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THE JOURNAL OF THE  
SCOTT OWNERS' CLUB



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## EDITORIAL

As it is the season of Goodwill—I have a special treat for all of you! This time you will be spared all my ponderous pontifications or urgent urgings for participation!

Instead — from the Editor and the Committee of the Scott Owners' Club, a variation of the oldest message of all, but sent with all sincerity.

To each and every Clansman, their families and friends, EVERYWHERE

a right good Christmas and a happy and prosperous New Year, with all the opportunities you wish for "participation" in Scotting activities.

May 1970 provide all that you desire.

## CONGRATULATIONS

To Clive Waye and that up and coming Scott rider Dave Leçoq on the Dragway World record for the standing  $\frac{1}{4}$  mile (9.815 secs.)



BRINGING YOU THE COMPLIMENTS OF THE SEASON. Older Club Members may recognise the features hidden behind the foliage, which I am told hides the most wanted man (at times) on the Yorkshire Moors, in what some would claim to be his "get away garb." If this is so, then it MUST have been successful, for it features none other than Scott Trial "organiser (?)" of old—C. H. WOOD of Bradford.

## OBITUARY

It is with great sadness that I have to inform you of the deaths of two of our members, and I know that the sympathy and understanding of all Clansmen will go forward to their relatives and close friends, and we sincerely hope that their relatives will not look upon these announcements as an invasion of their privacy at this sad moment.

All club members will mourn their passing and they will be sadly missed. We lose another link with the great day of the Scott, for both more than played their part in those days, adding to events that will be recalled with nostalgia by those fortunate enough to have witnessed them. The Club has suffered an irreplaceable loss, for we shall not see their like again.

Mr. R. N. Edwards of Witney, Oxford.

Mr. Philip H. Smith of Ilkley, Yorkshire.

The last of a series of articles on "Alfred Scotts Engines" by Philip appears in this issue. It is difficult to believe that we shall not see more, for over the years Philip has been a prolific writer under one pen-name or another and I do not know of any motor cycle magazine that has not been graced by one of his articles on Scotts or Scotting in post war years. He will best be remembered as the co-Author of "the Greatest of all Trials" (a history of the Scott Trial) and for his book, "The High Speed Two Stroke Petrol Engine." Older fans will recall his efforts in the very special post war Scott he prepared for the Manx Grand Prix in 1947. Philip was a technical expert in engines and especially carburettors and exhaust systems, and wrote many handbooks for car manufacturers.

## ALFRED SCOTT'S ENGINES

Philip H. Smith.

(Based on the Author's book, "The High Speed Petrol Two-Stroke Engine")

### Light car engine

For use in this vehicle the engine, though remaining as a parallel-twin with overhung cranks and central flywheel, showed how Scott never liked forsaking what he had originally conceived as a "good idea" He reverted to the layout of a single joint at the base of the cylinders, with the crankcase top forming a manifold chamber, again taking in both transfer and exhaust, and also the water-cooling passages to the lower part of the block. There were no induction passages involved, as two rotary inlet valves were used one on each crankcase cover.

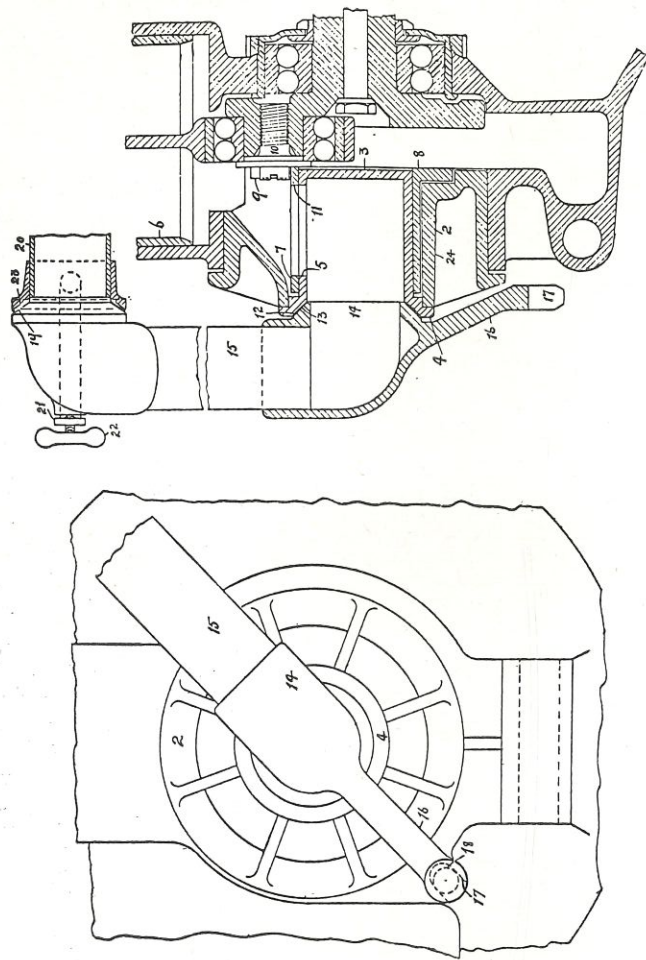
The block construction formed the subject of patent No. 1292. The declared object is to have a form of construction which permits easy removal of the cylinders from the crankcase without the nuisance of breaking and re-making a multiplicity of joints (which certainly indicates some re-thinking compared with this task on the motor cycle engines). The design is admirably simple from this point of view, and the presence of hot exhaust gases in the crankcase casting is certainly far less disadvantageous than in the earlier engines, as this part is now remote from the transfer ports, while the inlet side is eliminated and cooling water passages added. It will also be noted that the complete outer wall of each cylinder jacket is separate, detachable, and secured to the head by a central stud, its lower edge spigoting into a register in the main cylinder casting, and seating on a joint washer.

An interesting point in the patent specification is that reference is made to the need for the transfer and exhaust passages, at the joint with the crankcase, to be sufficiently large to enable a file or other implement to be inserted for the purpose of trimming the ports to the correct proportions.

The rotary inlet valve used on the same engine was also patented, (No. 1290) a section being shown. The objects of the design in a mechanical sense are simplicity in operation, ease of removal for inspection, and advantageous location. Hence the valve is of the rotating sleeve type, integral with the crankcase cover. The rotating sleeve is mounted on the outside of a fixed sleeve or tube, and has a disc formed on the end adjacent to the crankcheek to reduce the crankchamber volume. The disc is slotted to engage a head on the crankpin end, giving rotary motion. The ports in both the rotating and fixed sleeves when coinciding face upwards towards the underside of the piston.

The outer edge of the inner sleeve or tube has a flange forming a joint with the crankcase cover while its inner periphery at this end is also made with a spherical seating against which a similar seating bears; this latter is on the end of the induction pipe, which is provided with a simple single-bolt fixing. Because of this seating, precise alignment of the long induction pipe is not critical, yet the method of assembly and attachment by one bolt ensures gas-tightness while at the same time giving easy access to the working parts. The horizontal portion of the induction pipe shown in the drawing connects both valves to a single carburetter.

Apart from these patented features the engine was not dissimilar to the motor cycle types. The same stroke of 6.3 mm was used, with the bore increased to 75 mm, giving 578 c.c. Two-spark ignition was used, the plugs being arranged vertically in the head. Each pair of plugs was con-



2. Crankcase cover
3. Cylindrical piece
4. Shoulder or flange
5. Port in 3
6. Engine piston
7. Valve sleeve
8. Flange
9. Embayment engaging 10
10. Crankpin extension
11. Port in 7
12. Spherical seating of 3
13. Spherically formed part 14
14. Mouth of 15
15. Removable length of inlet tube
16. Extension of 15
17. Fork
18. Winged nut or stud
19. Bevelled edge or seating of 20
20. Remainder of inlet tube (fixed)
21. Swinging yoke
22. Thumb screw
23. Resilient washer

Fig. 4 : 8. Rotary inlet valve on crankcase cover, patented by Scott in 1915 and used on light car engine.

nected in series, one plug of the pair being of a special type with two insulated electrodes; thus a normal twin-cylinder magneto could be used.

The crankshaft assembly was similar to that of the motor cycle engines, but an improvement is apparent in that the main bearings were proprietary double-row ball bearing assemblies instead of the loosely-assembled roller type. A similar type of bearing was also employed for the big-ends. Separate oiling was forsaken in favour of petroil, this being deemed desirable in view of the intention to market the vehicle in competition with contemporary "foolproof" light cars. A sliding pinion three-speed gearbox, incorporating a lever-type hand starter was mounted in unit with the crankcase, driven by a primary gear mounted on one side of the flywheel. This engine which was Scott's last design to reach the market, achieved some success, but the vehicle was still under development when he died.

Once again an almost inexplicable disregard of gas-flow requirements is shown. Considering all the ingenuity which he showed in the design of valve-gear over a long period it seems strange that the Scott Sociable engine used an induction pipe in which right-angle bends and maximum length appear to have been introduced almost deliberately. Many of the features however indicate outstanding mechanical thought, as well as an appreciation of production requirements and convenience in machining, particularly of inaccessible surfaces. The philosophy behind simplicity in joint-making, the minimum number of fixing points, and the ease of correct dismantling and assembly by unskilled hands is also admirable, though this was offset many times by the fragility of the parts; Scott may have given the owner only one bolt to tighten, but he made no concession to the fool who over-tightened it.

#### DATES FOR 1970

The A.G.M. is provisionally fixed for early JUNE, 1970. Date will be given when final decision taken. Venue should be Oxford.

The "Peterborough Parade" (Eastern Scott Rally) May 1970.

TEESIDE: Thornaby Town Centre 14.6.69. Concours of Historical Motor cycles, Details from G. Watson Esq., Curator, Dorman Museum, Linthorpe Road, Middlesborough, Teeside.

Penny Wise Motoring Weekly (a new publication.) Subscription £1 for 6 months and obtainable from Penny Wise Motoring Weekly, 140 Abbey House, Victoria Street, S.W.1., will be organising a Vintage Rally on 19th July, 1970. Details will follow.

## AT LAST — A CRAB IN CAPTIVITY

No — there's no need to contact the R.S.P.C.A., for this one is not being ill-treated, but now languishes within the safe confines of the Club at Bluntington, Worcestershire.

The Crab in this case being the Scott Sociable and clansmen may be interested to know that with a determination that would do credit to a Northwest Mounted Policeman and a detective acumen that would equal Sexton Blake (even complete with Pedro) — Derek Cox has at long last tracked one down to a remote lair in wild west Wales, and is now busily engaged in restoring it to its former pristine glory!

If the restoration is on a par with the other Scotts that have received the Cox treatment — what a treat we shall have in store when the Sociable takes the first outing.

However — until we have more details of the Cox treasure trove — member Pete Taylor sends further information from a contemporary publication which should provide further information and throw further light on the genius that was A.A. Scott.

### The Scott Sociable

The little vehicle is a development of the sidecar unit and follows motor cycle practice more closely than the other vehicles mentioned.

Briefly it consists of a two-seater body, lying somewhat between a sidecar and small car design, mounted on a three wheeled chassis of the motor cycle and sidecar general arrangements.

The power unit consists of a 5-6 h.p. twin cylinder Scott two stroke engine, the cylinders being water cooled by centrifugal pump.

The bore and stroke of the cylinders are 76.2 and 63.5 m.m. respectively the R.A.C. rating being 7.2 h.p. The engine actually develops a maximum of 12 h.p. on the brake.

The engine bearings are of the Scott double-row roller-bearing type throughout. The cylinders can be removed and replaced very easily. A metal to metal clutch of the combined cone and expanding ring in flywheel type transmits the power to the three speed gear box which is of the constant mesh type dog clutch type. The gear control mechanism is interlocked with the clutch.

Transmission is by enclosing cardan shaft to spiral bevel wheels, the drive being taken on the right hand rear wheel.

The front springing consists of a spring controlled oscillating bracket pivoted on trunnion bearings on the front of the chassis.

The rear springing is by means of a compound system of levered suspension with four coiled tension springs to each wheel; a vertical three to four inches per wheel is possible.

The engine lubrication is on the "petrol" system, the oil being mixed in the proportion of  $\frac{1}{2}$  pint oil to every gallon of petrol.

Ignition is by B.T.H. magneto and carburation by a horizontal type of Zenith carburetter.

The petrol tank has a capacity of  $2\frac{1}{2}$  gallons, the petrol consumption being about 60 to 70 miles per gallon and oil consumption about 1,000 m.p.g.

The controls consist of a foot accelerator pedal and magneto advance and retard lever.

The engine is started from a driver's seat by means of a hand lever.

The chassis is of triangulated tubular construction with pivoted eyebolt joints, assembled from four standard tube units. It is well braced

in all directions and it possesses the advantage that all parts are readily detachable, and it can be replaced with the aid of a spanner — a useful procedure in the event of an accident.

The wheel base and track are 5 ft. 1 in. and 3 ft. 8 in. respectively, the overall length and width being 8 ft. 9 in. and 5 ft. and the overall height 4 ft. 2 in. The ground clearance is  $7\frac{1}{2}$  in.

Total weight of the vehicle is  $5\frac{1}{2}$  cwt.

The radius of the minimum turning circle is 6 ft. 4 in. this very small radius results from the fact of the steering being on the front wheels only. The steering is direct and reversible, a steering wheel being employed.

A two seater body is fitted, easily detachable, light and free from rattle, with V-type of windscreen. Additional space is utilised extending the body over the rear wheels and using this part as combined mudguards, tool boxes, and arm rests, whilst the rear portion of the body affords room for a dickey seat, as well as for luggage.

In connection with the braking system of the Scott Sociable this consists of internal expanding fabric lined shoes in the rear wheel hubs, actuated by hand lever also by a foot pedal.

The equipment includes hood, screen, electric lamps, accumulator, horn, tool roll and other accessories.

The vehicle is sold at a sufficiently low price to compete with the ordinary side-car combination.

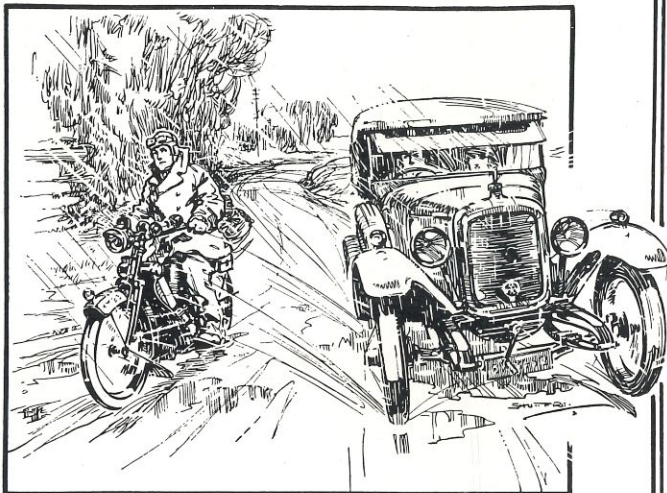
## AN APOLOGY

Certain of our regular features have unfortunately had to be left over for this issue—they will return with the next issue, when we hope to have more Rally news, etc.

## BRITISH MOTOR CYCLISTS FEDERATION

"UNITY"—the Journal of the B.M.F. which is published every two months can be obtained from Jack Wiley, B.M.F., 225, Coventry Road, Ilford, Essex. "Unity" is a lively magazine, written by motor cyclists for motor cyclists. Subscription 6/- per year. Send your name and address plus cheque/P.O. to the address given.

# MOTOR CYCLING



It is not the fault of the  
**Scott** that overalls are  
sometimes needed —  
*The CARS YOU OVERTAKE  
SPLASH SO!*

# Scott

*The Different  
Motorcycle.*

Write for Illustrated Brochure to—  
THE SCOTT MOTOR CYCLE Co., Ltd.—SALTAIRE, Yorkshire.

Advertising in the early twenties! What a change from the slogans of today—"are you man enough for . . . . ."? One of the more delightful of the old Scott advertisements reproduced from "Motor Cycling."

### AN APPEAL FROM S.A.

Mr. Rex E. Abbot of the Engineering Department, G.P.O., Queenstown, South Africa is collecting vintage motor cycle and car club badges with a view to putting them on display in Queenstown's local museum. The S.O.C. have donated a badge, and if any member has any old club badges to donate, Mr. Abbot would be most grateful and says that he is willing to assist S.O.C. members with any of their hobbies.

### THE 1969 NATIONAL RALLY

Duller weather than usual greeted the enthusiasts who gathered at Crown Meadows, Evesham for the 12th National Rally, the condition of the ground being one reason for the delay and the curtailment of many of the little "pleasantries" dreamt up by Alan Cooper and others.

Several telegrams of good wishes were received from overseas members including Jack Dodds then in Australia, and from our good friend in Paris, Yves Ketterer.

A link with the good old days, in the presence of Mr. & Mrs. Maurice Rispin, President of the Ilkley & District M.C. The Ilkley Club Team were really outstanding in the twenties, and won us many outstanding and consecutive successes. The names of this team are in the "greats" of Scotting.

The thanks of all members go to John Underhill, Alan Cooper, Colin Smith and others of the Midland Committee, for providing us with such a grand day's outing, and a very special word of thanks to Mrs. Pinkerton and her helper, for again providing us with refreshments, particularly welcome on such a day.

Again, as in previous years, the British Two Stroke Club held their Run and Rally in conjunction and support of our Rally, and some very interesting machinery gathered under their banner. An early belt drive Francis Barnett performed sterling service during the course of the day, and from the numbers who "tried it out"—I should imagine that it was most fortunate for the owner, that Fanny B's always claimed economy in miles per gallon, as a strong selling point!

Thank you B.T.S.C.! We would like to have a few more details of some of your more exotic machinery.

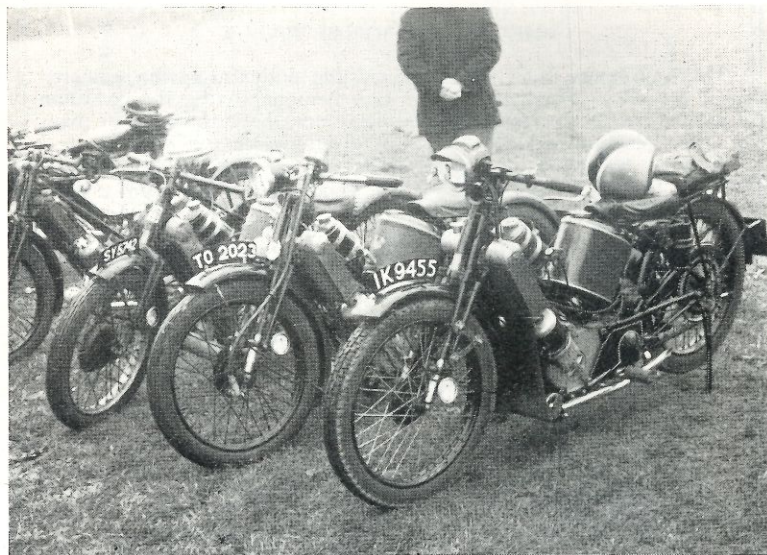
## AWARD WINNERS

Premier Award (This year to Post Vintage Class).  
Dallon Trophy (1935-1940).  
Mountain Trophy (1926-1930).  
Tavener Trophy (Best combination).  
Midland Trophy (Best Veteran pre-1914).  
Phil Smith Trophy (Best B'ham Scott).  
Glyn Chambers Award (Most unique).  
Longest Distance travelled.

Early Vintage 1920-25  
Best Competition Machine

J. Siddons.  
J. Howell.  
J. Underhill.  
R. Whittle.  
D. Cox.  
A. Marfell.  
W. Fisher.  
J. Saunders of  
Saxmundham, Suffolk.  
G. Gardiner.  
D. Shire.

The Driving and Obstacles tests were won by D. Cox and Graham Gardiner. HIGH SPEED TROPHY—to G. Silk (Jnr.) for his effort at Darley Moor. Clubman of the Year—the one and only Thomas B. Ward of Derby.



The National Rally '69: The early Vintage Section, with a few of the two speeders on view.

## THIS SCOTTING

by Geo. Woodward

New Zealand

"What's that funny looking thing? Sounds like a car with a crook distributor."

"That's a Scott. Supposed to be one of England's fancy bikes. Doesn't sound much good to me. Give me a Harley any day."

This little slice of life was heard at a motor cycle race meeting in New Zealand in 1930. I'd better tell you about those race meetings. They were held on our grass horse racing tracks and created terrific excitement among the lads of those days. We would mount our machines and travel 200 miles or more to be present, sometimes camping out the night before to be early at the tracks next morning and to hang over the fences at the Pits to inhale the intoxicating fumes of Castrol R.

But I digress—however you must forgive me for getting a bit carried away by the memory of those glorious vintage days.

As for Scotts, I was always conscious of the fact that they were different. Devouring the pages of *The Motor Cycle* (the "Blue-un" of those days) showed me that a certain snobbery existed among motor cyclists and that at the top end were the Scotts (noses up, please!) perhaps even surpassing the Brough Superiors. Why, I could never fathom.

I was not very interested at the time but I remember that on the few occasions that this particular model did go well it pushed out a sort of shout from its open pipes. It didn't do very well against the Nortons, Harleys, and Ajays at the time, but nevertheless it has remained in my memory as something unusual. I didn't like two strokes anyway. They were fiddling things that wouldn't idle and wouldn't start when hot and I preferred the 350 O.H.V. Ajay that would give me 70 m.p.h. on the road with no fuss and bother.

However, as Omar Khayyam once put it, "the vine had struck a fibre" and now the fibre has come to the surface and brought forth a shoot in the form of a Flying Squirrel I heard about and could not resist acquiring. Since then I have become a member of the Scott Owners' Club and am receiving the magazine "Yowl", which I find extremely interesting.

But—I was appalled, yes! nothing short of appalled, when I read how members were mucking their Scotts about and making all sorts of "interesting innovations", like a Velo gearbox, someone else's oil pump, different forks, to mention only a few. Being a keen Vintage and Veteran man I was accustomed to restoring vehicles to their original state and that was my idea when I purchased the Flying Squirrel, which, although not vintage, would be a P.V.T. (Post-Vintage Thoroughbred in our Vintage circles) in four years' time.

However, after thinking things over very seriously I decided that with the S.O.C. the Scott is the thing, to be exploited and pushed to the utmost to develop whatever old Alfred had left undone. Which brings me to the subject of "OIL PUMPS".

During my membership of the Club I have read so much against every type of oiling system that I am wondering how the hell Harry and Tim ever got round the Island Circuit without seizing on every straight. Some uncharitable people might say that they blinded their opponents with a smoke cloud on all the slow corners, but even so they must have been working overtime on the hand pump for the flat-out sections.

I find, on reading the articles in "Yowl" that the duplex Pilgrim is our "Bête-noire". Nevertheless it appears to have been fitted to Scotts for many years. What I cannot understand is "WHY?" There must have been countless troubles, smokescreens, seizures etc, among the faithful, and yet my two instruction books, 1932 and 1949 both show the same oil pump.

Strangely enough I have found a 1933 catalogue showing a power-plus engine fitted with a throttle operated oil pump. I suppose this is the one described in "Yowl" of October 1965, as too intricate and expensive. I should imagine it would be, but it seemed to be designed to do all that was required.

I have not yet caught up with whatever oiling system is incorporated on the modern Scotts but it seems to me that if anything better is provided the faithful would be converting to it.

For over six months I eagerly awaited the second part of Lofty's article and thought that our troubles would be almost at an end. However he has yet to prove to us that he is able to separate the petrol from the oil and prevent the oil in the tank from becoming thinner and thinner. I trust that when his patents are all settled Lofty will go into the production of conversion kit sets which will be sold to S.O.C. members at greatly reduced prices, made possible by the handsome royalties he will be collecting from various motor factories.

Since writing the foregoing I find that Lofty has defected to Canada and am afraid that the results of his very competent research may now become beyond our reach.

Our Mavro did a good job with Best and Lloyd pumps and it seems to me that this system, coupled to throttle control, would work satisfactorily. I am not against the dead loss system. I have been riding Harleys for years with this set-up and the one I have at present, a 1930, has a throttle controlled pump. I might see if I can graft one on to the Scott. At least I would have a reliable pump. Everything about the Harley is reliable.

I have been following with interest the development of the 350 Racer and for some years have been expecting to hear of a Scott win in the Junior T.T. but so far have been bitterly disappointed to find no mention of Scotts at all.

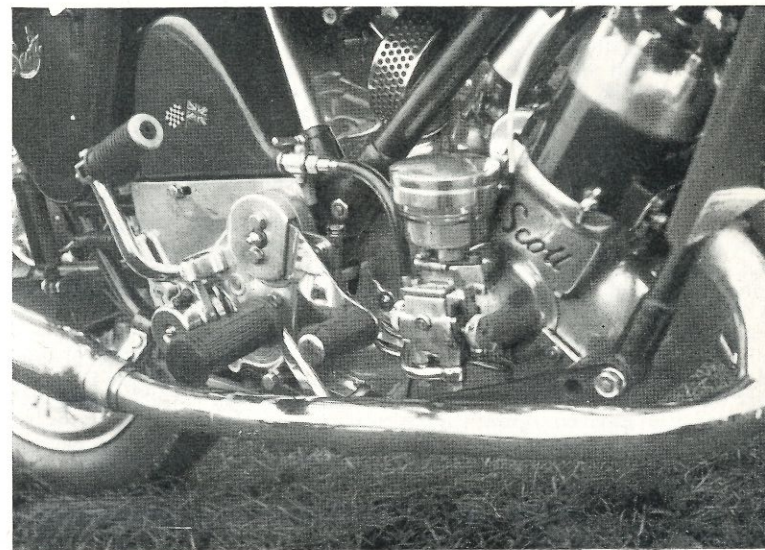
My 1949 596 Flyer is now going very well thanks to "Yowl", within whose pages one finds articles on various aspects of Scott performance, apparently composed by some of the best brains in England. A letter to Lofty in Canada recently called forth a very helpful discourse on Dowty troubles which, together with a certain colonial cunning, has improved my forks no end. Thanks, Lofty.

I am amazed at the flexibility of the Scott engine. Mine will nearly leave me behind when given the gun at 20 m.p.h. in top gear!

Being now retired, whenever I get itchy feet I pack a couple of saddlebags and disappear for five or six days returning with another 1000 miles on the clock. The only trouble now is that my neck is developing a twist to the right through cocking an ear rearwards to hear that yowl coming along behind me.

#### RALLY LAMENT. (Tune—Where have all the flowers gone)

Where have all the combo's gone?  
This year I saw only one.  
Let's all hope that for next year,  
Many more will re-appear.



*The National Rally '69: Mr. W. Fisher's most unique Scott.*

### A FUEL INJECTED SCOTT (KYL 102 1950 Squirrel)

I saw your request for details of my fuel injected 1950 Scott KYL 102, so I hope the following comments may be of some use. The instrument in question is a Wal Phillips injector of  $1\frac{1}{4}$  in. bore and jet size 44 thou. It is fitted on to a home-made manifold and is at maximum down draft. I tried it horizontal to start with but found that it went much better with plenty of downdraft. Now does it go better than the carburettor? Well, for a start the bike with the injector will do around 90 m.p.h. compared with the 80-83 m.p.h. with carb., it also gives me approximately 7-10 m.p.g. MORE, the bike now doing 50 m.p.g. when hammered, and lastly it also improves acceleration. But to tune an injector, you must have the "knack" which is not difficult to come by, with a little practice. Of course, there are snags, the mixture does alter slightly from full tank to empty (there being no float chamber) but one can overcome this by making a constant head tank out of the petrol tank which is fairly easily done, I've got details if anyone should want them. I've not bothered to make one as the alteration in mixture is negligible if one keeps about 1 to 2 gallons in the tank and does not fill it right up, or let it go completely dry. Also one must always stop the machine by turning the fuel off, for if it is left on, the engine will flood. Starting, once you know how, is very easy and sure. Ignition on, fuel on, a couple of seconds "blip" to full throttle, to get some fuel in, and then kick, usually a second or third kick start. Idling is best set by the throttle, though on some injectors there is a small screw to open the butterfly slightly, but I like a snatch free overrun so my butterfly closes completely. However, I cannot get either with a carburettor or injector, a plonking idle, and I have no air leaks anywhere and the advance and retard weights are O.K. Incidentally, if anyone is thinking of fitting an injector, Wal Phillips is very helpful about information regarding tuning them, etc.

(J. B. then goes on to relate certain engine "mods," which we will save until the next issue).

J. B. Farrar,  
111 Mayfield Road,  
Saundersstead.

### DURBAN—JOHANNESBURG T.T.

To commemorate the old T.T., stopped in 1936 when events on public roads were banned, a Rally and Run from Durban to Johannesburg is planned for 1970 on 24th April. Enthusiasm is high, and the field is expected to exceed 100, with entries from South Africa and Rhodesia, with several entrants on the machines used in the actual Races. The U.K. Brough Superior Club is fielding a team, and Scotts will be well represented. Entry fees including accommodation are about £12 10s. 0d. with petrol and oil being sponsored. Entries to Mr. Barnett, P.O. Box 7912, Johannesburg, S.A.

HAVE THIS PAGE OPEN WHEN LEAVING YOWL ABOUT, WHO KNOWS YOU MAY SOLVE ALL YOUR PROBLEMS! YOU MAY GET THE MOTHER-IN-LAW "SOLD" ON A CLUBMAN SPECIAL WITH WATSONIAN "CONTINENTAL"!!!

(From *Motorcycling* of 11th June, 1918)

### THE SCOTT AS A FUTURE LADIES' MODEL

Going on from the question of weight and easy starting, and incidentally the including the dress problem, I have often wondered why Scott machines are not included among the various makes issued to women despatch riders in the A.S.C. and other branches of the Services. The Army Service Corps already possesses numbers of these machines so that there need be no question of extra expense incurred, but I have never seen one of these outfits in the hands of any but a male driver. This is somewhat remarkable when it is considered how imminently suitable is the Scott machine to feminine use. In fact I am distinctly disappointed that the Women's Legion drivers have not had a chance to try out this mount. With all respect due and cognisance of pre-war lady riders, the Service motor-cyclists of today must be regarded as the real pioneers of universal feminine motor cycling, and any machine which they have used is bound to attract premier attention from women buyers after the war. For this reason, and because I have a conviction that the Scott two stroke deserves a great future as a ladies mount, I should have liked this machine to have had a chance to show what it could do in the hands of fair service riders, where its good qualities or its faults would be far more quickly and fully recognised than they could be among private owners.

### Two-strokes and the Two-stroke

Curiously enough, although most people were in agreement before 1914 that two-strokes were the coming machines for women, owing to their simplicity, low price and handiness, very little reference was made in this direction to the Scott. Now I am distinctly not prejudiced in favour of two-strokes as exemplified by a number of  $2\frac{1}{2}$  h.p. or  $2\frac{1}{2}$  h.p. two-speed, clutchless little machines in evidence prior to 1914 and during the earlier years of the war. I fail to see to begin with, why women should always be delegated to low-powered mounts, and many of these machines were little more than mouse-powered; moreover, they were carelessly put together, useless for hard work of any kind, erratic and uncomfortable in traffic, and necessitated a flying mount which certainly did not go anyway towards commending them, in their role as the machine for the majority, to potential feminine buyers. They were, in fact, no more than playthings and as such would be out of place on a future market where utility and efficiency will be the prime requirements.

The  $3\frac{1}{2}$  h.p. Scott two-stroke, however, is a very different affair altogether, and one which I would confidently vow and swear has a future of some magnitude before it among our sex. In the first place, it is in the front rank of masculine mounts, and, as has been my cry for years, the successful machine for women must give as great efficiency in all directions as can be claimed by any contemporary masculine type. I may, perhaps, quote from Mr. Heather's article last week the following tribute to the qualities of this machine; "Of all those which have appeared on the

market so far the Scott frame most nearly approaches correct design. . . . It may be noted also that the duplex construction of the Scott frame renders it very rigid laterally, which possibly accounts to a large extent for its excellent steering qualities." So much for the advantages of this type of frame from the masculine point of view. It has others, however, which must particularly appeal to the woman rider. The obvious one is, of course, the open design which not only does away with all dress problems at one blow but has the great virtue of being the actual out-come of the maker's design itself, and not an adaptation of some masculine type of frame to feminine needs, as is the case with so many ladies' models.

#### **Inherent Suitability to Ladies' Use**

This advantage manifests itself in another direction also, i.e., in the vastly improved appearance of the Scott over that of other machines designed for the use of women. "It is" a friend of mine graphically put it, "the only machine fit for ladies which does not look as if the maker had taken a man's mount and battered it into the shape he thought would be least likely to interfere with a skirt.

A low riding position, and one necessitated by the design of the machine, not acquired by modification of design as is generally the case, is another Scott feature which points to popularity as a ladies mount. Further being a two-stroke it should be easy to start, and I believe the weight of this machine is not so excessive as to prohibit its use by frail women. As regards power, 3½ h.p. for a solo mount is surely enough for anybody, while the success of this machine as a sidecar power unit has been amply demonstrated by the A.S.C., members of which may be seen driving sidecar Scotts on any of the main roads in London.

What the ultimate universal machine for women's use will be, as I confessed before, I cannot foresee, but there is no doubt that the Scott starts with unique qualifications in this direction, and is a machine to be reckoned with by those manufacturers who, after the war, intend to devote a part or all of their energies to feminine motor cycle production.

"Boadicea"

#### **FULFILMENT—OR BEGINNER'S LUCK?**

As I am off work at the moment with 'flu and have just received and read this month's edition of *Yowl*, I have decided to sit down and drop you a line.

To begin with, as I won the Premier Award at this year's Rally, a lot of the credit should go to member Alan Mitchell (featured in this month's *Yowl*) from whom I purchased the machine.

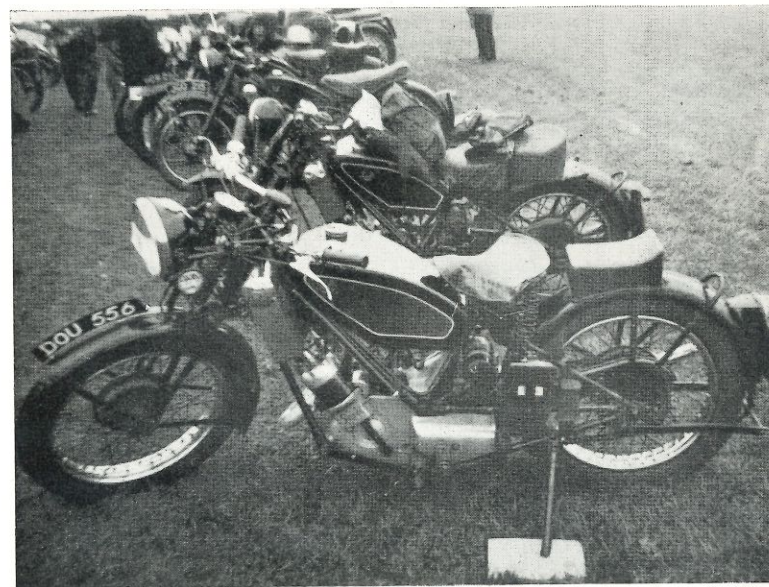
It was early this year after fourteen years on four wheels that I had a sudden urge to fulfil a boyhood ambition and that was to own a Scott.

At last—in Exchange and Mart a 1947 Flyer.

I drove down to Solihull and bought the bike but had to leave it because of insurance. Two weeks later I returned, collected it and set off, the first shock I got was when I stalled it at a junction, I started it again and it went into reverse. I had heard of this in my early days but with never riding a Scott, I didn't know if it was true.

My next outing on the machine was to the Vintage Meeting at Mallory and by chance I got talking to Mr. Con Whitlock who was very helpful and he kindly wrote to me giving me the address of the Club and where to get spares. One of these being Ken Lack. I had run over to Ken's place and do so quite often now as he's a really nice chap and extremely helpful.

After weeks of polishing, my daughter and I set off on the 120 mile trip to Evesham for the National Rally. It was raining and miserable all the way and we nearly turned back. When we did arrive, the bike was in an awful mess. I cleaned it as best as I could and stuck a number on which the official gave me and then had a look round at all the other wonderful Scotts that were there.



*The National Rally '69: The scene at the Post-Vintage line-up.*

I didn't even know that Awards could be won, and when I did I couldn't see my bike competing with that lot!

Alas, the time came for the presentations, and when my name was called out, it was the surprise of my life! I'd won a cup and that was all that mattered to me until I got home and I realised I had won the Premier Award, but it doesn't end there. I had been given the Dallon Trophy which I didn't know was the wrong one, until I received a parcel early this month from Colin Smith with the Premier Cup in it.

Colin wrote a very nice letter apologising for the mix up, but I suppose I am partly to blame for not looking at the programme and being a novice owner.

Anyway—all's well that ends well! I have now got the "bug" and have recently purchased another Scott.

My greatest ambition now is to race a bike at the Vintage Meetings. Once again I'll have to start from rock bottom but who knows, I might even give Chris Williams a run!

(Any offers?)

Yours sincerely,

John Siddons,  
82 Manton Crescent,  
WORKSOP, Notts.



*The National Rally '69: The line-up from the Birmingham Scott side.*

### SHOWING THE FLAG IN THE N.E.

One of the first official Runs was to support the Scott Trial, and having "spread the word" gained a new member.

The President suggests a "Scott Meet" at the Red Lion, Burnsall for Easter so it has been provisionally arranged for Sunday, 15th March, 1970.

Just in case you are not in the picture—The Red Lion, Burnsall was the spot where the first Scott Trial organised by A. A. Scott, started.

Those interested to contact Steve Hodgson, 120, Longfield Road, Darlington. (As he says—you might even hear the spirits, as well as taste 'em, whilst droning over the Yorkshire moors!)

**DON'T FORGET SUNDAY, 15th MARCH, 1970—THE RED LION, BURNSALL** is the provisional date. More news to follow.

### REEVES' WRINKLES

If you cannot get a Super rear stand—a Velocette (pre-war) is just right. It only requires two strips welding to abut against the rear fork ends.

### PILGRIM PUMPS

Although in forty years of Scotting all on 2 speeders, I have never had any oil pump troubles, I have never had a seizure, nor do I proceed in a cloud of smoke. My present Pilgrim has not been touched or adjusted for over a year. I gather from Yowl that Flyers with oil pumps on crankcase doors have quite a few snags, due to it is said to too high a speed and too hot, I have not experimented with a reduction gear but it occurs to me that a ready made one exists in the form of an electric drill D Speeder. These can be obtained in 3 and 4 to 1 reductions and it would seem that a little ingenuity could adapt it to run a Scott pump. It has the advantage that the drive is still in the same direction.

Next issue—templates etc., for 2 speeder Tool Box.

### "THOSE MAGNIFICENT MEN ON THEIR FLYING (Squirrel) MACHINES"

(Pause for music "Tiddy um tum tum tum!")

The A.C.U. Rally saw a Scott Team attempting the 600 mile ordeal. The plot was hatched in the Isle of Man, and our team was Dick Dolling (1929 combination), Dennis Wray (19 something Scott, Douglas, Enfield, BMW, Adler, etc., etc.) Ken Reavely (1928 2-speeder and Ginger Thomas on Dick's '49 Squirrel.

A great cloud of smoke heralded the departure from Markyate near St. Albans, but soon the team ran into a five mile traffic queue, and soon the Voodoo started his dastardly work.

It was comparatively easy for the solo men, complete with fluorescent jackets for the occasion, but alas, Dick had to finish off the last few miles by riding down the centre reservation, which may have been the cause of the first trouble, when later the combo ripped out the valve in the rear tyre and by the time this was remedied, so much time had been lost that their was some real "scratching" to be done ahead.

The team yowled nicely up the East Coast and then turned South again at Boston, to make their way to Bedford (pause for ex-R.A.F. Erks to indulge in a spot of nostalgia) where the 2-speeder decided to cease firing. As the team were all feverishly tinkering with this in what was a "No Waiting" zone, up strode a local Bobby—note book at "the ready". "Now look here" quoth he, "Do you realise—" then as the scene sunk in he muttered "A Scott—A SCOTT!" When he later moved off, he was still muttering about Pilgrim Pumps, rocking pedals, etc.

At Northampton, disaster struck TWICE! The first occasion when the combination seized solid, and whilst working on that problem, the second calamity arose—Dennis Wray sang to the workers!

Half an hour later, the team were on their way again, but at Banbury with 200 miles to go, it was decided to allow the solos to push on ahead, leaving Dick to make his own way round.

Nothing other than a steady 80 m.p.h. through Oxford occurred (it WAS 3 a.m. in the morning, until passing Abingdon, when the moving finger having writ—pointed at Ginger's crankcase. Alas there sat Ginger in the gutter—all Formby songs drained from his lips, nursing the remains of a left hand crank. Sorrowfully, the intrepid pair, Dennis Wray and Ken Reavely bade farewell and headed for Stoke on Trent, but alas . . . the check points were closing fast—and they ran out of time.

The combination by this time was feeling very sick, and decided to go home to bed.

Meanwhile—Ginger had deposited his bike in a front garden and after a 13 mile walk back to Oxford, at 7 a.m. made a 'phone call which saw the "works Honda 90", out on the road, with the result that by 11 a.m. Ginger was car-bound to Stoke to meet up with the other conspirators, to find that they had completed the 600 mile ride, but about two hours too late!!!

The vibration of the 2-speeder had caused Ken's hands to swell up like pumpkins (he really must study this issue of "Yowl"), and Dennis was complaining about the lack of boozers!

You may say that this was a grand try on the part of our lads, 600 miles in 24 hours on solid frame machines, but I am told this is not so, for it was only a rehearsal—next year they will win!

Contributed by the Monk.

### CLUB FIXTURES

- Midland Area: Club night—first Wednesday of each month at 7.30 p.m. Forest Inn, Lickey End, Bromsgrove, Worcs.  
Sussex Section: Join the combined meeting with V.M.C.C. 7.30 p.m. Fourth Tuesday of each month. The Limeburners, Billingshurst, Sussex.  
N. E. Section: Last Tuesday of each month, 7.30 p.m. at the Vane Arms, Longnewton, Near Stockton-on-Tees.  
London Section: Last Saturday of each month, 7.30 p.m. at the Red Lion, Whitehall. Red Lion Stoney Gate (five minutes walk) when Red Lion finally closes.

### SOURCES OF SUPPLY

- Scott Motor Cycle Co, 558 Bromford Lane, Stechford, Birmingham 8.  
Salamander Motor Cycles, 229 Bradford Road, Stanningley, Pudsey, Yorks.  
Sam Pearce Motor Cycles, St. Mary's Street, Bridgnorth.  
Tom Ward (Ward Motors), 59 Wilfred Street, Derby.  
Murphy Motors, (callers only), rear of 71 Sutton Common Road, Sutton, Surrey.  
Ken Lack, 5 Norton Lees Square, Sheffield 8. For overhauls etc.  
Silk Engineering (Ward Motors, Derby) for conversions, "Silk cranks,"  
Silk oil pumps, etc.

### A NEW YEAR MESSAGE FROM THE PRESIDENT

To many stalwarts in the South of England goes the great credit for building up our Scott Owners' Club over ten years and more and without mentioning any names again how deeply grateful are we all for the fine work they have done and in the Midlands, for making our Club what it is today, and having one of the very best one-make Journals surely, in the country.

Now the NORTH are gathering strength with the new North East Section getting centred round Steve Hodgson, of Darlington. Surely I express the wish of every member in sending a message of real encouragement in steadily developing enthusiastic riders and establishing a sound new Section; and who knows, starting a small meet or rally to draw riders from the North, West and East Ridings of Yorkshire too, each year in the Spring . . . when a young man's fancy . . . and all that . . . gets going with gusto!

### FOR SALE AND WANTED

1965 SCOTT: Owing to ill health the owner has to dispose of machine. Offers to I. P. Kenney, 2 Cherry Walk, Hayes, Bromley, Kent.

WANTED: Open frame two or three Speeder. Good price paid. Tony Mitchell, Manor Farm House, Rodmartin, Cirencester, Glos. GL7 6PE

WANTED: 1929 (approx.) T.T. Replica or 600 c.c. Long stroke blind head Flyer of same vintage. Also interested in two speeder. Good price paid. Ron Griffiths, 27 Maginness Street, Benalla, Vic. 3672, Australia.

FOR SALE: Transfers Limit Guage Shipley varnish fixing 2/6 each. (5 for 10/-). Engine packings 7/6 set. (State engine No.) Water head rubbers 3/6 pair. Big End roller plates 9/- each. Kick start pawls 12/6 each. Oval tank Vyanide covering 5/6 piece. K. W. Lack, 5 Norton Lees Square, Sheffield 8.

RALLY SOUVENIRS: Still a few buttons left: J. Underhill (address page 1).

EXCHANGE: Scott 3 speed super frame and undertray (24 or 25) for 3 speed super rear wheel complete or less rim, or good cash price paid or what do you want? C. F. Whitlock, "Dunard," Alcester Road, Drakes' Cross, Wythall, Nr. Birmingham.

FOR SALE: 2 new and unused "T" type batteries £3 10s. 0d. and £5 10s. 0d. (guaranteed) each. Carriers for same 12/6 and £1 0s. d. each. Letters only please OR SWOP oval tank, narrow super forks or front wheel. Glyn Chambers, Flat 4 Fire Station, London Road, Isleworth, Middx.

### BADGES AND REGALIA

Badges, lapel and machine, transfers, etc., from Badge Secretary. Binders (takes 5 yrs. issues) 12/6 from P.R.O.