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THE JOURNAL OF THE
SCOTT OWNERS' CLUB

Scott

OWNERS' CLUB

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(continued on back page)

COMMENT

I am afraid that we start the New Year late again with our issue, but for the time being that cannot be helped, all that we can do is hope that in the very near future, (as with so many other things) we shall get back to normal.

To dispel the gloom, let us put your minds to events in the coming year, one fairly new, the other well established.

The first worthy of support is that organised by the Rolls-Royce Enthusiasts' Club—the Pageant of Motoring held at Penshurst Place near Tunbridge Wells. This is in aid of a most worthy cause, The Cheshire Home nearby. Last year some 68 clubs were represented, with 1,400 entries. It must surely be one of the biggest exhibitions of transport from veteran to selected post-1940 cars, plus steam, military, horse-drawn and of course motor-cycles. There is something at Penhurst Place to interest all the family, so do help to swell the motor-cycle section. Remember the date—Sunday 9th May.

The second is the 2nd International Veteran & Vintage Assembly on 26th and 27th June organised by the V.M.C.C., and open to motor-cycles built before January 1951, making quite a proportion of the Club eligible. We are told that there are good class camping facilities nearby, and ample hotel accommodation. Further details on the Assembly appear in this issue.

There now—doesn't the thought of those two events alone, cheer you up already?

With that thought in mind, I take this opportunity of wishing all Scott Owners' a really successful 1976.

MORE NEWS OF THE "THREE"

Regarding Paul Myatt's article and photograph of the 3 cylinder Scott in the November edition of "Yowl"—he is not correct in saying that John Ellis had the machine converted at the works to Dowty forks and sprung rear wheel. The bike belonged to me more than thirty years ago, and I had it converted to telescopic forks and rear springing before selling it to John Ellis. The conversion was carried out by Dawson's, Engineers, of Wolverhampton. The forks were also of their own manufacture.

During the four years I owned it, the machine gave no trouble at all with its circulatory lubrication system far superior to any modern two-stroke, rarely any exhaust smoke, and with the Scott four-speed gearbox bolted on to the rear of the engine with a car type Borg and Beck clutch, it was a very nice unit indeed.

Of the 35 Scotts I have owned, including a Reynolds Special, 3 Clubman Specials, T.T. Reps, 2-speeders, racers with bevel driven magnetos etc., this was to my mind and experience of Scotts, the best of them all.

J. West,
The Paddocks,
Oakley, Bucks.

THE 1975 NATIONAL SCOTT RALLY.

REFLECTIONS FROM YOUR PRESIDENT AFTER EVESHAM.

Following our splendid rally on the lovely Meadow, two thoughts persist among the many others there.

First, how nice to have our four new Vice-Presidents very much around with their know-how and enthusiasm . . . grateful thanks, Ron, Bob, Jack and John.

Secondly, though present and available for six well-packed hours on the fine field of members and friends . . . at the end of the day, even then on looking back, I felt sorry to have missed a few and some of their ladies in the cars, and with whom I would have liked a chat, you know. With this in mind then at future events, may I ask that they come forward and waylay the "old man" . . . he would be so pleased!

How heartening to see so many from the North, with memories of their first Northern Rally, South, East and West, on this memorable day.

Yours very sincerely,
Harold Scott (70)

FROM THE HUMBERSIDE SECTION.

We would like to thank the Midland Section for making this year's National Rally such an enjoyable day for all the rest of us. We had a good ride, both ways. I enjoyed the Rally immensely. It is good to meet so many enthusiasts all at once. Let us hope that a few more will make it to our Northern events, next year.

Thanking all once again,

Shirley and Brian Cumming.

First of all the weather could not have been better and my thanks go out to all members and friends who made the day a success, especially to Alan Cooper, Derek Cox, John Underhill, Andrew Marfell and last but by no means least, all lady members who dispensed the refreshments, Chris Milldoon, Mrs. Cooper, Mrs. Tallboys.

Thanks should also be extended to the raffle ticket and programme sellers, Messrs. Rounds and Miss Milldoon, and also to the donators of raffle prizes; also to the president, Mr. Harold Scott who wished everyone and all a safe journey home.

A word of praise is surely deserved by the long distance people—Mary and Alan Corbishley from Southampton, Mr. J. B. Shepherd from

Torquay, and the Humberside section who extracted a promise that we shall definitely attend their events next year.

May I say that the enthusiasm and help from all concerned made any efforts I put into it, all worthwhile.

John Tanner.



NATIONAL RALLY. Last of the line. 1930 2 speeder.

RALLY AWARDS 1975.

Geo. Silk Shield	Clubman of the Year	Jeff Clew
Midland Challenge Trophy	Best Scott to 1920	Glyn Chambers (1911)
Late Vintage Trophy	1926-1930	Paul Myatt (1929) 2 Spd.
Premier Award	Best Scott 1931-1940	R. E. Bayliss (1938 Clubman Special.)
Dallon Trophy	Best P.V. Scott	J. Tanner (1937 Flyer)
E.A.M. Bowl	Best Shipley Scott 1946-1951	W. G. Billingham (1949 Flyer)

Phil Smith Trophy	Best Birmingham Scott	J. B. Shepherd (1969)
Taviner's Tankard	Best Combination	C. Heath (1924 2 Spd.)
Most Unique Scott		J. West (1966 Spcl.)
President's Trophy	Best static Competition machine	D. Shire. (1930 Speedway Scott)
Mountain Trophy	Best early Vintage	D. Tallboys. (1924 3 Sp. Super)
Silkolene Trophy	Longest distance travelled	J. B. Shepherd (1969)
The Centenary Scott Tankard	Best Clubman	Glyn Chambers

A total of 76 Scott Owners' reported to the Control, but in addition to these there were a number of Scotts, whose owners failed to do so, as there were well over 80 Scott machines on view to the public.

The general standard again was excellent. The Judges' task gets more difficult with each year that passes.

Amongst the machines that caught my eye, were:—

WX 4071 was a very nice Sprint Specail of 1930, which must rank among the best examples of this model.

KD 6552, RA 8984, (complete with George Dance knee grips) and TY 3648 which were very nice examples of that eye catching model—the T.T. Replica of the last years of the vintage era.

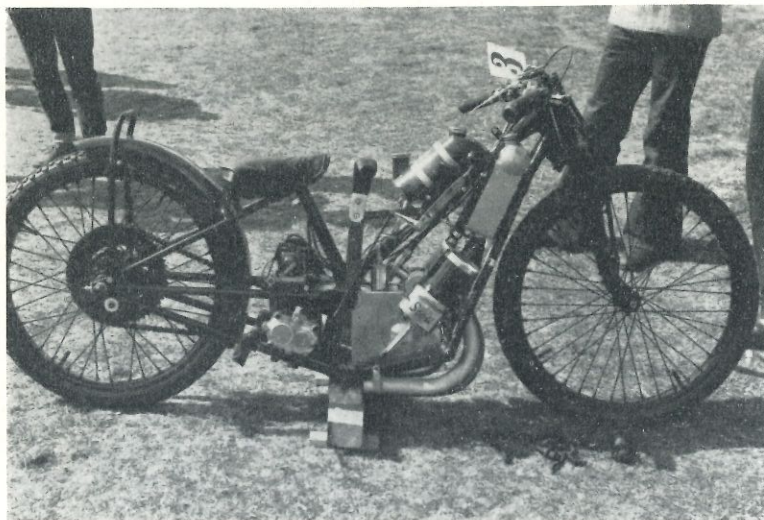
JUR 401 and LGT 32 were first class examples of the last models from Shipley, whilst DRH 742 and ABD 833 showed what post-vintage Scotts should look like.

In the vintage classes, I should just have to give a long list of registration numbers, there would be so many to quote, so for those whose machines which have not been mentioned—many, many thanks for bringing them along, to make such a perfect day for so many.

Thanks too, to the hard-working members of the Midland Section for their work in arranging the Rally, and a very big "Thank you" to the ladies who manned the Refreshment Stall, who surely worked hardest of all!

SECTION NEWS

At the time of going to press we have no dates for the various events organised by the Sections etc., so keep in touch with your secretaries. BURNSALL RUN & MASHAM RALLY — contact Bill Peake.



NATIONAL RALLY. Last of the line — 1930 Speedway Special ridden by Seagrave at southern tracks.

FROM "OUR" CLUBMAN OF THE YEAR.

Last night I made my way to the A.G.M. of the Midlands' Section, in Bromsgrove, when I was astounded to find I had been voted "Clubman of the Year" for my humble efforts in writing the history of the Scott. I came away with the truly magnificent George Silk Shield, which had been presented to me by the Section Chairman. It is an evening I shall long remember, for I doubt whether many other authors have ever been honoured in similar fashion.

May I, through the medium of "Yowl", thank everyone most sincerely for affording me this honour. I greatly enjoyed writing the book and have been delighted to receive quite a few complimentary letters from those who have read the book and enjoyed it. To receive the award is an added and quite unexpected bonus — one, I may add that is also appreciated by the publisher. John Haynes, Managing Director of G. T. Foulis, has asked me to add his own personal appreciation of the honour, at the same time.

I would like to have thanked the original donor of this award too, but I am greatly saddened to learn that he passed away only a few weeks prior to the presentation.

Jeff Clew.

SCOTT MEDALLION

I have acquired a medallion, and hope that as the result of this enquiry, a knowledgeable member of the Club will write in for the benefit of those interested, including of course myself, the origin and purpose of same.

The medal is of shiny brass (I think of gold, I hope, but doubt it).

It has the wording "Scott Motor Cycle Co. Ltd., SALTAIRE" round the outer edge of the face side, and heavily stamped into the reverse side is "RESEARCH LAB. 2."

I have drawn round the circumference to give exact size. (Circular, 1½ in. diameter. Ed.)

Since there is a hole in the medal, I might have a gold chain put on, and wear it round my neck, as Pop-artistes, and other "with-it" kiddies.

Joe Fearn,
62 Foston Avenue,
Burton on Trent,
Staffs.

NEWS FROM 'DOWN-UNDER'

Joe Fearn passed on A. G. Murrell's letter as he thought it would interest other members of the Clan.

Thank you very much for your letter of 13/10/75. I very much appreciate your helpful remarks and drawings. Fortunately, they are not really needed but it is nice to know that someone cared enough to try and help.

I am restoring a 1936 600cc Squirrel which we have owned since 1937. It has been out of use since about 1958 or 1959 and was stored in a shed where I used to live in New South Wales over 500 miles away. Some time before it went out of use the straps of the R.H. tool-box broke away at the tongue holes and it was removed from the bike complete with its contents. Then the shed was burgled and the tool box stolen along with other tools not belonging to the bike. The L.H. one is still on the bike and I can use it for a pattern if I am unable to locate a spare one.

My brother and I bought the Scott secondhand in 1937 and rode it for 57,000 miles in the twenty years before it was stored. During that time it was restored twice and re-sleeved once and I can remember fitting rings to it several times. Mainbearings and Big-Ends were replaced once and two front chains and three rear chains were fitted. The front and rear chains at present on it are in excellent condition. There were no asphalt roads in those days and no air cleaner on the carburetter so engine wear and chain wear were quite rapid. It was quite common for cars to be rebored at 15,000 to 20,000 miles.

I have to confess to being somewhat puzzled by references in recent issues of Yowl (I have only been a Club member for about a year) to oiling up of plugs and other forms of unreliability. I cannot remember ever having to remove a plug on the roadside and the only engine trouble I can remember was hard starting when a rebore was becoming due. On one occasion I left home for what was to be a 500-mile trip and it unexpectedly became a 1,000-mile trip. On the last morning I had considerable difficulty starting the engine but it never missed a beat for the final 250 miles. The engine was rebored shortly afterwards.

That trip was made on Mobil "D" oil and the bike ran on that oil for about five years. Then we bought an aeroplane and I found the CASTROLAERO "C" to be an excellent oil for the Scott. It ran on the Castrol for thirteen or fourteen years and "decoking" was infrequent and the "coke" soft and easy to remove. I have forgotten what plugs were in it when we bought it or just when I changed to the K.L.G. KS5s, but I seem to remember running on platinum point plugs for a while. The KS5s had Corundite insulators and three body points and never gave any trouble.

Cylinder base rings were a problem during the war and I found a size of Milk Separator ring which fitted and they were better than the Scott ones. They were circular in cross section instead of square and were made of synthetic rubber. I still have some and they are quite usable after 20 years.

After the war there was no Scott distributor in Australia and I was importing parts direct from Shipley to keep three Scotts going — ours and two others — with the result that I still have some new spares on hand, including a pair of unfinished pistons with gudgeon pins. I also have some genuine Scott tank transfers which will grace the machine when it is assembled. I have the frame, mudguards and wheels enamelled and the petrol tank partly prepared for the purple panels. The hubs and brakes are O.K., the gear-box has been overhauled, the Magdyno stripped and checked and the engine is almost ready to re-assemble. The front fork spindles and the saddle cover were replaced not long before the machine went out of use but I would like to get a new set of ball race cups for the steering-head. Other spares I have are a set of cylinderhead bolts, cylinderhead gaskets and exhaust gaskets so I should have a fairly cheap overhaul and I am looking forward to hearing that cheerful "Yowl".

Thanking you again for your helpful letter,

Yours sincerely,
A. G. Murrell.

P.S.

We still have that aeroplane. We have had it for 31 years and it is now very much of a vintage model. It is the only AVRO "Avian" still flying anywhere in the world!

PAGEANT OF MOTORING 1976
PENSHURST PLACE, KENT
SUNDAY, 9th MAY

We are very pleased to be able to tell you that thanks to the continuing kindness and co-operation of our President, the Viscount De L'Isle VC, KG; we shall be presenting the Pageant again next year.

In 1975 it attracted 1,400 entries and there is little doubt that it has become the largest event of its type in Europe.

The Pageants have the double purpose of raising money for Seven Springs Cheshire Home, Tunbridge Wells; and bringing together enthusiasts for fine, and mostly aged or ageing road vehicles of all kinds. The formula has been successful in that the entry has risen every year, and the Pageants have so far, contributed well over £20,000 to Seven Springs.

The key to its success lies in the tremendous generosity and support we have received from so many Clubs and Registers. This year no fewer than 68 were represented, many of them in large numbers, parking together as Clubs.

The layout, parking areas, traffic control, and general administration was much improved this year, and we are working hard to do still better in 1976.

As in the past, the event is open to Veteran, Edwardian, Vintage, P.V.T., and selected post 1940 cars; Historic Commercial, Military, Agricultural, Steam, Horse drawn and man powered machines; Veteran, Vintage and P.V.T. motor-cycles; and Stationary Engines.

There will be no Concours and no prizes.

The flight path of the British Airways Helicopter this year caused a measure of disturbance especially to people in the Cavalcade, and produced some justifiable criticism. This has been removed from next year's event.

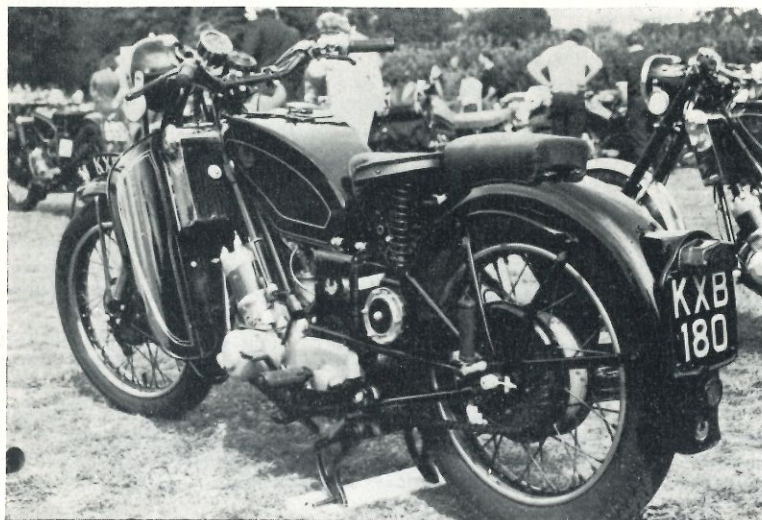
This letter is to ask for your support next May, and if possible, some publicity in your magazine or newsletter. We shall be delighted to make any special parking arrangements you desire.

I will gladly answer and queries.

Eric Barrass,
Chairman,
Pageant of Motoring.

COMING EVENTS 1976

March 7	...	Clent Run	...	North B'ham V.M.C.C.
March 21	...	Pioneer Run	...	Sunbeam M.C.C.
April 4	...	Cobweb Run	...	Hants V.M.C.C.
April 17/18	...	Coventry Brighton Run	...	Midland V.M.C.C.
April 25	...	Founder's Day Rally	...	Vintage
May 2	...	Limeburner's Run	...	Surrey & Sussex
May 9	...	Mallory Park Races	...	
May 16	...	Autojumble	...	N. Birmingham
May 16	...	Spring Run	...	N. Birmingham
May 16	...	Colwyn Rally	...	Cheshire & N. Wales
May 16	...	Sittingbourne Run	...	Men of Kent
May 30	...	Cadwell Park Races	...	
May 31	...	Tulip Festival	...	Midland



NATIONAL RALLY. Last of the line. One of the last models from Shipley.
1950/1 Flying Squirrel.

SPARES NEWS

Our stock expands almost day to day, however, much of our money is now in this stock and we must release some more cash by the sale of the following.

First the good news. We have 2,000 $\frac{3}{8}$ x $\frac{1}{4}$ in. rollers in stock, these I will dispose of to members who at the time of this article appearing have money invested in the scheme, fair's fair, as it was their money that paid for them, so it is only right that they have first choice. After two months, if there is any left, others may be lucky. Even so, I shall have to ration them to one set per member, i.e., 50 for early narrow bearing machines, 26 for late Supers and 30 for Flyers, Reps. etc. Please play the game and don't ask for 50 if your machine only takes 26, as 11 of these may not be of use, as these bearings come in matched sets, and even if we can get new bearings in the future, these should not be mixed with the old ones. PRICE 10p PER ROLLER.

I have had a lot of enquiries for Shipley (post war) and Brum Scott cush rubbers and on the strength of these we ordered some special rubber extrusion and Mr. T. C. Windsor wrote an article in the July YOWL of how to use this. Despite this, and the fact that I have the rubber, there has not been one taker, therefore we are selling off the rubber in lengths, (more than enough for 10 rubbers) at £1 per length.

We have the following in stock in fair quantity:—

XL-All steel saddle pans — £2.00.
Clockwise Lucas contact breakers (complete rocker spring points etc.)—£2.00.
Lucas distributor covers — £2.00.
Fibre magneto gear both vintage and P.V.— £1.65.
2 speed kick start scroll springs — £2.00.
2 speed kick start pedal return springs — £2.00.
Vintage style 1½in. dia. electric rear lamps — £1.50.
Narrow super and earlier con rods (partially or fully reconditioned) from £7.50 part exchange for any clean straight rod (whatever model) otherwise — £10.00.
We can also recondition your own narrow rods only — given time.
Tekaloid Scott purple enamel — £2.20 per litre.
Amal jets — 30p.
Amal throttle and float needles — 60p.
Small quantities of all other Amal/Scott carburettor spares including new complete carbs. Prices on application.
Fair quantity of good secondhand parts.

Coming in shortly:—

More chain guards.

More mudguards (Valanced and plain 'D').

A lot of secondhand spares (ex. Silk Engineering) other than engine and gearbox which they are still handling.

Water "spectacle" domes both finished and unfinished in two basic sizes.

I am sorry that all those who ordered "Potty mod" Brampton bottom links, have not yet obtained them, but I have twice been let down by a manufacturer.

Would the member in the Chippenham area (I'm sorry but I've lost your address) who offered to make up a batch, please write. Full drawings are available.

Glyn Chambers.

SCOTTING AND CHARIOTEERING

I am making my first contribution to Yowl re sidecarring.

I have heard a lot said against fitting a sidecar to a Scott, and very little for.

Almost all rigid frame Scotts are suitable for fitting a sidecar, all having four special built in lugs for the purpose, both short and long stroke engines are suitable, the long stroke detachable head engines are better fitted with a copper compression plate when using them for sidecar work.

I have used a 1938 power plus flyer for 37 years, which in its early days was used both solo and sidecar for trials, sports and going to work, carried tons of dye for laying trials courses, and passengers for serious touring.

Since the war, this machine has taken myself, wife and family on many Continental holidays, always taking the toughest routes down to Monte Carlo, via the French Alps Gap and Briancon across Italy on the coastal route over the various Swiss passes, usually about 300 miles in two weeks. In the early days we only had close ratio gears and with the wife on the pillion, and family and camping gear in the sidecar, we used to wait at the bottom of the St. Gothard Pass, Ainsolo side, until all the slow traffic was clear and then belt it flat out in bottom gear to the top hoping to reach it without stopping, which we always did. That was on the old rough road, not the modern motor road.

However, in recent years, having wide ratio gears I have towed a camp-ign trailer plus sidecar round the same route, taking all the Alpine passes with ease.

A few years ago, we took a party of Sheffield Scott Club members on the same journey with sidecars and cars, and no trouble with the Scotts, except one used as much water as petrol!

I find it amazing the mileage one can cover on a sidecar outfit in good or bad weather. On a solo, one goes a little faster, and stops more often.

A big improvement for a sidecar outfit, is to fit a 4.00 x 19in. rear tyre, and keep the sidecar wheel about 4in. forward of the rear wheel. A 19 tooth sprocket for sidecar, and 18 tooth sprocket with trailer. One of the advantages of the Scott, is the quick change of sprocket and gears to suit.

In recent years, I have changed to Dowty forks and dual braked wheel and found them a great improvement because of the variable springing and great strength, especially on rough going. I did not have much trouble with Webb forks, but once I broke the barrel spring whilst coming down an Alpine pass, hitting a water gully across the road, whilst braking. However, we continued carefully to the bottom, then undid the top nut and twisted the spring one coil into another, and it worked perfectly for the 800 mile journey home.

I now run a separate solo and keep the outfit together permanently because of tyre treads.

This same bike won a prize at the Donnington Scott Rally in 1938 and 1939. Previous to this I had a 1929 short stroke Flyer solo and sidecar, and found it quite satisfactory, although it tended to overheat quickly. In very hot temperatures and arduous conditions the alloy head would warp slightly and allow oil to blow through the radiator. Easily cured when you got home, but that was something that could not happen to the short stroke.

Hoping many more try sidecars — it can be great fun, but more expensive if riding with solos.

Ivor Slack.

PENNINGTON POINTS!

Being a few of the hints and tips received by Harry Pennington following his appeal for hints.

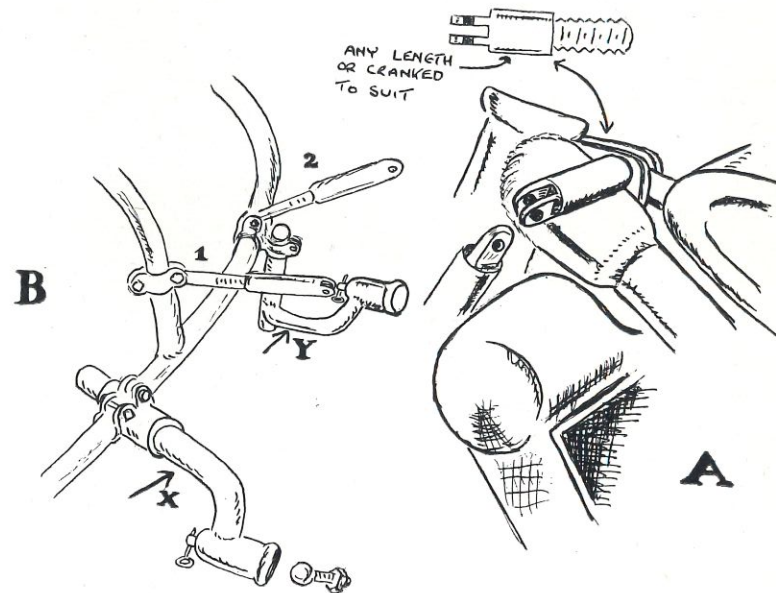
1. Recommended sidecars — 1950 to 1965, Steib.

1950-1960, Watsonian Avon — V.21 chassis.

(Has anyone got photographs or brochures that he could borrow for copying?)

2. Use close-medium gears with 19 tooth sprocket for a medium weight combination.
3. Use a copper compression plate under the cylinder head.
(This to lower compression ratio — but where can these be obtained?)
4. Strengthen the rear brake anchor plate.
(Any further hints on this aspect?)

Harry did have a little experience some 25 years ago with a Scott outfit, and it was because of those experiences, that he wants to get things right this time. His main concern those 25 long years ago, was the difficulty in keeping the outfit lined up properly. The upper front attachment was in the shape of a tall 'S' and stiffness seemed non-existent.



To the above from our own experience with sidecar outfits, I add the following:—

Without doubt, the Steib (although heavy (unless you can get hold of one of the S250 chairs) is amongst the best in its class.

Points to watch in the Steib are as follows:—

With the duplex frame of the Scott, plus the type of attachments, this makes for a very wide track (too wide really) unless special care is taken.

The Steib chassis consists of a tube which runs around the nose of

the body, plus a tube which runs over the top in "grab rail" fashion.

There are four attachments. The lower ones, shown 'X' and 'Y' in the sketch, are the main ones. They have an expanding clamp which fits over a ball type fitting, one goes direct into the lug by the rear wheel on rigid frame Scotts, whilst the front one can be adapted to fit over the lower engine mounting bolt. The secondary fittings '1' and '2' fit directly to lugs bolted to the seat or rear chain stays, or to the upper down tube, or to the lugs by the steering head to choice.

It is the fitting 'X' that has to be watched. The other end of this fits up against the sidecar body, so this often has to be shortened at the outer edge, in order to get the chassis close into the frame of the bike. The front lower attachment, as can be seen, takes a peculiar shape, but because of the swivel ball joint, can be adjusted in position to get the front end over and in line. You certainly need the sidecar wheel well in front of the rear wheel. Too far back, and the weight of the chair is a heck of a drag, whilst too far forward gives the risk of the rear wheel lifting on right hand bends!

Regarding other sidecar chassis — if you prefer the long 'S' or swan-necked type fitted to the steering head, then you can always get one made up in heavier gauge tubing. (This should reduce any tendency to flex or give.)

However, with Scotts, there is no need to rely on swan necked tubing. You can always get fittings made up as shown in sketch A, so using straight tubes for the connections. Once 'set up' the layout should require little checking.

OTHER RECOMMENDED CHAIRS

1. The V.P. Viper of the late 40s early 50s. Similar to the Swallow sidecars of N. Carr (see Jan. 73 issue) and G. Gardiner (see Jan. 71 issue) but being panelled in aluminium alloy is much lighter and although alloy were painted.
2. The Wessex of the late 50s. These were of a light alloy monocoque construction with sprung wheel operating on two tubes, on which the wheel mounting slid. The chassis had several straight tube connections to the machine frame. Screen was a "wrap round" perspex moulding, which lifted to the side for access (no door) and the hood press-studded to the top of the screen. It was available in single and child/adult form.

MORE SPARES NEWS.

Now available. Stainless steel cylinder head stud/nut/washers sets (including one special small hex. nut). Complete £10 a set. (You couldn't make them yourselves for that).

Stainless steel fork spindles and nuts for Brampton girders (4) £9.00, Nuts (8) £2.00.

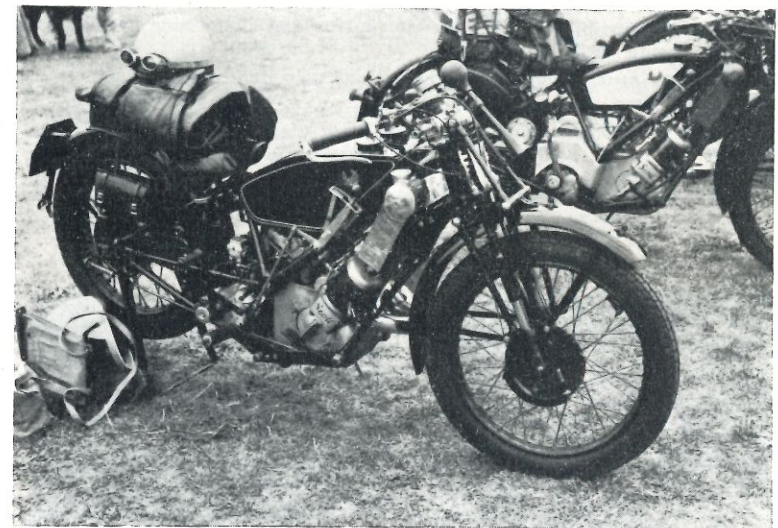
For Brampton Monarch (2) £5.00. Nuts (4) £1.50.

Friction discs for Bramptons (4) £1.00.

Glyn Chambers.

RHODESIAN NEWS.

We're sorry to have to report that Neil Smith (1928 Super Squirrel) was last on points in the Mazoe Handicap. Dick Thompson was first, but this time mounted on a 1925 Francis Barnett. The Riley's took second place, probably through Wynne taking up so much time "antique hunting" during the run! Eric Deacon still hasn't brought out the T.T. Rep. — perhaps he doesn't want to get the nylon frame all messed up yet! (After all there's all that acid in the Mazoe oranges to consider!)



NATIONAL RALLY. A nice T.T. Replica. From the amount of luggage carried the owner wasn't on a day trip to Evesham.

2ND INTERNATIONAL VETERAN & VINTAGE ASSEMBLY 26/27TH JUNE, 1976

The above Rally will be held in Cheltenham, Glos, England. The event is open to owners of motor-cycles and three-wheelers built before 1st January, 1951. Regulations/entry forms are now available.

The Rally is provisionally planned to take the following format. Informal Reception on the Friday evening. On the Saturday, a Road Trial

of up to 100 miles length, depending on age and capacity of the machine. This Trial will be run through some of the finest Cotswold scenery. In the evening there will be a Social Function at one of Cheltenham's Hotels. On the Sunday morning there will be a Concours d'Elegance. A buffet lunch and prize-giving in the Town Hall will be followed by a Parade through the town. Competitors will then be free to disperse.

A feature of the Start/Finish area will be a large "auto jumble" open on both days.

Good class camping facilities and Hotel accommodation are both available.

For those overseas entrants unable to bring a motor-cycle with them, it may be possible to arrange the loan of a suitable machine.

Overseas competitors should note that the V.M.C.C.'s annual Banbury Run (over 300 pre 1930 entries) takes place on the previous weekend (20th). There is the possibility of a leisurely touring and sightseeing event during the intervening week.

Further information and/or regulations may be obtained from:—

G. Preece,
3 Orchard Way,
CHELTENHAM,
Gloucestershire,
ENGLAND.

BACK TO SCHOOL DAYS

I remember when I was about 13 or 14 years old, seeing a motor-cycle combination in the town of Molesey where I live. It was painted a metallic silver lined in red — very smart!

At that time I was not particularly interested in motor-cycles, but a friend of mine told me that the machine was a Scott. He used to go on about Scotts and what marvellous bikes they were . . . !

Passed the years and my friend became the owner of various motor-cycles, but never a Scott. I remember some of his machines, a Coventry Eagle, a Francis Barnett and finally a Rudge Special.

Myself—I eventually got my first bike when I was 19. It was a 350 c.c. side-valve A.J.S. of 1928 vintage. It had a wedge tank and a hand operated oil pump which was depressed at five mile intervals, or when one thought of it! Needless to say, apart from having to replace a faulty magneto, it gave me no trouble at all. The cast iron piston never seized and the machine was capable of a rather hairy 70 m.p.h., if conditions were right. I finally sold it for £5 — an action which I have ever since regretted, as I believe it finally ended up on the scrap heap. It was in its way an incredible little bike and gave me endless hours of pleasure.

My first Scott, which I still own was a 1927 498 c.c. Flying Squirrel, alleged by its previous owner, a college student, to hold the Oxford to London course record. It was rather a bitsa, but it went. In fact a few months after purchasing it in 1957, my friend and I toured France and Spain on it, but that minor epic is another story.

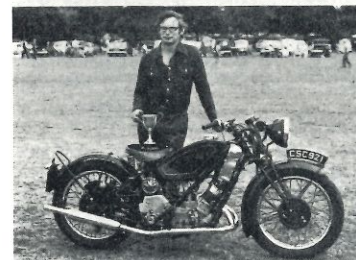
Then shortly afterwards came a Model 90 Sunbeam—very fast and with its single cylinder long stroke engine, a complete contrast to the Scott—one bang every lamp post.

In 1959, after I had had the Sunbeam for about a year, a local garage owner told me that he had a very nice 1947 Flying Squirrel for sale, and I decided to buy it after putting the Sunbeam in as part exchange as I hadn't room for both machines. This '47 Scott is still my everyday means of transport and apart from the occasional time off for repairs, I do mean literally everyday! I think perhaps I should enter it for the machine of the year award, considering the yeoman service it has rendered.

On the odd occasion when the 1947 Squirrel is out of service I use the Clubman, which brings me to the original reason for beginning this tale.

After winning the Dallon Trophy at the 1974 Evesham Rally, the Editor of *Yowl* extracted from me a promise to write something about the machine, so here, better late than never I hope it is.

In 1961, there appeared in the Exchange and Mart an advertisement—"1939 Scott Clubman for sale £20." (!) with an address in Molesey, the town where I live. Needless to say, I answered the advert, and there it was . . . the original Clubman of my schooldays, still showing under the dirt and oil, the metallic silver with red lining! The then owner, wasn't the rider of my memory, but a young fellow who had the machine for about a year and sad to say, the condition of the machine had rather deteriorated. Nevertheless, it was all there, or practically complete. He wasn't selling the Steib sidecar, just the bike, but I wasn't worried as I've always been a solo



1 & 2. Views of the model before embarking for Evesham. 3. Proud owner at Evesham '75. 4. Proud moment. Harold Scott presenting the cup.

rider. I recall, I tried to knock the fellow down on the price, incredible as it seems now, but in the end £20 was passed over, and it was mine.

On getting it home, I examined it carefully, comparing it with photographs in the Scott Handbook and the only apparent differences were the rear mudguard number plate and light, the saddle and the handlebars. The spring up rear stand was missing and the original toolboxes, otherwise it was complete.

On taking it to pieces to begin restoration, I discovered that it had never had a rebore although by then it badly needed one. The big-ends also needed bushing and the front forks needed a refurbish, but otherwise it was mechanically sound.

I decided to return it as near as possible to original specification including reverting to the original colour scheme, black with gold lining. Then in 1963 I went to Spain and for the four years I was there, the project was shelved. Incidentally, this time I went to Spain on the 1947 Flying Squirrel.

On returning I resumed the project and after about 18 months, I had it almost in the state I wanted it. Then that October I had a fairly serious accident on the '47 bike. Whilst I escaped virtually unscathed, the Scott didn't, so I was reduced to riding the newly restored Clubman through a fairly mucky winter. So much for Concours finish!

Never mind I enjoyed riding it and I still do. In my opinion if a machine isn't used, there's no point in owning it. It's an insult to the original concept to keep a machine stored in cotton wool all the year, then take it to events on a trailer, there to be admired merely as a static exhibit. There may be an excuse with a veteran machine, but most late bikes are rideable, enjoyably so, and none more so than the Scott.

I can't see the Clubman ever being in immaculate condition whilst I own it, but people will be able to see it moving and not just at rallies, but used as a pleasant means of transport.

Performance is good but if anyone wants to know if it will achieve the 92 m.p.h. of the "Motor Cycle" report—the answer is, I don't know. I've had 75 on the clock and I'm not ambitious about ultimate speeds. I've no desire to risk seriously damaging a machine which appears to be, if not unique, almost the only sprung Clubman in as original trim.

Finally, does anyone know the whereabouts of a rear stand or any other parts I might need—please!

Ray Bayliss.

P.S.: Before getting around to sending the above, the 1975 Rally has come and gone. If you were at the Rally you probably saw the Clubman with which I was pleased to obtain the Premier Award. For those not there I enclose some photos which the Editor might see fit to print, also, if anyone knows the history of the machine, I would be pleased to hear from them.

HELP AND ADVICE WANTED

Mike Chapman, Post Office Box 4, Midland, Ontario, Canada L4R 4K6 would like advice in dating a 1914 Scott.

The frame number is 3095, but engine number is not given, though that does appear to be in keeping. The rest of the machine is either of later vintage, or has been home constructed.

Mike is having to rely upon illustrations in Jeff Clew's history, so if anyone can help him with news or illustrations, I'm sure he'll be very grateful.

He certainly has a lot of hard work in front of him, but to restore perhaps the only veteran Scott in Canada should be well worth the effort.

FELIX

Well Felix may now be in the Bradford Museum, but his inventor, like his machine "keeps on walking!!" (For the benefit of younger readers, Felix was a cartoon cat character that kept us poor old so-and-so's entertained in the penny front seats at the local cinema, in the early twenties, and was also the subject of a popular song of the period which went on about Felix—kept on walking . . . ! As this particular machine also 'kept on'—when others had been stopped—it was an apt nick-name).

Its inventor, BILL BRADLEY, like Johnny Walker keeps going strong, and was present at the Tees/Tyne Section's Burnsall Rally on 4th May.

From the Telegraph & Argus we hear that Bill was 90 on April 25th, and to quote their article, which had headlines thus:—

'ILKLEY'S OPTIMISTIC INVENTOR SCORES 90'

An "optimistic extrovert" was how Mr. William Bradley, the Ilkley inventor, described himself on his 90th birthday which he celebrated yesterday at his home in Yew Croft.

Besides the many letters and cards, Mr. Bradley received a visit from Coun. Mrs. Dorothy Mellor, Assistant Lord Mayor of Bradford.

Mr. Bradley was born at Ilkley and educated there and at Bradford Technical College. At 19 he went to Canada and developed a keen interest in electrical engineering while working for the Canadian Westinghouse Electrical Co. He made one of the first electric irons and electric soldering irons.

MOTOR-CYCLIST

Just before his return to Ilkley in 1907, Mr. Bradley bought a second hand typewriter and from this stemmed his successful career as a motor-cyclist and inventor.

He swapped the typewriter for motor-cycle parts and from these built a motor-cycle which had several unique features, including running boards and a fuel tank with a separate compartment for paraffin, which was cheaper than petrol.

Mr. Bradley then worked on motor-cycles, which would be able to climb well. He used chain drive instead of the usual belt drive and after fitting a front wheel drive to his Raleigh, won a bronze medal in the Scott Trial.

He later bought a Scott motor-cycle for which he built a new frame and modified the drive. The Bradley-Scott 1 was called Felix after a popular song of the times. It proved successful in hill climb competitions. The machine is now in the Bradford Industrial Museum.

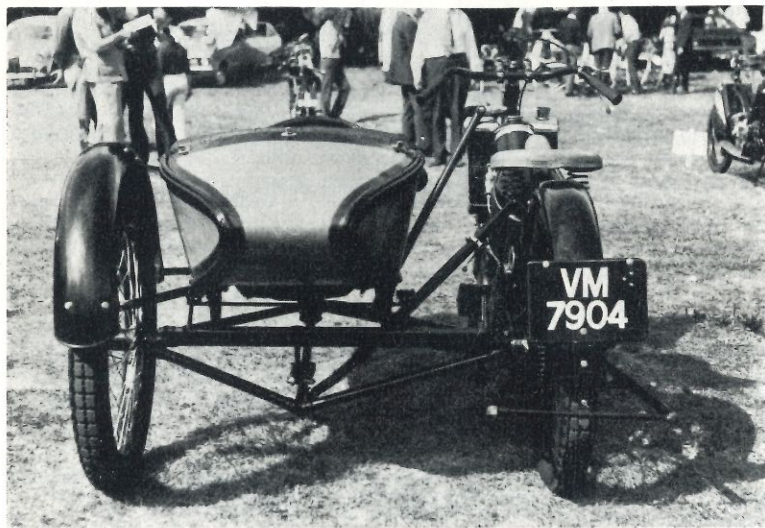
TEXTILE MACHINE

In the 1930s Mr. Bradley won awards for textile inventions. His two main achievements were a rolling, inspection and measuring machine, one of which was in use for six days a week for over 20 years without going

wrong, and a warp tension control which kept an even tension of cloth, eliminating faults in the material produced.

Mr. Bradley lived in Addingham for many years, working at Beacon Works. During the war he and his assistants were engaged on sub-contract work making aircraft instruments and gauges. Since the war he has made a revolutionary type of clutch aimed at beating a similar American model.

Mr. Bradley is a keen member of the Ilkley Old Folk's Club and Leisure in Retirement Club. He has two married daughters and a son.



NATIONAL RALLY. This shews what is meant by Scott triangulated chassis. The 1924 2-speed combination owned by C. Heath. (Harry Pennington to note — NOT for sale!)

PER ARDUA AD AWARDS
(or the going and the coming back)
by Polluter

It came to me some time ago, that the only award I might ever win at a Scott Rally was the distance award—so when they announced a Northern Rally in North Yorkshire and it was only twenty miles from where my sister lived, it was now or never.

At 6am on a Friday morning, one Flying Squirrel, laden down with 3 quarts of oil, and one quart of petrol (just in case!) in cans, my electric razor and a tooth brush, with the aid of a piece of rag stuffed into the carburettor bell-mouth, that most beautiful sound (plus a cloud of smoke) was added to the early morning bird song. My wife waved a fond farewell and I was off into the unknown. (If I had known I wouldn't have gone!)

No worries until I got mixed up with the lorries round Borough Melset—I hoped my clutch would cope with the high bottom gear (it's only got three) and all the stop-starts—but the fears were unfounded. All went well until I reached Hatfield—then it started—the radiator began to leak. At Biggleswade I stopped for water and Radweld—at Stanford I stopped for water and chewing gum—at Newark I stopped for water and Sealit—and things got better. Only three stops to de-whisker plugs and in just a mere nine hours made the 265 miles to my sister's house at Stebesley. Thankfully I pushed the Scott into her back-yard and after some food we all went down to the pub. I soon discovered the Newcastle Exhibition ale for Youngers Tevton!

The Saturday morning, my brother-in-law produced some gun-gum with which I "gunged" up the honeycomb round the leaks and off I went to Osmotherly for the Rally—all seemed well. Only ten miles.

Eventually about 30 Scotts assembled, all shiny, clean and bright, old ones, new ones, but none as scruffy as mine. But wait—Charlie from Sheffield arrived—old D.R. coat (even dirtier than mine!) and a Scott made up of a most interesting assortment of years. 1936 throttle controlled oil pump, and Norton Road-holder forks with Norton wheel. Yes, it was even scruffier than mine. Good old Charlie!! Perhaps there was an award for 'Heap of the Week'. There was a delightful character called Ted. 74-years-old, had ridden his 1924 two-speeder, with 1927 sporting s/car (canvas bottom no less!) (*Poor old Ted—Ed.*) the 80 miles from Bradford—he couldn't miss the award for age of rider, and age of machine and miles to the Rally—and he didn't.

A quick pint and a snack at the Pied Piper—the sun shone and we were away on our 55-mile 'Run' into the Cleveland Hills. We went off in three groups—slow, medium and quick—I chose the medium! There were four 1 in 4 hills to negotiate, Hawnby was fair, a steep drop to a bridge and a fairly straight climb up—into bottom gear at the bridge and away we went to the top. Sutton Bank was a 'B' road and that was easy. White Horse Bank (and there is a White Horse cut out in the turf on the hillside) was rough surfaced tarmac, which reduced one's speed with a rigid frame, but I made it to the top and as I did so I saw my 'Gun-gum' peeling off the radiator and steam began to rise. At the top by the Gliding Club (gliders rushing over your head every couple of minutes) I let it cool off (as I thought) and then decided to see how much water was left. As I unscrewed the cap, hot water cascaded into my face—but it wasn't too bad—the skin on my left eye-lid and nose and lips is peeling off now as I write. The Gliding Club provided some water and a wash for me in the men's room—so away again—only 15 miles to go. Kepwich the last hill, was a rough stoney trail with several sharp bends and I was reduced in the end to slipping the clutch and keep full revs on—and thus the top was in sight before the clutch gave out. The rest of the run was a lovely ride over the hills in some beautiful country-side with only a stop for water and petrol at a wayside petrol station, where a dour character accused me of trying to be a Brian Rix for asking for water for a motor-bike. Just then two lads from Hull pulled in and assured him that we all wanted water. He eventually appeared with a bucket of water and watched amazed as we poured it in. I told him that he should know better as Scotts originated at Shipley.

Back to the Pied Piper for the presentation of awards, and then we all went home. One man I did have an interesting chat with (a Scott owner as well) was Colin Pinder—better known as Arthur Lampkin's passenger in trials.

Next morning I left for home. I soon settled down to not worrying about the water unless I stopped for petrol. If I rode at a steady 50 m.p.h. all seemed well, except for the usual plug whiskers—it must be the agricultural oil I use!

After feeding time at the Little Chef at Stanford—it didn't want to start—then the kick-starter ratchet bar turned in the gear box housing—result, no kick starter. I weighed it up—gear box strip or run and bump start in full gear, pannier bags etc. etc. The sun was still shining—I ran—it started (eventually). She boiled all through London, but it kept going which was what mattered.

I cut the engine at home at 6.30 p.m.—after a total of 605 miles at never over 50 m.p.h. Fuel consumption at just over 30 m.p.g.—I didn't try to work out the cost, it would frighten me (*about £16.72½ Nigel.—Ed.*) All the bike needs now is a radiator repair (good old Graham), gearbox repair and a new primary chain. (Let's face it—the chain must have done 12,000 miles all told!)

Oh yes—by the way, I did win a magnificent Shield for furthest travelled, but only just—some "Erb" had come up from Caterham, but I beat him by 17 miles. Now I'm off to rub "Radiant B" into my backside and go to bed. Happy Days!!!

*(Above reproduced by kind permission of the Owler,
the journal of the O.W.L.S. Motor Club)*

40 Years Ago.

(From the *Shipleys Times & Express*, 28.8.75)

SCOTT ENTERPRISE

The next few weeks will decide whether or not the Scott Motorcycle Company of Shipley, manufacturers of two stroke motor-cycles, are to establish a reputation in the development of light aeroplane engines. In doing so, they would restore to the engineering trade of the district a great measure of the trade lost in past years. The firm has turned its attention to a light flying engine suitable for the Flying Flea plane. The management had said that a twin engine—the Flying Squirrel—had been developed in the Shipley works and the first models were nearing completion.

(In the same edition—they report on a tortoise that does tricks, including standing on its head—if you don't believe me, then try to get hold of your own copy! It later transpired that it was laying an egg!! Apparently as frustrated as myself trying to get the lower hoses detached from the head!)

FOR SALE AND WANTED (A free service to Members)

FOR SALE: Pair new plus .020in. Hepolite pistons for 500cc longstroke engine. Right hand exhaust pipe in fair condition. Petrol tank for late 30s Flyer. E.I.C. Magneto 180 twin clockwise. M. T. Askwith, 8 Moss Side, Bricket Wood, St. Albans, Herts. Tel. Garston 76430.

WANTED: Complete engine for 1939 Scott as near complete as possible. Machine fairly complete less engine. Garry Hagen, 209 E 6th Street, Northfield, Minnesota, 55057, U.S.A.

WANTED BY NEW MEMBER: Wheels suitable 1930 3-speed machine. Also 2 speeder front wheel. Interested in buying Veteran Scott or T.T. Rep. Sprint Special etc. A. W. Dobbs, Keppel Gate, Churchway, Curry Rivel, Langport, Som. TA1D 0EE.

WANTED: Scott—any model. A. Norton, 52, St. Mary Street, Bridgnorth, Salop.

FOR SALE: Pair wheels 1951 (need new bearings), Front mudguard with front brake compensator, DPY engine in running order. Pair Scott forks, dismantled (need new bushes), Distributor, Regulator, Amal Carb. Carrier (suit Birmingham Scott). All for reasonable offer. Buyer collects. E. Wilson, Red Barn Cottages, Sedlescombe, Battle, Sussex, TN33 0QW.

FOR SALE: 1937 Flyer, Almost complete, but in pieces. Lots of new and secondhand spares. Please phone or write for more information. £105. Rod Adams, 38 Royal Circus, West Norwood, London SE27 0BW. Tel. 01-670 5173.

WANTED: Urgently to complete my 1920 Scott. 'A' type handlebars and footboards. Will pay cash or have some 2-speed parts for exchange. Williams, "Saltaire", Chariot Road, Illogan Highway, Redruth, Cornwall.

Kent Section Secretary:

M. CHAPPENDEN, 'Northdene', Clearway Estate, Addington,
West Malling, Kent.

Sussex:

(Contact Editor).

New Zealand Section:

L. HEATH, 2 Tiroroa, The Avenue, Levin, N.Z.

Australia (N.S.W.):

L. TUTT, 54 Short Street, Oyster Bay, N.S.W. 2225. Australia.

U.S.A. Membership:

R. EVANS, 105-12, Linden Tree Lane, Webster, New York 14580.

Southern Africa:

N. SMITH, 140 Fern Road, Hatfield, Salisbury, Rhodesia.

CLUB FIXTURES

Midland Section—first Wednesday of each month, 7.30 p.m. at the Hop Pole Inn, Bromsgrove.

London Section—last Saturday of each month, 7.30 p.m., at the Red Lion, Whitehall.

Tees Tyne Section—last Tuesday of each month, 8.00 p.m., at Three Tuns, Sadberge, Darlington.

Humberside Section—third Friday of each month, 7.30 p.m., at King William IV, Cottingham.

Sussex Members—join in joint V.M.C.C. Meetings—fourth Tuesday each month, 7.30 p.m., The Limeburners, Billinghamurst.

Kent Section—first Monday each month, 8.00 p.m. at The Yew Tree, Witchling, near Sittingbourne.

THE SHEFFIELD SCOTT CLUB

meet every Wednesday at 9 p.m. at the Red Lion Hotel, Charles Street.

SOURCES OF SUPPLY

Scott Motor Cycle Co., 558 Bromford Lane, Stechford, Birmingham.

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

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

Ken Lack, 5 Norton Lees Square, Sheffield 8.

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

(Please enclose s.a.e. for reply.)

CLUB BADGES AND REGALIA

The Badge Secretary supplies machine badges £1.85; Club transfers 10p; Scott scrolls 10p pr; Label badge 50p; Club ties (blue or green) £1.15. Postage inclusive in UK. Overseas 5p extra.

YOWL BINDERS

Binders to take five years' issue—price £1.25 (inc. postage) can be obtained from D. WRIGHT, 9 Elm Close, Long Bennington, Newark, Notts (Overseas postage extra).

THE HISTORY OF THE SCOTT

The Yowling Two-stroke by Jeff Clew, published by Messrs G. T. Foulis £4.25 from book sellers, or from J. M. Haynes & Co. Ltd., Sparkford, Yeovil, Somerset BA22 7JJ (Postage extra).