Up Stand Attachment.** This was the 1933 spring up stand unit and replaced the Terry spring clip. The stand was the usual Flyer type, with suitable stops arranged at the fork ends.

Rear Springing. This, as stated above, was an extra on both models, 10 guineas on the Flying Squirrel and £10 on the Clubman Special. The suspension was on a straight-forward, if somewhat unusual, plunger system, with a comparatively small movement. Unlike the conventional plunger systems of the day the piston was fixed to the frame and the wheel to the cylinder. The cylinder had two diameters, with a slot extending its full

length on the front, which made it necessary for the walls to be very thick, to give the required rigidity. The centre portion had the larger diameter to accommodate the piston, which was recessed on each end to take the inner ends of the springs. There were two concentric springs of square section on either end of the piston, the lower ones being longer than the upper ones, which were the rebound springs. The cylinder on its rear carried the substantial fork end and lug for the rear stand, which was a shortened version of the standard item, with the springup stand attachment. The ends of the cylinder were closed by heavy screw on caps, each carrying a grease nipple. The wheel spindle was carried in the fork ends, with the usual wheel adjusters and, in some cases at least, specially toughened spindles were used.

To be continued.

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Classic Bike magazine Remembers.

FOR SALE AND WANTED

(A free service to all members).

Exchange: 23 tooth sprocket in exchange for 20 tooth final drive sprocket also wanted Magdyno for 1936 Flying Squirrel 3 brush or later 2 brush, or can someone tell me the Lucas numbers so that I can look for the right thing. Also wanted DPY crankcase (cheap). I have a petrol/oil tank and a few odds and ends for exchange. J. Wilcox, 20 St. John's Grove, Harrogate, N. Yorks.

Exchange: New plungers and worm for left hand side Pilgrim (Clockwise drive) exchange for new or very good worm and plungers for right hand side Pilgrim (anti-clockwise drive). J. Stringer, 2 Wyvern Road, Dorchester DT1 2PW (Dorset).

For Sale: Circa 1930 Flying Squirrel tank fitted with hand change and knee pad lugs £25. W. R. Tucker, 70 Britford Lane, Salisbury, Wilts.

Still Wanted: Articles and contributions for 'YOWL'. Remember there's still £5 of spares for the best entry submitted. The winner will be announced at the next National Gathering.

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, Billingham. 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.

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