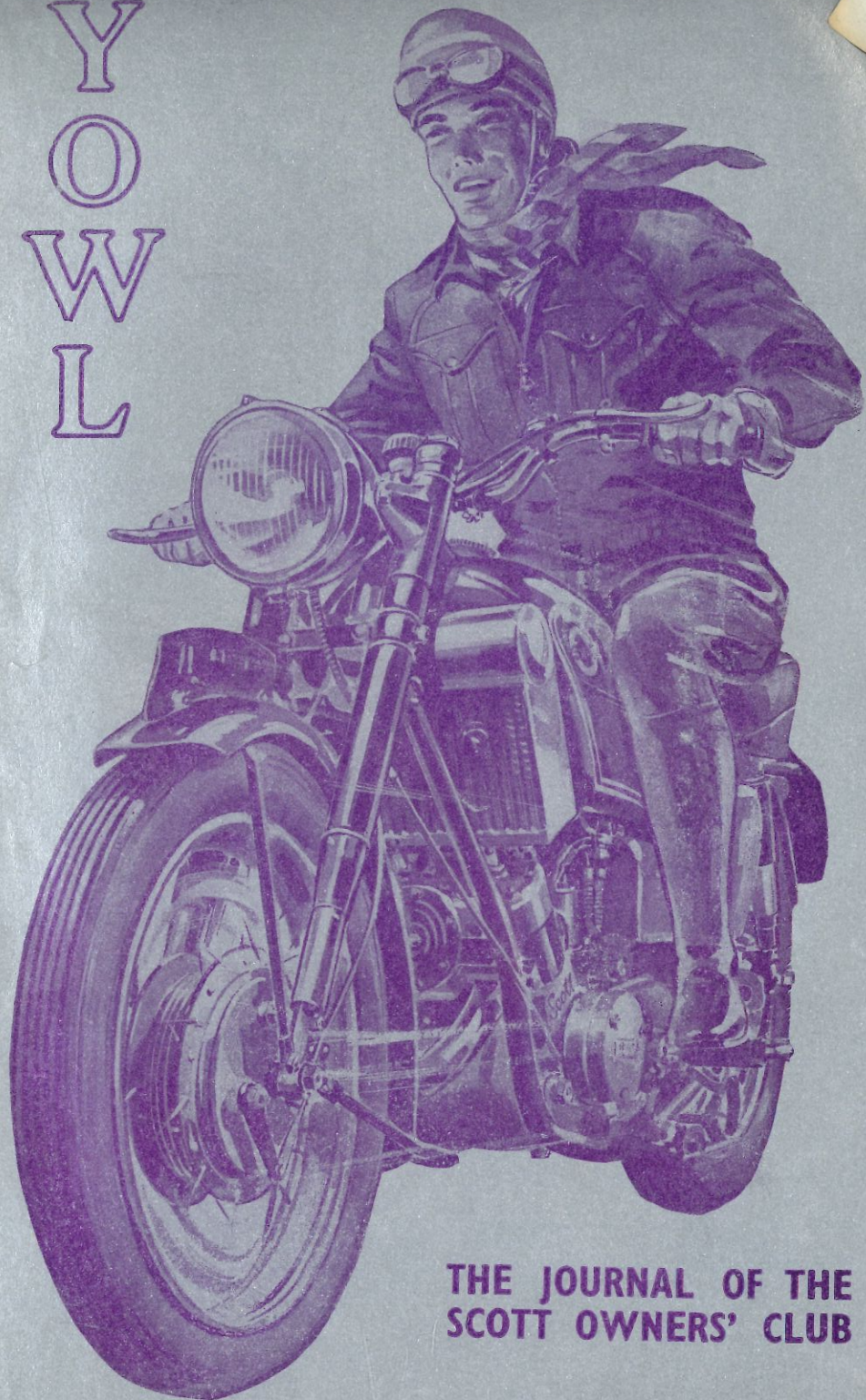


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THE JOURNAL OF THE  
SCOTT OWNERS' CLUB



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### EDITORIAL

Amongst recent correspondence received from various Club officials is a plea from our President, Harold Scott. He reports "We recently lost a promising prospective member—No-one seemed willing to sell even one machine from, in many cases, ample stables; I do wish people wouldn't HOARD. At long last he gave up trying and hasn't renewed his subscription, a pity and surely hardly necessary."

Accompanying the report on the Tramp's Supper, John Underhill from the Midlands adds:—"A point which emerged at our last meeting was that Reg Summers was going to the I.O.M. races as usual, this being his 50th visit since 1922! What a feast of memories he must have. What about an article Reg?"—an admirable suggestion.

Elsewhere in this issue Ron Mountain presents the concept of "The Sussex Scotts." He suggests the idea for other districts, as he says, the more active the Club is in various parts of the country the better. "It would not take many members to form a section and there is no need for any elaborate organisation or committee to form such a section. All that is needed is the enthusiasm and we already have that, so that regular meetings can be held and perhaps the occasional Club run."

I think also it could be regarded as an omission from the magazine of the Scott Owners' Club if mention were not made of the publication "Made to Limit Gauge" the project initiated and financed by our member George Stevens and a previous Editor of course. I've no more information than any other subscriber but am personally satisfied that George is the most qualified judge of how best to ensure the successful production of the work in its entirety. I feel then we should offer our congratulations upon the appearance of parts 3 and 4 (pictorial supplements). I wonder, is it too much to hope that with the present growing enthusiasm for old vehicles generally and with "one make" histories now an accepted thing in the world of four wheels that George will be able to interest a publishing house in re-financing the complete work but as one conventional volume?

And from me, your retiring Editor, just a final reminder on behalf of my successor for an encouraging flow of material. I personally am relishing the prospect of a little more "doing" and perhaps not quite so much excuse-making!  
Geoff.

An encouraging number of entries were received for the Main Rd. Trial held on 7th May and organised by Stan Thomas. A full report and pictures will appear in the August issue. This will contain also a summary of the A.G.M. on June 3rd.

### THE SUSSEX SCOTTS.

Well—why not? There are Highland Scots, Lowland Scots, Toronto Scots, (not including 'Lofty' of course!) Transvaal Scots, Midland Scotts, London Scotts, Sheffield Scotts, S. W. Scotts, so why not in sunny Sussex—the Sussex Scotts.

If you are within reach of Brighton and would welcome a monthly natter over a noggin, of that most absorbing of all topics—the Scott—drop a line to R. S. Mountain at 102, The Ridgeway, Woodingdean, Brighton.

The idea is an active section on the lines of the Midland one, so if the idea appeals—get busy with the postcards.

After the amount of support has been assessed, we can then proceed to fix headquarters that would be more or less central to prospective participants (we won't say 'members'.)

So come on—let's see the SUSSEX SCOTTS in being SOON!

Will all Home Counties Members note these meetings at the Red Lion, Whitehall. Sats. August 5th. and September 30th—the Annual London Auction Sale.

From "The Motor Cycle" August 3rd. 1916  
**WHY THREE WHEELS?**

Some considerations which led to the Adoption of Certain Distinctive Features of the Scott Sociable.

Some surprise exists that sidecar lines of construction have so far influenced the design of the Scott three-wheeler, described in last week's 'The Motor Cycle', that it might aptly be set down as a sidecar outfit built as one unit and the question "Why three wheels?" is perhaps a natural one. It might be answered by another question—"Why four?"

It may be depended upon that the ingenious inventor of the Scott three-wheeler chose the right-angled triangular position of the wheels for very good reasons and in the following article we intend to deal with some of the peculiar advantages of this interesting vehicle.

### THE ADVANTAGES AND DISADVANTAGES OF THE SIDECAR OUTFIT

We have in the sidecar outfit a vehicle which, although unmechanical, has thoroughly established itself and withstood the ordeal of severe road test. Its disadvantages are; difficulty of obtaining perfect alignment owing to its unmechanical design; exposed and uncomfortable position of the rider; the necessary strength can only be obtained by piling on weight, so that it is a good deal heavier than it need be; if the vertical alignment be correct the sidecar is apt to lift on corners; difficulty of rear springing.

In spite of these significant defects it has proved a very desirable type of vehicle as evidenced by its popularity, while it has the following distinctive qualities to its credit: Economy, unequalled mobility, speed, simplicity, and cheapness of production. If, therefore, we can remove the former objections and still retain the latter good qualities, we clearly have a machine which will meet a popular demand.

It must not be thought that because the sidecar is unmechanical, other vehicles following on the same lines are necessarily so. The sidecar outfit is unmechanical because it is a combination. Its imperfections arise from the fact that the frame of a motorcycle, which can be ridden as a single track machine, does not lend itself to withstanding the lateral strains imposed by a sidecar and the necessary degree of strength is obtained only by stiffening up certain members so that they will resist stresses which they are badly placed to bear.

In the Scott three-wheeler the inventor has followed sidecar construction only in so far as its advantages lie. He has produced a machine designed throughout as a three-wheeled vehicle. It is neither a combination nor a compromise and thus lateral strength has been obtained without adding weight, while the various other disadvantages of the sidecar combination have been avoided.

### STRENGTH OF TRIANGULAR STRUCTURES

Sidecar construction was adopted not simply on the strength of the sidecar having proved a success but because the design offers certain peculiar advantages. Foremost, the three-wheel construction naturally adapts itself to a triangular framework and a triangle is stronger for its weight than any other design. It is stronger than a rectangle because a rectangle needs to be braced, whereas a triangle is braced in itself.

A triangle cannot be distorted unless one side be lengthened or another shortened, if triangular construction be properly applied it may be regarded as indestructible.

The Scott frame consists simply of a series of triangles, so placed that the tube

lengths are subjected only to direct compression or tension. Consequently, no amount of overloading can cause the frame to buckle. Breaking point is reached only when the strain becomes sufficient to destroy certain members by compressing them endwise, or by pulling them in two. As a comparison, an ordinary darning needle may be capable of suspending a heavy weight in direct tension, whereas a side strain (such as that imposed on the main members of many sidecar outfits) of small amount would be sufficient to snap it. To apply the simile further. If the needle be held vertical and prevented from bending by a surrounding framework it will be capable of resisting load in direct compression.

Here we have the fundamental law of triangular construction. A triangle can be destroyed but in whatever direction the destructive force be applied it cannot be distorted. It was largely because the three-wheel design adapts itself to triangular construction that this form of design was adopted in the Scott Sociable.

#### WHY NOT A TRICYCLE ?

On the face of things it may appear that tricycle construction would be the more correct, but such design presents no advantages and numerous disadvantages. In the first place, the tricycle is difficult to balance and to steer at high speeds, while this does not apply to the sidecar. It presents difficulties in the distribution of weight as regards the power unit, it demands the transmission of a four-wheeler, while giving none of the advantages of the right-angle three-wheeler. It is a design which many times has been adopted and many times abandoned. The sidecar has proved advantages, whereas the tricycle has not.

One great advantage in having the steering wheel more or less in alignment with the driving wheel is that this system renders it possible to retain the full advantages of the caster wheel effect of motor cycle steering. The Scott was first designed as a machine-gun carriage and it has since been developed on the lines of a touring car. As a machine gun carriage it was particularly necessary that the vehicle should retain the mobility of the sidecar outfit—that is, that it be capable of turning, “under steam,” in extremely narrow compass. The Scott three-wheeler can turn in a circle with the sidecar wheel as a stationary pivot—a state of affairs arrived at by adopting the principle of motor cycle steering. The pin on which the axle of the wheel pivots is set at the same angle as the steering head of a motor cycle, so that if a line passing through its centre were produced upwards, it would pass through the steering head on the corresponding single-track machine and, by so doing, the castor action is still retained.

#### THE QUESTION OF WEIGHT

It is interesting to note that the framework of the Scott chassis weighs less than the framework of the Scott motor cycle and sidecar outfit. As a second interesting comparison, the power unit (which is an excellent piece of work), complete with gearbox (an integral casting), magneto, radiator, etc., weighs approximately 20 lbs. less than a modern 6 h.p. four-stroke power unit with its corresponding components.

#### NUT AND BOLT FIXINGS

It was explained in last week's issue that the frame consists of a number of eye-headed tube lengths, secured by means of nut and bolt fixings. The advantages of this system are as follows: should a tube become damaged, it is not necessary to submit the whole frame for the brazing in of a new member. One or two telescopic tubes are carried as spares and in a few minutes the damaged member can be removed and a telescopic spare substituted. The nut and bolt fixings are considerably cheaper and permit a higher degree of accessibility than would be possible if brazed junction lugs were used and after severe test it has been found that the joints do not work loose. They are not, indeed, so likely to do so as the nut and bolt fixings of sidecar connections, the frame being more rigid, owing to the scientific construction.

#### NO BRAZED JUNCTION LUGS

The distress of the brazier detailed to braze up the Scott frame by the use

of junction lugs would be pathetic and so would be the distress of the man paying for the lugs! If ordinary junction lugs were used, the frame would be difficult to make and costly to produce. Moreover, the brazing of complicated junctions is dangerous, as the risk of burning the tubes cannot be avoided. One burnt tube may mean a broken frame but perhaps cost of production is the most important point. The independent tube system is cheap, convenient and enormously strong, while it represents the bedrock of simplicity as regards construction. Given the necessary bundle of tubes, any novice could build up a Scott frame simply by reference to a plan.

#### SINGLE DRIVING WHEEL

The fact that only one wheel drives may be criticised, it being argued that the design lends itself to a two-wheel drive. The disadvantages of the latter system, however, especially as regards cost of production, far outweigh its advantages.

The weight of the fully loaded Scott is 5-6 cwt. or approximately half that of the alternative four wheeler and therefore the driving wheel is doing but half the work, while it carries less weight.

The possible disadvantages of uneven wear of tyre is reduced to a minimum by the design of the quick detachable and interchangeable wheels, which is such that the task of changing round the wheels is a perfectly clean undertaking, while it occupies less than two minutes per wheel.

A real advantage of the one-wheel drive is that it renders it possible to set all road wheels at a slight rake. Every sidecarist knows the advantage gained in steering etc., by having the machine leaning slightly away from the sidecar, so as to counteract the camber of the road. By setting the wheels at a rake, not only is the steering improved but strength is gained, while it gives longer life to the tyres.

#### ADVANTAGES

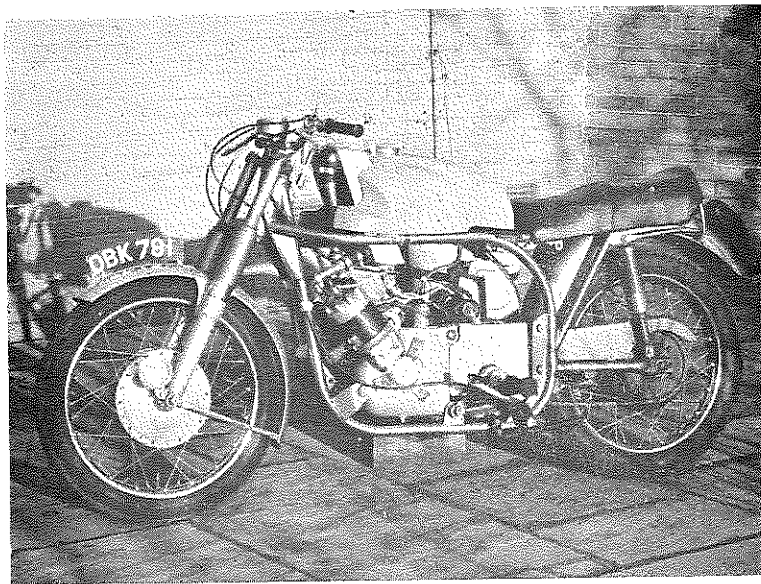
Summing up, then, this novel three-wheeler offers the following advantages: framework practically indestructible, owing to its triangular construction. No brazed junction lugs. Nut and bolt fixings, which permit of any tube being removed and its place temporarily taken by a telescopic spare. (Should it be desired to re-ename! the frame, this can be done piecemeal). The vehicle occupies less room on the road than the alternative four-wheeler, it is lighter, and consequently much faster on hills. It costs less than half to produce. Sprung fore and aft. All wheels set at a rake and offset from frame—instantly detachable and interchangeable. All working parts enclosed. No transmission adjustments. Substantial mudguarding and ample tyre clearance. Hand starting from the seat. Car comfort and control.

#### RECEPTION OF THE SCOTT SOCIABLE

As was to be expected, tremendous interest has been aroused by the description in the last issue of *'The Motor Cycle'* of the new three-wheeled Scott Sociable. Within a couple of hours of the paper being on sale, a wire came to the Editor asking for the name and address of the manufacturers and Friday morning's post brought a batch of letters on the subject. Everybody does not think alike on any one matter and consequently it is not surprising that there is one adverse criticism. This comes from a private motorist (cycle and car) of ten years' experience, who, whilst appreciating the excellence of the mechanical features says “the Scott Sociable is horrible,” referring to its exterior appearance.

The following is typical: “I was very much struck with the description of the Scott three-wheeler in this week's *'The Motor Cycle.'* It embodies points which for some time I have longed to see embodied on one model. . . I should like to place an order for one of the machines as soon as they will be available.”

The Scott Engineering Co. Ltd., have received quite a batch of enquiries, though, as a matter of fact, Mr. Alfred A. Scott, the designer and builder, is not now at the works named but is consulting engineer to the Scott Co. One man offered to go to the works at Bradford straightway and pay for a machine if he could have one!



**SCOTT/DOMMIE**

Dear Ed.,

After December's Editorial I hesitated before writing this and sending the enclosed picture. I would say in my defence that I did not cannibalise an existing machine but salvaged engine, gearbox tray, outrigger and back wheel from a Scott that had an almighty prang and these were all that were even remotely usable. They were wedded to the remains of a '58 Norton 88, namely forks, front wheel, frame, rear guard, seat, oil tank etc. The tank is a proprietary one cut away to accommodate the largest radiator I could fit between the top frame tubes and cylinder head, yet clear under a reasonable level of handlebar (thank God clip-ons were out!) The Scott rear wheel was used and even the 88 chain-guard fits. Sparks are from an Enfield 750 c.c. twin which happens to be the right rotation. A 25 mile quick trot one Sunday when Mrs. C. wasn't looking proved that cooling, if anything, was too efficient. This problem was the main worry, as the radiator is only 60 square inches against the old honeycomb's 97 but as I have incorporated a fair size bottom tank as well as the header, this has possibly something to do with it. I handed it over to an experienced racing friend with more guts than me and he waxed quite lyrical over the handling and road-holding. Three years on and off have been spent on the job, although I must say that I once had the job 75% completed but using a Douglas Dragonfly frame etc., and it looked like a camel! In a moment of truth I whipped out the good bits (Scott of course) and threw the rest in the works furnace away from temptation.

Unchristened as yet, it keeps the 2/speeder company, who doesn't seem to mind. She hasn't acted up at all, so think she might approve. Wonder what the pups will be like?

Sincerely and apologetically yours,  
PETER T. RYVES.

## REGARDING PISTON SEIZURES

by *The Technical Correspondent*

Dear Mr. Mugleston,

I'm sorry to hear of your trouble but I'm afraid it's a pretty common story that you tell. The first thing to find out is whether the seizures are in fact due to lack of oil. A slight lack of clearance at the last rebore could result in persistent seizures whenever you take her over 55 to 60 for more than a minute or so. The trouble lies in the uneven heating of the front and rear of piston and cylinder, due to the exhaust and transfer being on opposite sides. The pistons expand to oval and bind up in the bores. After perhaps even one such seizure, the pistons can become permanently set oval at the skirt and bind in the bores even when cold. You do not say if one piston only seizes, or both and this restricts the scope of my diagnosis to some extent. I usually employ a process of lapping the pistons in whilst heated by a gas flame directed into the exhaust port. The pistons and bores are "eased" wherever greying of their surfaces shows contact is occurring, until the components remain free of binding even when smoking hot, (oil and "Bluebell" for lapping). The pistons are then no longer round when cold but are a perfect fit when at working temperature. After this treatment, I have a Scott which at last can be "hammered" and goes all the better for it. The trouble is that when starting from cold it has piston slap and appears a bit sluggish, just like some 4-strokes. The compressions however also resemble a 4/stroke, (when engine is hot you can stand on the kick-start).

If you strip your engine, check the pistons for circularity by entering them into the cylinders, inspecting the gap between skirt and bores. Ovality can be cured by a "re-distorting" process but it is too long a subject to go into just now. Filing them down is useless since the skirt clearance will then be excessive.

Piston overheating can also arise from retarded or overadvanced ignition, or burning of carbon deposits.

The oiling side of things has many aspects. Firstly, is oil being delivered to the pump? Secondly, is it getting to the engine? And thirdly, is it getting into the crankcase? I have previously discovered 1/8 ins. bore pipe being used for the pump feed (should be 1/4 ins. bore minimum) and oil tanks fouled with old congealed oil. Distorted and fractured corks in oil taps have also been the cause of oil starvation at the pump.

Lack of delivery to the engine, assuming that oil gets to the pump, can be due to a faulty pump (these get very tricky to set when worn) or due to an air-lock occurring. All air must be bled out of the feed pipe from the tank; (allow oil to leak out of the union for a minute or so before the pump connections are all tightened). Open up pump adjusters and run engine until the oil is delivered at sight feeds, without bubbles. Oil pressure in the engine feed pipes is below atmospheric when running at low speed since the "rotary valve" action of the "timed" drillings in the packing glands of the main bearings cause crankcase pressure fluctuations to actually suck in the oil. At high speeds however, this does not hold good and it is then that any leaky unions, or a weak oil pump, causes loss of oil feed; just when the poor old engine needs it most. The moral is—see that the pipes and joints are sound.

Having got the oil to the engine, the next question posed is as to whether it is getting in. If an engine has been run dreadfully short of oil, the packing glands in the main bearings are almost certain to be scored. They will not, therefore, provide a proper gas seal and will leak oil profusely into the chain compartment. The engine, of course, is not getting its share. A lot of oil dripping out of the engine compartment will tell its own story here.

The packing glands can be tested by removing the tank and engine casing top covers so that the sprockets may be observed. Arrange a lead lamp to get a good view. Put a piston at T.D.C., remove transfer cover and pour about 1/4 of a 1 lb. jamjar of paraffin into crankcase so as to submerge crank disc com-

pletely. Rock flywheel and look for tell-tale streaks of paraffin. A leak that allows only a dribble will affect carburation at low throttle settings but a steady drip will spoil the engine completely and cause loss of oil when running. Check out both sides.

Whilst on the subject of packing glands, these are very much left and right handed affairs. They *must* be correctly fitted. If swapped over L to R, or if two the same are in an engine, trouble will definitely ensue. As previously explained, the holes are timed to register on crankcase suction, but if swapped over they will register on crankcase pressure. Usually no ill effects are observed until large amounts of throttle are used, whereupon the pump becomes airlocked by the back pressure (usually only on one side) and a seizure soon follows. This might well be your trouble. I am repeatedly finding it on machines which infuriated owners have eventually abandoned in disgust.

A fool-proof method of checking was described in the October *Towl*.

If the glands are reversed, a strip-down is the only answer. They can then be lapped-in with fine grinding paste, the end float adjusted, pistons checked etc., and a new start made.

I must emphasize also that a good conventional Pilgrim pump can supply oil perfectly OK for "Belting." It is its excessive delivery when in town and its fluctuations which make the present arrangement unsatisfactory. My old '28 Flyer never gave any trouble (except for the odd smokescreen) once her glands were put to rights and a new oil pump fitted. The pump was on the magneto platform of course; a '29 model I had later used to require the pump adjusting daily, according to the thermometer and barometer readings. That pump was on the crankcase door and it gets too hot down there on the engine.

I hope the foregoing helps a bit. When you come to do a stripdown, I have some handy "cartoon strip" service sheets now to hand that may help you. Send 2/6d. Postal Order to cover the photo-printing and postage if you should require one.

\*These are now available from our new Membership Secretary:—Harry Beal, 25, Beeleigh Cross, Basildon, Essex.

### IMPRESSIONS OF THE 31st PIONEER RUN

by Ron Mountain

First—one of inestimable sorrow—but duty, however unpleasant, must be done, so members of the Midland Section—please brace yourselves for a great shock, for I have to report the grossest treachery on the part of one of your members. I know that capital punishment is still retained for this terrible crime of treason but in fairness I must add that when confronted with his horrible misdeed—the culprit did offer certain facts in mitigation, namely that "it was borrowed." The crime is so great and so appalling that I can hardly bring myself to commit it to print! Nevertheless, I must proceed! Fellow Midland members—I must blurt it out—cannot hold it any longer—but Friend (or should it be Fiend!) HOBLEY was seen riding a product from, of all places, Meriden, to wit, a *Triumph*!!! If you cannot bring yourselves to believe this piece of infamous news then I implore you to look at the official programme and you will, under No. 211, read the heart-rending facts with your very own eyes. I quote (with a shudder) "211, TRIUMPH 1913 499 Solo J. Hobley, Wickford, Essex. I know you will be saying "It can't be true—there must be another J. Hobley"—but nevertheless it is true. The crime being witnessed by my very own eyes. So—friends I must leave the facts to your decision. May God have mercy on his soul!

I thought that the Pioneer Run lacked the pleasant informality and camaraderie of some Midland events, e.g. the Banbury, the Tour of Brum, or the Coventry-Birmingham Veteran Run but this may have been because so many of the "audience" were of the "day tripper" type, or "Rockers" of the most shocking variety. I now realise why motorcycling is becoming unpopular in certain circles—Brummies you ain't seen nothing yet!!

However, it was pleasant to see familiar faces once more after these months in "exile," F. H. Banks—"Chips" Sibley—M. Budd—the Lawrences (father & son) and O. W. Tyler to name but a few.

Scotts were represented by five examples ranging from the 1910 model of D. W. Lawrence to 1913 examples in the hands of S. P. Turner and O. W. Tyler.

The full list was as follows:—

No. 108 1913 Scott 532 c.c. S. P. Turner.

No. 133 1912 Scott 532 c.c. J. W. Rook.

No. 157 1911 Scott 486 c.c. S. H. Lawrence.

No. 158 1910 Scott 486 c.c. D. W. Lawrence.

No. 217 1913 Scott 532 c.c. O. W. Tyler.

It is strange but as soon as 1912 is mentioned, we Midlanders conjure up visions of the beautiful models of W. Green and John Lyall and there was nothing at the run to rank alongside these examples of the make but all the same there were some very nice Scotts to be seen. Mr. Turner's 1913 model looked quite good and members may recall publicity photographs some years ago when he made the trip with his Scott from London to Sheffield in connection with the R.A.C. training schemes.

The announcer "boobed" very badly when Mr. Rook with his very nice Scott bumbled into sight at the Brighton end—describing his beautifully smooth Scott as a "rorty Zenith twin" (I ask you!!)

Actually it was quite fascinating to watch the smooth ride of the Scotts—to hear the pleasant subdued burble from the exhaust, so characteristic of the old 532 c.c. engine and compare them with some of the bouncing, leaping, vibrating, belt-flopping models of the four-stroke brigade. No wonder the Scott was such a sensation when A.A. first wheeled the model out into public view in 1908.

In all, a very pleasant day—and we now await the next "Scott invasion" on the occasion of the Coventry/Brighton Run.

Some very nice models were seen parked at strategic intervals on the Marine Drive but although the writer tried to emulate the example of our very keen President—awaiting the owners' return with membership forms at the "ready"—the riders were not to be found. Still—with the sun shining and the blue sea nearby—perhaps they had other things on their minds!!

### EARLY HISTORY AND THE T.T. RALLY FILMED.

Scotts will not be overlooked in the new Castrol film of the T.T. races, for this production will include early history of the races and extracts from a unique film record of the Scott entry in the 1922 Senior, when three Scotts, led by Harry Langman, finished in the first nine places. Another sequence in the new film will show this year's Isle of Man T.T., Rally of the Vintage M.C.C., the run round the old Pecl course from St. Johns and of course the 1967 Senior.

Producer of the new Castrol film is C. H. Wood of Bradford, who is well-known for his films on motorcycling sport and who is in fact the Harold Wood so closely associated with Scott competition work in pre-war years and now the proud owner of 1912 Scott "AK 222."

The 1922 film has not seen the light of a projector for nearly forty years and in renovating and reproducing extracts from it, Harold Wood is hoping to make a copy of the entire film for the benefit of the Scott Owners' Club. Some of the specially "acted" shots during practice and tuning are almost reminiscent of a Keystone Cop comedy!

Mr. Van-Horn whose address is given in the classified ads. section reports he has plenty of 3/16 ins. bore black gas tubing for acetylene lighting sets. It is new and he can supply it at 6d. per foot, carriage extra.

Jim Best can provide photostat reproductions of the 1930 Scott catalogue at 5/- each. (His address is given in the "For Sale" ads.).

## BUILDING A '29 SPRINT SCOTT

by *George P. Silk (Junior)*.

Herewith an account of how I built a special version of a light-weight 3/speed Super; designed purely as a competition machine.

In your Editorials I can only agree with your sentiments regarding the alterations to production machines. However, when entertaining competition work I feel the only criterion must be that the alterations made be as neat and done as a craftsman of the period would have tackled the inevitable changes.

To maintain the growing public interest and the benefits therefrom, we must present smart, fast, reliable and technically interesting machinery. To do this, certain mods. are necessary but must be I feel done in "True Vintage" fashion.

I realised some years ago that although Scotts were golden they also had the shortcomings to match! In my Special I have attempted to eliminate as many of the snags abundant on the normal production model—be it 2/speed or 3/speed or anything in between—as are possible with my limited experience of engineering and modern technology.

The obvious bogey, especially to anyone of my stature, is a Scott's weight; even from basic principles without practical proof the ultimate in Scott ware is as light and strong, apart from being as powerful.

With this basic principle in mind I chose, on the advice of friend and mentor John Hartshorne, a 3/speed Super frame, which is the lightest and best handler, apart from the legendary 2/speeder.

This frame was modified to accept a normal Flyer crank-case and induction. Anticipating fitting twin front hubs the original Super forks (banana fork) were out, strengthwise. A substitute which suits both weight and appearance is a pair of Velo. 250 G.T.P. Webbs. Alterations to the steering head were, shortening the existing head lug and fabricating races and housings to suit.

Other minor mods. include a strut welded across the frame above the exhaust pipes, a tab connects each blanked-off 1/2/compression valve and acts as an engine steady. The heavy 5/8 ins. bolts were discarded and 3/8 ins. silver steel used in conjunction with aluminium spacers.

Wheels are both 19 ins, the front has 6 ins. brake (single at present), rear 8 ins. fanned.

Radiator; BIG headache. A Scott will function perfectly with a rad. half the size of a normal Flyer type. A bent 2/speed radiator was cut down to a replica Speedway and at the same time twin outlets were provided, the theory of which is for the cooled water to enter the block (a) the farthest point from the return pipe and (b) to cool the local hot spot so often the scourge and ruination of many 2/stroke pistons.

The gearbox and footchange mechanism received a lot of attention. So often last year I saw what must have represented hours of work on frames and even "blown" motors but surprisingly little apparent attention to the cog. boxes with the resultant bad changes, if any. Basically the box is a close ratio (Vintage) hand-change unit.

The bearings were renewed throughout also the high gear wheel re-ground to ensure a perfect input/output drive. Two points here; the thrust race is sadly neglected on ALL Scotts by virtue of its atrocious design. By making a breather for the box bent in the right direction the oil spews out over the thrust and not down my boot. The other alteration here was to relieve the gearbox end cover 1/8 ins, and substitute a bit of best Dural 1/8 ins. plate really to act as a washer, it also carries the foot change unit!

Clutch; nothing radically wrong with the normal type except where the backplate splines on to the high gear wheel. The backplate is too thick, at least 1/8 ins. has been ground off to allow the centre nut more thread. I am still not happy that such a fine thread, hardened and interrupted is used in such a vital place. Obviously neither well thought out nor executed.

Oil feed. This subject deserves a book on its own. However, this year I

will try a very successful system instigated by Mavro. and refined by John Hartshorne. Namely a Best & Lloyd pump (which can be cut down to nothing and still work perfectly year in, year out). With twin outlets a foolproof system can be had and still be of correct vintage.

At present the dreaded glands are retained. They are about to receive their cards very shortly. Owing to breakage of the original pump body I made my own body and spindle drive with bearings. Feeder tank is 1/8 gall. capacity and lives inside the crankcase wall.

Possibly the most important item I have left till last, namely the power-plant. Originally No. FY 3131 A engine but with a few mods. to try to make it smoother and more reliable. So far the only thing in the bottom half is a lightened flywheel with an attempt to statically balance the crankshaft. Cylinders were Tourer 500, this was soon rectified to 600, which unhappily left a piston wrecking ridge about 1/8 ins. at T.D.C. Patient hours using a Bosch internal grinder transformed the head into a semi-squish type new ferrules were fitted with the opening into the cylinders truncated to form a top hat. This gives rise to a very good compression. Various other things will get attention as parts become available.

A speedway magneto, twin floats, 1/2 gall. fuel tank (at present petrol but soon to become methanol) and racing tyres complete the picture. My only hope is that it stays in one piece. It may go well, certainly it's light, tips the scales at around the 200 lb. mark.

## R.P.M. AND M.P.H.

by *P. G. Taylor*.

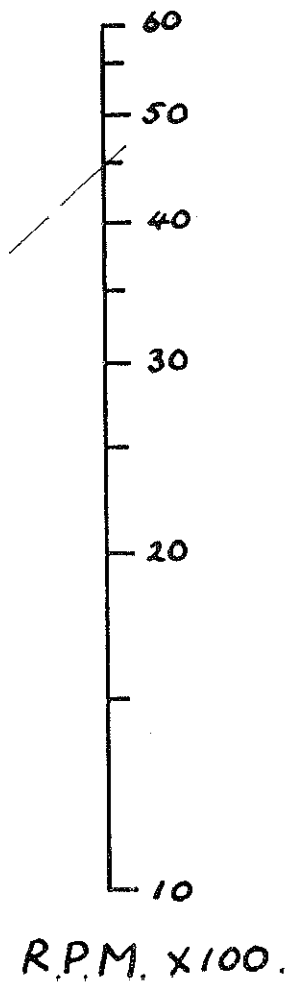
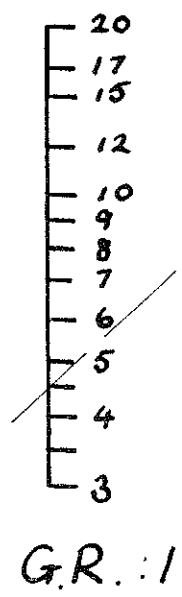
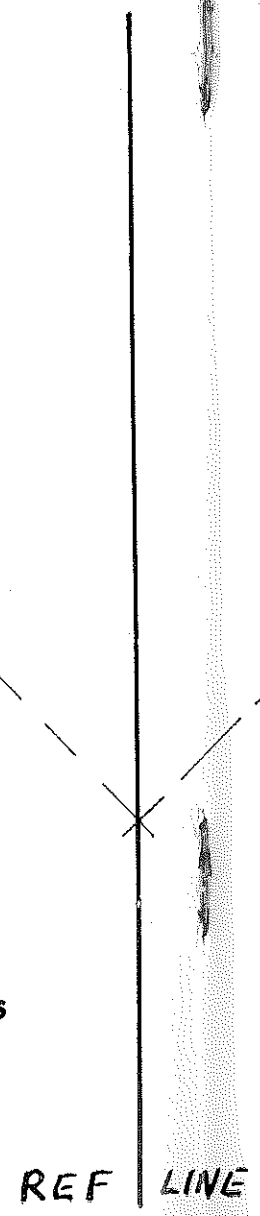
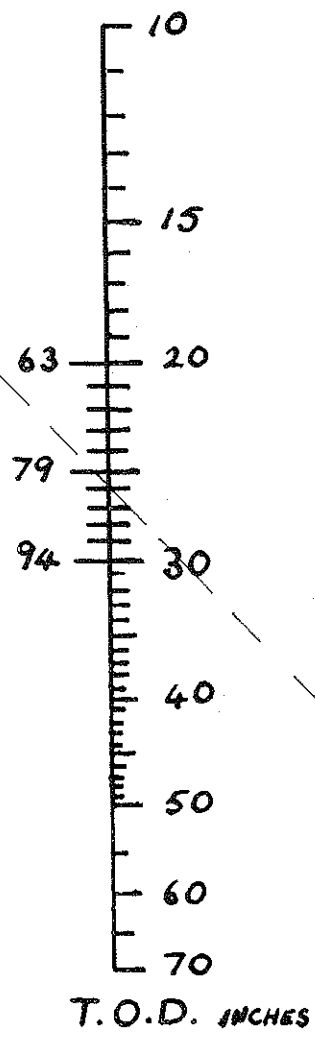
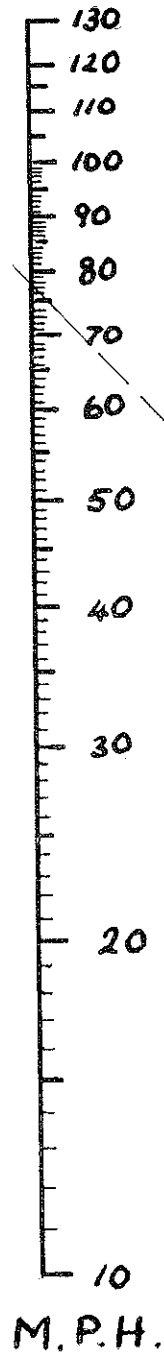
I am sure that all of us realise that given one of the above, the other can be found from a few simple sums. When converting one to the other for a range of speeds, a graph would be helpful. As an example of this, a graph might be drawn of engine R.P.M. to a base of speed in M.P.H. for a known overall gear ratio. Or supposing that you know the peak output of your engine; which, in my case is 5,000 R.P.M. then to convert to M.P.H. a second useful graph could be plotted enabling gear ratios to be selected for a specific job.

$$\text{M.P.H.} = \frac{\text{R.P.M.} \times \text{r.D.} \times 60}{\text{G.R.} \times 36 \times 1760} \text{ e.g. hill climbs, sprinting, road racing etc.}$$

Now for those fiends who like to change wheels, tyres, and generally mix up the factors that affect the resulting M.P.H. I have drawn a nomogram for the four variables. These being gear ratio, R.P.M. and M.P.H. and tyre diameter. I have also given tyre circumference over the most useful range, so that tyre wear can be taken into account.

This nomogram is really two graphs presented as one and is easy to read. The middle line is used in this instance as a reference line, but might be employed as the back axle R.P.M. on a car. Now to use the nomogram, first measure, with a piece of string or tape measure, the diameter or circumference of the rear tyre. Then place a rule on the nomogram to line up with the tyre circumference the speed you are interested in, e.g. your estimated maximum at present and also intersect the reference line, making a note of this point on that line. Transferring the rule to the other half of the nomogram and picking up the point on the reference line, gear ratio, R.P.M. can be selected to suit a particular engine, be it for sprinting, racing, or just normal touring. The dotted line shows an example of an engine turning over at 4,500 pulling a 4 1/2 : 1 G.R. with a tyre diameter of 26 ins. (3.50 x 19) returning a speed of 77 M.P.H. Given any three of the four variables, the fourth can be found in this way.

Probably the most useful aspect of the nomogram to the ordinary rider is in showing the maximum safe top speed in each gear, thus avoiding over-revving the engine, especially when "running in".



5, Portland Close,  
Mickleover,  
Derby.

Dear Ed.,

Whilst it is not fair to publicise a manufacturer's products unduly in the correspondence columns, I would like to draw members' attention to Messrs. Silkolene Oil. (Dalton & Co. Ltd. Belper, Derbyshire.) who have produced an oil ideal for Scotts. I say 'ideal' because it is fully additive two-stroke oil and yet is of 40 S.A.E. (Possibly the only 40 S.A.E. two-stroke oil on the market) All popular two-stroke oils are of 30 S.A.E. or less). Also it does not contain a diluent, i.e. it is not the "self-mixing" type, a good thing in my opinion, since, not only is this feature unnecessary with Scotts, I personally regard it as undesirable, even in my "petrol drinking devices". However, I do *not* subscribe to the view held by some Scotters, that because the Scott has mechanical oiling it should use a four-stroke type of oil.

The years of research that have produced today's special two-stroke oil should not be ignored. This was brought home to me when I was present at the stripping of Maurice Patey's 1930 Sprint Special.

The cranks and rods were beautifully clean and covered in clean oil. This was the first strip after a season of about 13 Vintage races (the odd win and an impressive list of seconds and thirds)—taking Maurice to work every day and a tour of mid-Wales for good measure (this one really works for a living!) and all without any seizures or broken cranks or anything nasty like that. In fact I think I am correct in saying that the nearest to breaking down it ever came, racing or touring, was to finish one race on "one" when a too-soft plug went sour. (Do all that with your Manx Norton, if you can!)

The engine was very clean internally with very little carbon and nice free rings. It had been run on Silkolene (racing and touring).

The name of this oil is SUPERTWO 40 (their regular two-stroke oil is called SUPERTWO and is the usual 30 S.A.E.) It also has a Part No. '935' which I quote to avoid confusion with the regular stuff. For any interested members, Club member John Hartshorne of Leicester, works for this company and assures me he will handle any enquiries promptly. Indeed I believe the very existence of this particular oil was largely John's idea, following upon his Scott sprinting exploits. (See last and Feb. issues).

The best part is yet to come, in five gallon drums it retails at 9/6d a gallon!

By the way, I have no connection with the firm, other than an enthusiastic user of their products.

I would like to take the Editor to task on a point he made recently, when he condemned the practice of "taking a hacksaw to it", (see recent article entitled "The Sprintmen") and generally came out against any 'tuning' or 'specialising' of Scotts. I think in a club such as this there is room for the co-existence of both 'purists'—who are a desirable section of members who show and preserve machines as they were 'Vintage' or are 'Moderns'—and also the 'experimentalists', who are also desirable in that they show that the 'old design' is still capable of further development.

Whilst I am actually a 'Vintage Scott' member, I sometimes detect a tendency for the Club magazine to be almost a Vintage magazine. Indeed as a V.M.C.C. member also I sometimes forget which club's magazine I am reading!

This is O.K. by me but what do the modern Scotters think? The point I am trying to make is that the Club ideals as expressed by our worthy Editor re. "chopping 'em up" for racing etc., reflects an unhealthy backwards-looking tendency. Surely we have a hope for a Scott of the future? As for the fear of "using up" precious spares—with modern welding techniques and Araldite at our disposal, anybody who throws a "precious" blind-head block away just because he has taken too much out of port, wants *his* head examined!

In this connection I applaud articles like the "Caged Big-End" and "Lofti-

tube" type. Indeed, if I could have a working drawing of the cages I will make a couple and test them under racing conditions this season.

Let us have Vintage interest, but also let us have progress.

Some people are always ready to say the two-stroke is dead.

In 1912 a chap won the T.T. on a water-cooled, rotary valve twin two-stroke with 'tele' forks, foot change and separate oiling. He won at about 50 m.p.h. on a machine of about 500 c.c.

Last year a chap called Ivy went round the T. T. course at 98.33 m.p.h.—yes—on a water-cooled, rotary valve twin two-stroke with 'tele' forks, foot change and separate oiling. *BUT*—his machine was of only 125 c.c.

**THIS IS PROGRESS.**

Yours sincerely,  
TREVOR SMITH.



**AESTHETICS APPLIED TO MOTORCYCLES (ESPECIALLY SCOTTS)—WITH A LONG REFERENCE TO YX 8764.**

*by Dennis Howard.*

In the writer's opinion, many rebuilds of motorcycles fall short of the intended result simply because some very simple applications are not mentally considered at the outset. Indeed I will go as far as to say that some present motorcycles leaving our factories are quite abominable and it is obvious that no thought has been given whatsoever to their line or finish; every factory should have an aesthetic-eyed man on the staff who notices things and either rectifies or adds to the design as he feels fit. I am sure that presently the 'Designers' are just about capable of drawing out the plans of a twin cylinder version of a building site dumper truck. All very sad. The writer is certainly far short of being a paragon of all virtues but he considers that Scotts fall into roughly three categories and they are 'just right', 'just nearly right' and 'unpleasant'. The story of my present

Scott YX 8764 is quite a colourful one. Originally it was raced by Doctor Roger Willoughby at nearly every circuit going and as readers will appreciate when one uses their Scott for racing it is very difficult to keep the machine in nice condition, thus, when the machine came into my hands it was looking somewhat jaded and after some usage I decided to take it off the road and rebuild it.

The workshop I was obliged to use was rat infested, without lighting and very damp; the time of the rebuild was the Autumn and Winter of 1964. Every contribution to my joy to get started! Fortunately I was loaned an American petrol pressure lamp for lighting, the type one sees on London fruit barrows, indeed its merry 'purr' became quite a comfort to me during those long night and early morning hours.

The tools consisted of one vice (with a broken jaw), a small grinding wheel, an old 2/speed and rusty breast drill, a set of blunt drills, one set of open-ended spanners and one set of ring spanners. Let not any reader imagine that I was saturated in solvency, indeed I was at that time passing through a very lean period financially. What I have said in my last paragraph is to show that with some imagination, patience and a contemplative eye, a dream workshop and a healthy bank balance are not absolutely essential to creating a decent Scott.

Upon stripping down YX 8764 all was found to be worn, forks, motor, gearbox, clutch, head bearings, wheel bearings and the frame was out of line. The chains decomposed upon release of the spring-links. The botchings showed up in all their glory once the Gunk had been at work; I have never been a devotee of square carriage bolts, except on carriages. I would also here describe the fitment to hold the radiator to the frame but I must consider any reader suffering from cardiac trouble.

The motor I took along to my very good friend of long standing, Mr. Tom Ward, the gear box followed later. I could not carry out a good job on these items myself because of the limited equipment at my disposal. The frame and forks were taken to Birmingham (Percival Bros. and Webb) for new spindles and bushes to forks and frame straightening. I was pleased to be able to use a Rudge Special float being the late property of John Hawkin. Indeed how that Rudge went, it would literally cruise at seventy with a load.

With a short amount of time to spare while the motor, frame etc., were being attended to, I boldly struck out and actually bought two sets of underwear and a shirt. These items have no bearing whatsoever on the Scott, which is the sole reason why I mention them.

There is nothing particularly startling at the stage when the motor is back in the frame but at least it does give some heart to press on and press on I did, a trifle disconcerted however by the rodents mentioned earlier, my study of these creatures did at close level reveal that they were endowed with rather dainty rear legs most suited to operating a 2/speed gear with finesse.

After the gearbox was installed I set about the aesthetic side of YX 8764, for although having owned several Scotts prior to this time I had always dreamed, yes literally dreamed, of building a Scott to my entire satisfaction and I suppose thus one will automatically inject part of their personality into the finished item.

The question of wheels was to be considered, this matter is very important, for if a Scott especially, is 'over tired' then the whole line of the machine is dashed. I decided upon a twenty-one inch, narrow front rim and a twenty-inch rear. Front tyre a two-seven-five, rear a three hundred, all nice and 'spindly'.

Now my particular Scott should be fitted with a wide 'Flyer' radiator but when looking at the machine head on or from the saddle such a radiator is rather ugly. Being of open frame design, from the saddle position there reveals a disproportioned cooling instrument, I therefore decided upon a short 2/speeder radiator, which incidentally just fits into that frame without any room to spare at all. I was obliged to construct a special bracket for the top mounting of that radiator and without any vanity I think I can say the finished result is rather neat. To counteract any over-heating which might have occurred with this smaller

radiator I later, when putting the Scott under test, kept the mixture rather on the rich side; on a two hundred mile journey it is necessary to replenish with water at an interval or two but this is of no consequence.

Vintage Scotts of the 3/speed variety look far better with hand gear control and here I am obliged to Derek Shire who went to some trouble to construct a certain type of bracket to accept the hand control in its original position. That gentleman's welding gear was of great help.

During all the stages of this rebuild I sat for perhaps an hour or two just looking at the Scott from all angles and with concentrated thought I was able to see just what I wanted of this machine.

The oil and petrol tanks were quite straightforward and caused very little trouble although the 'shimming' of the drip-feeds on the oil tank engaged me for some little time in getting a correct lining up. I do not advocate the very slightest drop of Loctite on the drip-feeds, for I found that on attempting to undo these rather delicate instruments at a later date much unpleasant force was necessary.

The saddle, handlebars, cables etc. were again straightforward and on these I need not dwell.

A very important item to the good looks of a Scott are mudguards and badly shaped or fitted blades will certainly, without hesitation, spoil the complete machine. I could find none of those beautiful pre-war narrow steel guards and so in desperation I purchased a pair of ordinary modern aluminium ones. With controlled rage I set the blade of a borrowed hacksaw at right angles to the frame and in one fell swoop took off both rolled edges plus the very badly rolled lips of these modern items, if that lip is left on it will in some way mar the clean lines of a mudguard. After filing up the rough sides I drilled them for the stays (light gauge but strong mild steel strip). I then painted both guards and stays with several coats of Valspar and sealed the paint, when dry, with clear lacquer. I strongly suggest that any builder pays much attention to mudguards, making them a close fit to the contours of the wheels, the result is most satisfying when looking over your machine and if you are forced to use the aluminium blades as I was, then do file or saw off that terrible lip, it is so badly shaped.

Of course, with a rebuild, many brackets and things have to be made and often when I found myself engaged on such work the petrol lamp would start to burble and proceed to extinguish itself, more petrol and much pumping would follow and on would go the work. My routine of work over the weekends was all day Saturday then, after 6 p.m., four hours on and then one off, a sleep on some sacks on the floor, coffee from the thermos, then right on through the night, all through Sunday leaving off at midnight and returning to my home, some four miles away, by bicycle, cold, hungry, but rather pleased. I flatly deny that I have any masochistic tendencies.

This question of aesthetics applied to motorcycles is very important and if a rider is to take pleasure in riding his mount, then I consider it essential to use a little imagination in the construction stages of a rebuild. I trust that my words will give every encouragement to those at task presently and also to those contemplating such work in the future.

Dear Geoff,

With reference to the notes on spark plugs in the latest issue of *Towl*. I have recently (Feb.) been in correspondence with the Champion Sparking Plug Co. Ltd., at Feltham, Middlesex, who informed me that they still manufacture 18 m.m. short reach, detachable spark plugs types 7 Com. and 8 Com. I think this piece of information will be of interest to S.O.C. members.

Yours sincerely,  
C. TUNSTILL.

The British Two Stroke Club have been invited to the 10th National Rally at Evesham, 10th Sept.

## THE WOODHEAD-MONROE CONVERSION

by S. R. Howlett

The article by Paul Myatt in December's *Towl* awoke in my mind the following tale.

A few years past, when I knew no better, I bought a tea chest containing the major portion of a Scott, of unknown heritage in rusty pieces, in order to amuse myself rebuilding it. It did not dawn on me at the time that the pieces missing would be those that are the hardest to get hold of. Amongst other abnormalities about the machine the Webb girders, instead of the usual spring, had a small telescopic unit which, when removed resisted all attempts to make it "telescope." Not to worry, I thought, it looked modern enough and I was sure I could pick up a replacement easily, so I forged ahead with the renovation of the machine, leaving the unit soaking in penetrating oil.

About a year later the time came to either strip the old unit, or to get a replacement. The old unit still refused to budge even when placed in a small press and thus it was impossible to remove the collets. After consulting various motorcycle periodicals I armed myself with a list of self-styled "Suspension Specialists" and began touring London.

I should add that I was ignorant of the Woodhead-Monroe conversion and the unit was so pitted with rust that I was unable to discern the make.

It is bad enough trying to buy motorcycle components when you know what you want, so you can imagine the difficulty when you don't.

Replies generally came along the lines of:—

"What is it off of?"—"A Scott"—"A what?"—"Sorry, try so-and-so's, they are sure to be able to help you."

This last line seemingly being the standard method of appearing to be helpful and getting rid of you at the same time!

About two months later, having in the meantime been to a dozen or more shops and breaker's yards widespread over the London area, I had learnt that it was neither an Armstrong nor a Girling and that it could originally have been removed from anything from a sidecar chassis to agricultural equipment, I arrived at yet another "recommended" breaker's yard.

"Oh yes," he said, "A Woodhead-Monroe conversion. Webb did quite a few before the war." A breakthrough at last I thought.

A quick letter to Percival Bros. and Webb Ltd., confirmed it was their doing but regretted that supplies had long been exhausted.

A reply from Woodhead-Monroe Ltd., stated apologetically that they had severed all connections with the motorcycle industry and were unable to be of assistance. So I was almost back where I started.

Tentative inquiries of various Japanese units and those for improving the roadholding qualities of Minis brought no satisfaction. Desperation had in the meantime driven me to obtain two pairs of standard Webb girders but neither would fit into the frame without alteration. More months passed and the Scott was restored, except for the remaining problem of the front suspension, when chance took me one day to Alf Hagon's shop and while there I mentioned the trouble that I had been having. Once again I was given the address of someone who would surely be able to help me. I had by this time become obsessed with the thing. I had pounded it with hammers, kicked it and thrown it at the wall but still it remained obstinately rigid.

However, no man-made piece of metal was going to beat me, so once again I set off to arrive at a small dealer's in a Finchley side street. When asked if he could strip it down, he gave a grunt and disappeared with it to the back of his shop. Minutes later he returned, a slight trace of sweat on his brow, and laid the various pieces on the counter. It was unbelievable. It appeared that the spring had been so long that when compressed to fit into the shrouds the coils had touched each other leaving no room for movement. He agreed to fit a new spring suitable for solo work and a new chromium-plated shroud, and half a

Woodbine later I was outside clutching the renovated unit in my hand. All done with no fuss and at very reasonable cost.

Was it all worth it?

I, personally, can detect no difference between riding with ordinary Webbs and the converted pair but it is certainly a much neater, cleaner, job.

During the renovation period I had learnt that the machine was originally a 1930 T.T. Replica Reg. No. WX 5211. At some time in its past the rear end of the frame had been cut short and a pair of BSA plungers welded on. I prefer the extra comfort even though the "purists" may squirm at the sight of it.

What with obtaining the various missing parts, hunting for the correct narrow tank, fitting the rear wheel into the converted rear frame and the front suspension, I vowed when it was all over that I would never attempt anything like it again; but now I find myself the owner of a very dilapidated, non-running and incomplete 2/speeder and it's all happening again, though I'm a little wiser this time.

The address of the helpful dealer was:—

E. Kennard,  
19, Station Road,  
Finchley, N.3.

## A TALE OF TWO CLUBMAN'S

by Nick Sloan.

Over the past couple of years I have been the owner of two Scott Clubman's Special machines, one of which I bought quite recently. Although both these machines, made in the year of the Clubman (1939), were originally virtually identical, over the years they have been modified according to the ideals of their various owners.

It is most surprising to me how two such machines can attain characters so different but only goes to show how individualistic Scott owners are.

The thing that strikes me most about these Clubman's is their different personalities, that of machine number one being a sort of gay, tough, good looking extrovert, whilst number two is of staid, reliable, unlovely practicability. Machine number one had sprouted swinging-arm suspension, it, like number two being a conventional rigid frame version originally. This had the effect of raising the rear end and giving that leaning-forward, aggressive look, whilst number two still has its solid rear end and, if anything, leans back, suggesting compatibility with a rider of middle/threequarter age. Both bikes had been fitted with post-war wheels with full-width hubs and Dowty forks, although the second machine had forks from a Panther which, with their additional rake, left a painfully large gap between front mudguard rear and frame front, not to mention the rather odd handling at low speeds.

Both Scotts had mudguards which were well in keeping with their character, the first being of polished alloy and the second the originals, although these had, both front and rear, been heavily valanced.

Both these machines also had been fitted with quite aesthetically appealing dual seats, unlike those 'stepped' ones fitted to later Scotts which don't appeal at all to me.

The 'electrics' on the first bike were largely original or of original pattern but on the second, many modifications have been carried out whilst in the hands of the previous owner, who worked in one of the radio shops at an airport. The heart of this system consists of a magnificent Ni-Fe battery, ex-London Transport trolley-bus, which looks like a large wooden pannier on the nearside of the rear mudguard. This battery, which must weigh around 30-40 lbs. was fitted due to a conviction by the owner that if a motorcycle size Ni-Fe battery was good, then a trolleybus sized one must be that much better. Charging for this battery is taken care of by a massive alternator mounted on the nearside crankcase door. This instrument which uses basically a B.S.A. Bantam alternator and rectifier, is housed in a beautifully turned cast-aluminium case made from rendered down

Scott pistons. Also in this casing is incorporated the home-made twin contact-breaker unit, the twin sports coils for which are under the dual seat. Situated in between these two ignition coils is a mercury inertia switch, which is wired up to the brake light and also to a red warning light on the aluminium dash board, thus being entirely dependent upon the machine's deceleration. This warning light also comes on when the rear brake is depressed. The footbrake light switch, an earlier fitting which has been retained, consists of a micro-switch mounted on the rear brake backplate *inside* the drum and operating direct on the brake camshaft with a plug connection on the outside to allow for the rear wheel removal. For the easy removal of other units, multi-pin aircraft type plugs and sockets are used extensively throughout the machine and the alternator, front forks complete with headlamp etc., can be removed with no loose wires hanging. Mounted on a plate beneath the dual seat is a 'secret' ignition switch and another for high/low charge.

Modifications to the lubrication system on this second Clubman are few but fitted just to the rear of the Pilgrim pump is a small stainless steel plate carrying three two-way unions in order that the three oil pipes leading from the main bearings and oil tank to the oil pump may be broken at this point, thus preventing disturbing the connections of the unions on the mains and if need be the complete pump assembly can be removed, inspected and refitted without wrestling with messy pipes. There are other small parts all over the machine which although to original Scott pattern have been remade from stainless steel.

There have been many small worthwhile modifications carried out by No. 2's last owner which, although I wouldn't have done the same myself and shouldn't really entertain being a stickler for originality, do make riding the machine, especially for every-day use, a lot more pleasant. Unless anything unexpected happens I shall probably keep the second Clubman's Special, whilst retaining my 1929 T.T. Replica and 1919 2/speed Standard to satisfy my vintage leanings.

### THE TRAMP'S SUPPER

by John Underhill

The annual Tramp's Supper and Fancy Dress Contest organised by the Midland Region of the Scott Owners' Club took place at the "Wheat-sheaf" Coventry Road, Sheldon, on the evening of Saturday March 25th.

The event attracted over 60 participants in spite of the change of venue and the later date. Easter Saturday did not suit everyone and we did not attract so many Vintage Club lads and lassies as we usually do nevertheless there was a fair sprinkling. John Pinkerton, best known as "Pinky" was our very able M.C. complete with cap, gown, cane, chalk, board and easel.

We were pleased to have in our midst President Harold Scott and Matt. Holder and particularly Ron Mountain and his wife who travelled up from Brighton and were returning the same night.

Tyrell Smith and Bob Currie were invited to be judges and awarded prizes in the Tramps Section as follows:—

John Tavener—Best Tramp (he usually is).

Colin Smith & Barbara. Best Tramp Couple.

The Fancy Dress Contest attracted some exceptionally good entries. I think everyone welcomed the addition of this section. The notable entries were:

Jennifer Talboys, sister of Dave, as a Bunny Girl—wow! Pinky could hardly control himself. She took the award, Best Female Fancy Dress—(not much of it).

Stan Thomas—who went to a lot of trouble and came "bouncing in" as Mr. Michelin, deserved the best male fancy dress and Stan's girl friend who went to great pains as an all white bunny, complete with tail.

Other notable contestants included John Lyall as "Abdullah the Turk" and Jim Bowden of "Indian" fame as an S.S. Guard. Yours truly went as a tramp but felt very conspicuous having to go out in daylight because the event

was a week later than usual and of course the clocks had gone forward one hour—much to the amusement of neighbours.

I am sure everyone enjoyed themselves participating in the games, the "noshup" and listening to various talents including of course, Stan Thomas with his "uke" (less Michelin outfit).

Colin Smith advises that we made a small profit which relieved the organisers who expected a loss!

### 5/- BARGAIN

by Reg Summers

We used to have a man named Lawrence who had a few Scott bits and I went along with a friend to get something for his bike and bought this swash plate pump brand new for 5/-

A lot of external bits and pieces were missing so a drawing was done of the outside of elevation, plan, inverted plan and end view. On it I wrote a lot of notes such as "what goes here" and "what is this for" and "how does this connect up." This was sent off to Scotts and the print was returned shortly after with all the information and prices of the bits and pieces. The pump of course had a flange for the long stroke engines so in order to suit my '27 machine I filed out the crank-case door in place about 1/16 ins. all round and drilled and tapped the crank-case for the fixing straps (to a Scott drawing) and fitted it, making all the oil pipes etc.

I made a wood jig and drilled and tapped the cylinders for the cylinder wall oiling, the position etc., of the holes being given also on a Scott drawing. A tool was made (locating it on the plug holes) and the cylinders grooved for the oil rings.

From what I can remember the pump was fitted just before the T.T. of 1934 and I can't recall any trouble with the adjustment. It was controlled through an AMAL dual-control box. The 1927 Flyer originally had a Best & Lloyd pump with crank-case glands to suit and these were I found, quite suitable for the Scott pump. No trouble of any sort was experienced either solo or sidecar and I used to drive the outfit flat out in 2nd and top. With suitable plugs it would stand the long straight roads in Scotland where I took it solo in 1936, including Applecross on a close-ratio gearbox! In fact the whole bike stood up to all I could give it.

The original girder forks broke (the 1927 ones were small parallel tubes, whereas the later ones had stronger taper tubes). These tubes were replaced by Scotts for a nominal 25/- but I was told they would break again with a sidecar.

### INVASION—BY SCOTTS.

by Ron Mountain.

No—not a recurrence of the '45 troubles—but one of a more interesting nature, namely the occasion of the Coventry/Brighton run on 22nd—23rd April '67, organised by the Midland Section of the Vintage M.C.C. Nine Scotts were entered—not a bad representation out of an entry of 102, considering the variety of makes in the era involved.

As customary—the Scotts were seen away at the starting point by our enthusiastic President, Harold Scott but on this occasion cheered in at the finish by the Chairman—almost beside himself at the sight of so many Scotts in this far-flung outpost.

Two most delightful Scotts were to be seen, the 1930 fully restored model of D. Williams of Towcester and the 2/speed 1926 Super belonging to J. White of Billingham. 'Twas like looking at the show models of the years in question and I could hardly tear myself away. Alan Cooper (S.O.C. Midland Section) was present with the machine that must be the envy of so many—the 1930 Sprint Special and John Bates (Midland Section)—all the way from Redditch and accompanied by his young son.

What event would be complete without Jim and Ann Best (S.O.C. London Section) both present as usual and as usual Mrs. Best busy with the polishing cloths. Alan parked next to the Best's glittering machine—ever hopeful of having some of the grime and travel stains removed from the Special—but Ann was far too busy with their pride and joy and Mrs. Mountain suddenly took an interest in, of all things, a 1929 Norton, so Alan was out of luck! (I bet Cyril Wright will frown when he sees the Special).

John Lyall (assisted by Dave Talboys) played the role of official photographer and we have more than a sneaking suspicion that the subjects were not confined to entrants and machines. (Amazing what you can see on Brighton's beaches!) We wonder—did Dave Talboys call at a certain pub on the way back home?

Derek Cox deserted the ranks to appear on a strange monstrosity with "A.B.C." on the tank—complaining of fibrositis. No wonder, with those weird-looking objects called push-rods and rockers, or so I am told, wafting up and down at each side of the engine. The draught must have been colossal. (Serve him right if he got absent-minded and thinking that he was operating the 2/speed gear, got his toes caught up in the spidery looking contraptions.) Chips Sibley also deserted the ranks but was present on a 4/stroke object.

F. H. Banks however, was still faithful to his 1930 model—one machine, one owner. I think that this must be a record in the Club. (If not, get out the pens and let us have those indignant protest from other owners. The Editor would be pleased to hear from you, as will other Club members. Is it on?)

Mr. Pratley, Secretary of the British 2/stroke Club was present with the 2/stroke of course and his son also with what must be very rare (don't say, thank goodness), a single-cylinder air-cooled model of 1929/30 vintage. The air-cooled model bore transfers "Scott Squirrel" and was thus the cause of a delightful argument with a bewildered old seaman, complete with ear-ring, who could not accept the model as a Squirrel or accept the fact that the 3/speeder was not a Flying Squirrel. I had to leave hurriedly, I also was getting bewitched, bothered and bewildered!

The Run was met on arrival by the Lady Mayoress of Brighton who talked long and knowledgeably about the Rolls Royce of the motorcycle world, the Brough Superior but surprisingly made no mention of the Prince of motorcycles the Bugatti of the m/c world, the one and only fabulous and unique old Scott, I wonder why?

Food for thought—one day you too will be old and grey (no need to add, like the Chairman!) and as full of aches as your Scott of foibles, so forget the lawn or whatever else it was that kept you at home, it will all keep for another day. To misquote Prince Philip, get the digit out and support the events, even if only in the role of spectator, or else, one dark and dismal day you will look back with regret thinking of all the fun you have missed. However, there is a chance to catch up, there will be plenty of opportunities this summer and our own Rally in September.

Stop Press! At the recent A.G.M. various new Club Officials were elected although Secretary Robert Rawlins agreed to carry on for a further term. After several refusals, polite and not so polite! Nick Sloan reluctantly agreed to take on the Editorship in addition to the duties of the Spares Registrar—what devotion to the cause—please see April's Editorial.

#### CHANGE OF ADDRESS.

Clague, Juan A., Moorlands, Four Roads, Port St. Mary, I.O.M.  
 Silk, Edward V., 1, Murray House, Sylvan Avenue, Mill Hill, N.7.  
 Mather, Robert R., 9, Hartington Avenue, Westdale Lane, Carlton, Nottingham.  
 Piper, T.W., 19, Bassett Green Road, Southampton, Hants.  
 Parry, D. E., Hillcross, Norton, Freshwater, Isle-of-Wight, Hants.  
 Hares, B., 6, Himley Close, Great Barr, Birmingham, 22.a.  
 Hobley, John B., "Gwylfa," London Road, Wickford, Essex.



The above snap shows our member Wilson Barratt of 17, Godley Road, Halifax, on his 1929 Flyer. It was originally published in the Halifax Courier & Guardian who kindly loaned the block for our use and accompanied by a 'chatty' but rather inaccurate write-up. . . . a tattered, ninepenny 1922 edition of Motor-cycles and How to Make Them. . . . Rather typical 'local paper' stuff in fact recalling also how Mr. Barratt obtained his first bike, a Humber in part exchange for a donkey! The Scott is used with a 'box' sidecar and, claims Mr. Barratt, will still do 80 m.p.h. Perhaps not everyone's machine but he is apparently well pleased with it.

### NEW MEMBERS.

Coad, Rodney J., 24, Craddock Street, Spennymoor, Co. Durham.  
De Lacy, J. L. C., 50, Rendel Street, Grimsby, Lancs.  
Moss, Roger, 142, Station Road, Cropston, Leics.  
Moss, Trevor, 142, Station Road, Cropston, Leics.  
McComb, William, Whitestown, Muckamore, Co. Antrim, N. Ireland.  
Rhodes, Peter R., "Posada," Lichfield Street, Wolverhampton, Staffs.  
Hill, Graham, 22, Montague Road, Wimbledon, S.W.9.  
Bevan-Pritchard, H. S., 23, Bennetthorpe, Doncaster, Yorks.  
Blackwell, Leonard F., Bulls Head Inn, Wardlow, Nr. Tideswell, Buxton, Derbys.  
Durow, Brian, 119, High Street, Newhall, Nr. Burton-on-Trent.  
Durow, Frederick, 41, Park Road, Newhall, Nr. Burton-on-Trent.  
Feather, James M., "Overdale," Well Heads, Thornton, Bradford, Yorks.

WANTED : for 1929 Flyer de-Luxe, Scott legshields (front shield fitting) C. R. Gears and casing complete. 500 or 600 shortstroke blindhead block (and pistons if possible) with boring room left and a squirrel mascot (for my wife) to buy or copy. Bob Cordon-Champ, 20, Clarendon Place, Pelsall, Staffs.

WANTED : Left-hand, longstroke, knife-edge type (conventional) crank for 1947 Scott, also complete K/S assembly. Doug Wright, 10, Torrington Drive, Potters Bar, Herts.

WANTED : Front (at least 6" glass) and rear gas lights and generator, must be in sound condition, good price paid. Angled induction stub for 1" carb. (would exchange 1 1/4" stub). Set of legshields for Super Scott. H. H. Van-Horn Shortwood Nurseries, Elburton Road, Plymstock, Plymouth, Devon.

WANTED : Pair of engine glands and springs for Super, to complete engine. C. F. Whitlock, 'Sans Sol,' Middle Lane, Headley Heath, Birmingham 30.

WANTED : 650 x 65 rim for sidecar wheel also chain guard and front undershield for 1928 3/speed Super. Reg Summers, 185, Longmore Road, Shirley, Solihull, Warwickshire.

FOR SALE : The unexpected *has* happened, (see A Tale of Two Clubman's) so for sale, my 1939 Clubman's Special. This machine is mechanically perfect in every way but for further details see the article. Incidentally, the front forks are now standard Scott Dowty. A few specialised spares such as alternator and optional dynamo outfit go with the machine. £65. Nick Sloan, Spares Registrar.

FOR SALE : New Brampton 'Monarch' leading-link fork parts, side plates, spindles, etc., solid layshaft wide gears. Jim Best, 17, Stirling Road, Whitton, Twickenham, Middx.

FOR SALE : 1959 Scott parts, rear footrests chromed complete with rubbers 10/-. Rear mudguard stays chromed 40/-. Rear footrest brackets, polished 1/2 dural 50/-. Roll-on centre stand complete 70/-. Oil tank stove-enamelled black with tap £6. Pump chain oiler, Bowden cable control to handlebars 50/-. Front footrests chromed complete with rubbers 30/-. Battery carrier 12/-. Gearbox undertray £8. All above parts are in first class order. David E. Parry, Air Staff, H.Q. Royal Air Force, Germany, B.F.P.O. 40.

FOR SALE : (or swap for any of the items advertised for in the 'Wanted' column by B. Cordon-Champ.) New alloy water-cooled head for Flyer. Long wheelbase undertray. 1 pr. 19" alloy guards. Plus many small parts for Flyer de Luxe. Bob Cordon-Champ, 20, Clarendon Place, Pelsall, Staffs.

FOR SALE : 1957 Birmingham Scott, perfect all through £80 o.n.o. Graham Clarke, 74, Bridge Way, Whitton, Middx.

FOR SALE : Flying Squirrel frame and Webb girder forks approx. '30-'35 very rusty but sound, offers, or exchange Flyer parts, post-war rear wheel, rubber blocks and nuts missing, poor condition 30/- or offer. Watsonian "Quick-fit" chassis and convertible c/a sidecar, not Scott fittings, £5 or offers. B. Scholes, 35, Knowle Avenue, Thornton Cleveleys, Lancs.