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THE JOURNAL OF THE
SCOTT OWNERS' CLUB



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(continued on back page)

COMMENT

1974 may have been the Scott Centenary Year, but 1975 looks as though it is going to be just as eventful.

The Tees/Tyne Section's Burnsall Run on May 24th, will be the 'opener' for a busy year for that Section, and from advance details of their Northern Rally, this will be as well organised as any of their other events. All the Section needs now, is YOUR support!

Motor-cycling is booming again, and new registrations are increasing, but the most important news is that amongst the new registrations, will be a batch of 1975 Scotts. Yes—that's right, as Matt is now preparing to produce a fresh batch, so IF you are in the market—now is the time to place your order.

We all know that times are hard, and it is not often that we bring sordid monetary matters into our Magazine, but the March issue, enables me to remind you that our financial year also starts in April. It would help our Treasurer and Committee to plan matters, if you could renew subscriptions as early as possible. (He won't mind if you ship it off now in March!).

Whilst on the subject of the Club's affairs, don't forget the Annual General Meeting on May 10th. We want to hear your voice and vote, and there's always the chance of a natter along with the noggin!

The Pageant of Motoring organised by the Rolls-Royce Enthusiasts' Club, is another event well worth your support, (proceeds to the Cheshire Home) and is surely the finest gathering of veteran and vintage vehicles of all types, ever organised. (There is always Penhurst Place open to interest your wife or family, whilst you pour over the machinery on view).

RIDER'S SUDDEN STOP LEADS TO HITCH.

(From the Birmingham Post.)

A motor-cyclist was taken for an unexpected ride after suddenly parting company with his machine.

The rider, Mr. Derrick Lowe, aged 43 of Dewsbury, was following a lorry when it suddenly stopped. He immediately braked—and was sent flying over the handlebars and landed in the back of the lorry.

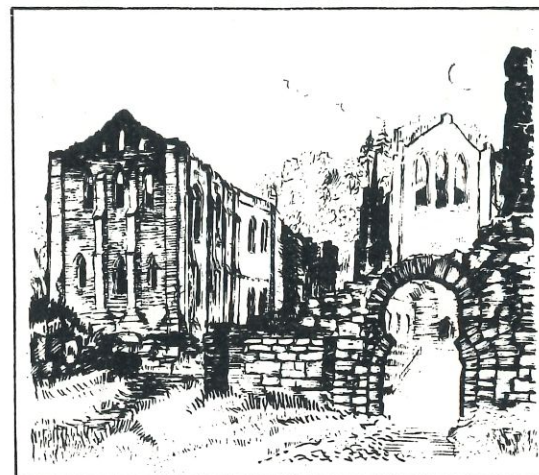
The lorry moved off again unaware that a bewildered passenger had been picked up.

Mr. Lowe was unable to get off the lorry until it stopped three miles down the road at traffic lights.

Meanwhile, baffled police officers came across the motor-cycle lying in the middle of the road at Scout Hill, Dewsbury.

They searched the area and even rang hospitals to see if an injured rider had been admitted. Then half-an-hour later, Mr. Lowe, who was unhurt, turned up and explained what had happened.

Scott
MOTOR CYCLES
Owners Club.



NORTHERN RALLY 1975

THE NORTHERN RALLY

The big day is to be SATURDAY, 28th JUNE, 1975, 11 a.m. Start 1 p.m. for 55 mile run with return to Pied Piper for refreshments and announcements. There will be several awards and a Souvenir programme and badge.

PIED PIPER HOTEL CAR PARK — Nr. OSMOTHERLEY.

THE NORTHERN RALLY AND RUN

Saturday 28th June, 1975

It all began at our September Club evening, when someone who had been to the Evesham Rally suggested that we should have a North Country event next year. This seemed a very acceptable idea, but what form should it take? Did we think it should be on the lines of Evesham, or should it be something quite different with its own character?

We have, of course, the Tees/Tyne Bursall event in the spring. We did not want to repeat that, but Scotts are there to be ridden, as well as polished and admired, so our decision was to organise a Rally in which touring would be the prime feature.

And where? It must not be too far north as the bulk of Scotts likely to attend would come from the Midlands, South Yorkshire, Tyneside and even Scotland. So somewhere between and easily accessible was desirable. Eventually we decided there could be no better countryside in which to tour than the North Yorkshire National Park, which is so easily accessible from the A.19.

Having thus decided on the general area, we then looked at the map and saw that Osmotherly made the ideal rallying point. It is adjacent to the A.19 trunk road running from Teesside to the A.1 near Boroughbridge and is situated halfway between Stockton and Thirsk. One leaves the A.19 at a flyover and there one will easily find the Pied Piper Hotel with its large car park. This would make our meeting point. We have since visited the Pied Piper and to our delight we discovered that the proprietor is an ex-road racer and scrambler, knows much about Scotts and offered us his full support, car park, bar, private room and excellent lunch/snack facilities!

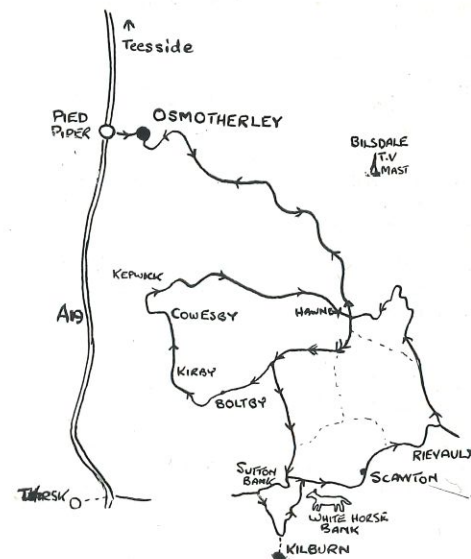
When people come to Yorkshire, we feel we should show them Yorkshire. This area is quite different in character to Burnsall and Upper Wharfedale, so closely associated with Scotts, but the roads and hills are just as interesting and pleasant. Our run, therefore, would consist of a pleasant tour starting at Osmotherly and passing over Snilesworth Moor with some detours to climb the gradients and view the Hambleton Hills. The roads are mainly tarmac with here and there on the moor summits, stretches of smooth dusty surface which will cause no concern for riders of older machines, a route which can in fact, be negotiated by an old two-speeder with sidecar (providing it has sensible ratios, of course) and has easily been mapped out in an Austin 1300 without having to resort to bottom gear on any hill.

Anyone who wishes to trail his Scott to Osmotherly can thus hand the car over to his spouse and family to follow him around the course.

There would be no tight time schedule so that those who wish to halt and admire and/or photograph the scenery will have ample time to do so.

It is to be a friendly Rally, a day just riding Scotts at your own pace in lovely country, because that is what most of us enjoy doing. There will be several awards including a concourse, a distance award, a most desirable Scott award, and a special award to include age of rider, machine and distance travelled. The winners will be announced around 4-5 p.m. in Pied Piper, where we will be able to round off the day in the traditional way.

W. I. PEAKE.



ROUTE FOR 1975 NORTHERN SCOTT RALLY

SATURDAY, 28th JUNE

11 a.m. - 12 noon at the "Pied Piper" near Osmotherly.

ROUTE:—Osmotherly, Hawnbury, Sutton Bank, Kilburn, Scawton, Rievaulx, Hawnbury, Boltby, Kirby, Cowesby, Kepwick and Hawnbury back to Osmotherly.

Set off on 55-mile run between 1 p.m. and 1.30 p.m.

SCOTT OWNERS' CLUB — ANNUAL GENERAL MEETING

The Annual General Meeting will take place on Saturday, 10th May, 1975, at 2.30 p.m. at the Virgin and Castle, Kemilworth, Warwickshire.

**FOR 1975 AND PARTICIPATION
COMING EVENTS**

MARCH		
23	Pioneer Run	Sunbeam MCC
APRIL		
6	Cotswold Trial	Vintage MCC
19-20	Coventry/Brighton Run	Vintage MCC
MAY		
4	Limeburners Run	Sussex Vintage MCC
	Burnsall Run	Tees / Tyne SOC
11	Mallory Park Races Pageant of Motoring	
18	Colwyn Rally	Cheshire V.M.C.C.
	Road Run	Men of Kent
25	Cadwell Park	
JUNE		
1	Mad Sunday Run	I.O.M.
3 & 5	Vintage Assembly TT week	
8	Bridlington Rally	N.E / V.M.C.C.
15	Banbury Run	
21-22	International Assembly	V.M.C.C.
28	Northern Rally	Tees / Tyne S.O.C.
JULY		
6	Torbay Run	Torbay V.M.C.C.
13	Hundred House Run	N. Birmingham
AUGUST		
3	Tour of Birmingham	Mid. V.M.C.C.
9	Levis Bar Barbecue	N. Birmingham
10	Levis Trial	N. Birmingham
17	Topcliffe Rally	N.E / V.M.C.C.
	Coventry Parade	Mid.
31	High Speed Trials	Notts.
SEPTEMBER		
7	National Rally?	(Date to be fixed at A.G.M.)
13-14	Saundersfoot Run	Welsh
14	Tyneside Rally	N. V.M.C.C.
21	Road Run	Suss. V.M.C.C.
27-28	Cheltenham Weekend	
OCTOBER		
12	Holteye Trial	Suss. V.M.C.C.
DECEMBER		
26	Boxing Day Runs	Midland, Oxford & Bristol Sec. V.M.C.C.

NEWS FROM THE NEW ZEALAND SECTION

As reported in our first notes for "Yowl" September last year we are a very scattered band of Scott enthusiasts and can only keep in touch by correspondence and a news-letter every few months. However, every second year we have a National Motor-cycle Vintage Rally and this does afford an opportunity for some of us to meet together. Last year it was held in Christchurch in our South Island, and in February next will be held at Hastings in the North Island. Indications so far promise at least half a dozen Scotts in the line up. Considering that this means for most a round trip of close on 800 miles there is no lack of enthusiasm.

We were all very upset at the death of one of our members, Jim Toohey, in March last. Jim was killed in an accident on his B.S.A. Sloper in Christchurch whilst attending a Vintage Rally. Although in years one of our very young members, he was only 36, he was a very experienced Scott enthusiast. As a youngster of 18 he was introduced to Scotts by an old-time Scott man, the late Ces Barnett. Around 1956 they made a special trip from Christchurch up to Levin on our North Island to try and pick up a couple of vintage Scotts for rebuilds.

Levin was real Scott country in the "thirties". There were probably as many in this little country district than as in the rest of New Zealand, mainly through the enthusiasm and success of Ken and Jack Douglas, who raced Scotts very successfully on our one mile grass tracks. Prior to the war one of the Douglas Bros. Scotts held the New Zealand 500 c.c. New Zealand Grass Track Championship.

Jim Toohey and Ces Barnett brought back to Christchurch, some in bits, at least five Scotts. These have been given a new lease of life and are now owned by members of our N.Z. Section. Jim was part way through the re-build of another Scott which he had hoped to have ready for the next National Rally. He was a great chap and is sadly missed.

Quite a few of us have had dealings over the years with Tom Ward of Derby and it was sad indeed to hear that he had passed away. He was a great help, not only in his prompt attention to correspondence and his kindly advice, but also in his ability to supply those odd bits and pieces so vital in refurbishing and restoration work. I know that I speak for all in the New Zealand Section in extending sincere sympathy to Mrs. Ward.

Gavin Bain, our New Zealand Section Chairman, is a Vintage type with very wide interests. Besides his 1931 T.T. Replica and at least a dozen other assorted Veteran and Vintage machines he also manages to run a 3 litre Vintage Bentley and an odd assortment of Vintage cars. Looking after one piece of Vintage machinery is enough for most of us. However, on top of all that, he has been scouring the country to complete the rebuild of a Flying Flea. He has had the Air Frame for a few years and at last ran the Scott motor to earth last year. All he wants now is a propellor. We have not heard whether he intends to fly it or keep it static.

We have heard of the arrival in Christchurch of a U.K. S.O.C. member, Peter Godwin, who has brought a Two Speeder with him. Also earlier this year we had another U.K. Scott owner arrive, Rodney Coad, who had with him a Birmingham model. He has since returned home but left the Scott here. It has been acquired by Hugh Anderson of Ohinewai, Auckland. Hugh was well known in the U.K. and on the Continent, where he had several successful racing seasons, pulling off a World Champion-

ship or two in the smaller capacity classes. He has been signed up smartly to add to our numbers.

Meantime, good wishes to all and more power to Matt Holder's elbow in bringing out that new model.

IVAN PARSONS
Auckland, New Zealand.

THE RECONSTRUCTION AND MODIFICATION OF A 1938 FLYING SQUIRREL.

My enthusiasm for Scotts goes back almost fifty years from when a cousin of mine acquired around 1924, a second-hand 2-Speeder, but it was some years before I bought a Scott of my own. My first was a 1926 2-Speeder, followed by a 1928 596 cc De Luxe Flyer. Although both machines were second-hand and in need of some attention, being a Precision Engineer by calling, I was able to put them back into first class mechanical condition. However, a few years after the War, I became heavily involved in the design and construction of a Sports Car for competition work, hill climbs and the like. This forced me somewhat reluctantly to part with my second Scott, the 1928 Flyer and it was not until 1958 that I again came back into the fold.

My present Scott a 596 cc Flying Squirrel according to factory records, was manufactured in March, 1938. I know nothing of its U.K. history but it was brought out to New Zealand late in 1950 by a young Englishman named Evers. I saw the machine on the road one day and like all Scott enthusiasts followed it up until I could stop the owner and have a yarn. As a result we became friendly and a year or so later I rebored and overhauled the engine for him, after obtaining pistons from England. The Scott was on the road here for several years, but eventually I lost track of it and of friend Evers. However, I finally caught up with it again in a dismantled condition awaiting a complete overhaul. Amongst other things the Right Hand cylinder head had sprung a leak with resultant damage to the right side bearings.

A year or so later I saw it again, still awaiting the rebuild. The frame and engine were on damp ground under the house and the rest in the woodshed almost covered by a heap of firewood. Fortunately all the parts were there and although it looked a hopeless mess I felt sure that with hard work and enthusiasm I could rebuild it, so an offer was made. This was promptly turned down, but after some persuasion and the production of a cheque book, a deal was finally made. I had always wanted a later model 596 cc Flyer with foot change and close ratio box and now I had one, although very much in bits. As already mentioned it is of 1938 vintage Engine No. D.P.Y.4525, Frame No. 4463M, Gear Box 3686C.M.

Being still pre-occupied with my 2-litre Sports Car the 16/80 Cutten Special, I was obliged to put the Scott away for another day and so it remained for several years, but I am pleased to say that it is well on the way to completion. Actually the rebuild has become more in the nature of a reconstruction with extensive modifications than a restoration. So

here I offer my apologies to those Scott purists who hold that the Shipley model should be restored strictly to Catalogue. My aim has been to bring a 1938 Flyer up to a more modern specification by rear springing, coil ignition, and reduction gear drive for the overworked Pilgrim. Details of the ignition set-up and of the pump reduction drive may be of interest to those who already have carried out similar mods or have them in mind.

As a Distributor drive housing was unobtainable in New Zealand, I decided to make one, having first obtained some dimensions from a 1949 Scott, now owned by Les Heath of Levin. A photo of Les and his 1949 Flyer appeared in the September 1973 issue of Yowl. This job has involved drawings, a pattern and then casting a complete housing with spindle extension to carry the small pinion of a reduction gear to the oil pump. The Distributor drive housing has been machined to take a standard car type, four lobe cam Lucas distributor. From necessity not from choice, I have used the two to one ratio skew gears available, thus producing a four spark unit. By interconnecting No. 1 and No. 3 to the R.H. plug lead and No. 2 and No. 4 to the L.H. lead the firing order works out correctly.

The four lead distributor cap may offend the eye of the connoisseur but the leads blend neatly into single cables before reaching the plugs and look quite tidy and business-like. The automatic advance is adjusted to commence at 350 giving a maximum of 20° at 2900 engine R.P.M. Static setting is 5° advance making a total of 25°.

The oil pump reduction gear is of the pinion within a ring gear type which allows minimum distance between spindle centres and maintains same direction of rotation, an important point with Scott Pilgrims. The reduction ratio is approximately 2.5-1 (34-84) but by substituting a 24 tooth pinion a 3.5-1 ratio can be obtained. Although bolted thereto, the oil tight gear casing which also carries the Pilgrim pump gives the appearance of being an integral part of the Distributor housing. Before leaving the subject I should add that it was necessary to make a worm shaft with flange to mount the ring gear and a new worm rather than extract and replace the original. The tricky part was cutting the 12½ P.I. pitch worm and the correct pitch angle. My Colchester lathe cuts most inch and metric threads but not the above. However, with the use of extra change wheels, a satisfactory result was achieved.

In making the Alternator Unit to drive off the L.H. crank, I find that I will need to make a special casting with a step in the base to clear the Shipley frame. This item is under construction but may take a little time to complete.

The rest of the work on the Flyer has been more or less straight restoration with only minor mods here and there. The gear box has been completely overhauled and new ball races and bronze bushes fitted. The end cover has been welded where a lug had broken and four new 5/16 H.T. studs fitted in freshly tapped holes. The foot change unit is now anchored to the gear box at four points instead of the normal two. The engine has been given a new set of bearings, big ends and mains, as well as rings and gudgeons. Fortunately the pistons and bore are in satisfactory condition.

I have kept to period in respect of the front forks by retaining the Webbs but have brought them back to new condition by reaming out and fitting oversize H.T. spindles. A small mod has been carried out on the steering damper. The arm of the friction disc is straightened, lengthened

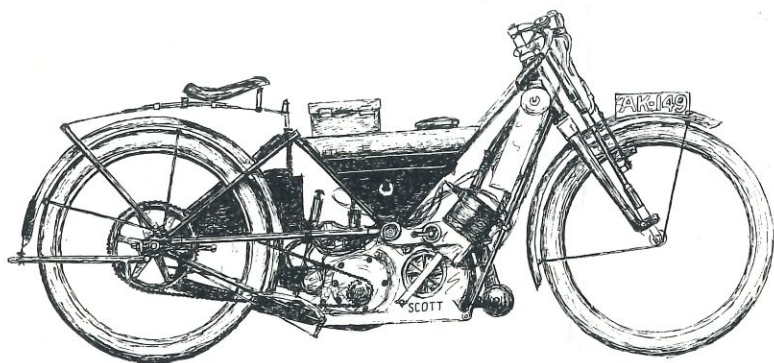
slightly and made thicker at the end to increase contact area. At the point where the arm meets the radiator support plate, two lugs welded thereto, locate the arm, holding it rigidly against damper torque reaction. The theory is that a straight arm is stronger and stiffer than the curved type fitted as Standard. Another worthwhile mod is a simple shoe adjustment on the rear brake which allows maximum cam arm leverage to be maintained.

What I have set out to do is to restore the Scott as far as possible to new condition and at the same time bring it up to a more modern specification. Because of pressure of other engineering work, it has taken a long time, but it has been great fun, and to a Scott enthusiast for close on fifty years, most rewarding.

A detailed description and drawings of the Shipley frame conversion to swinging arm, Girling damped, rear suspension could be the subject of another article.

Meantime — Happy Scotting.
83 Arran Road, Browns Bay,
AUCKLAND. New Zealand.

KEITH CUTTEN



1914 TT Scott

The most advanced machine of its era. The 1914 Scott with unit construction, rotary valve, concentric adjustment to gear box, pannier tanks with pump operated by sprung saddle pillar. Drawing by Frits Linde.

THE SCOTT BOOK

If you are able to spare the space in the next issue of "Yowl", I would like to apologise to all those good folk who have been awaiting my Scott history and have been dismayed to see the publication date gradually slip back. There is, however, a very valid reason for this, which I would like to explain.

It was originally hoped the book would be available during September last, and with this in mind, the manuscript was completed and handed over well in advance, together with all the photographs. Unfortunately, what we had not foreseen was the effect the enforced three-day week earlier in the year would have on production and almost before we knew it, so many publications were 'held' in the pipeline that the equivalent of a log jam occurred. I say we because I happen to be the Motorcycle Book Editor of G. T. Foulis, the publishers of the book, even though I wrote the book entirely in my spare time. We handle everything, including the printing, right up to the binding stage, when the necessity arises to employ outside help. We missed the original binding schedule, which is always booked very much in advance, and so we had to await another gap in the binder's schedule. Hence the delay.

What I can say now is that publication day will be April 25th, when some kind of a launch will be made in the Shipley area, thanks to the very kind offer of co-operation from Allan Jeffries. By then, the book will just be arriving in the shops and it should be possible to purchase a copy without undue delay. The price is still £4.25 and I have every reason to believe the standard of production will be better than some of the books on the market at present. None the less, I do apologise to all those who expected to buy or receive the book as a Christmas present even though, as you will see, the reasons for the delay were quite beyond my control. I can only hope the book is worth waiting for when it appears during April.

Yours sincerely,

JEFF CLEW.

5, Bradford Road,
Bingley.
9th December 1974

Dear Mr. Marfell,

Thank you very much for the 'Yowl' and the very nice obituary to my dear husband.

The church was packed and I would have liked to have been able to thank each and everyone for paying their respects to Harry, but on that day it was not possible.

During his long and painful illness he looked forward to receiving Yowl.

Many thanks to you all.

Kind regards,

C. LANGMAN

SNAGS IN REBUILDING

Perhaps the way I have managed to overcome some of the snags encountered in rebuilding my 1949 Flyer may help other members.

1. Cylinder head removal (if "grown" on)

I had to take mine off, because someone else had had a go. After usual treatment with penetrating oil, remove as many studs as you can. Take a hacksaw, and turning the blade to the sideways position, just start at one side and keep carefully sawing along the gasket line, until you come out at the other side. It's a good thick gasket so you have plenty of room. The odd stud here and there, in fact helps to centralise the blade. True enough you saw through the brass tube as well, but it's out of the way if you want to have the head planed. Having removed the head you can then tackle the studs from the underside also and end up by punching them out. The threaded bits in the block can be drilled and tapped in the usual way, but in fact most of mine screwed out as the stud seizure is not in the block. The brass tube can be soldered back on after to the piece left in the head.

2. Rear Hub cush-drive rubbers.

Everyone I asked about these seemed amazed that there are ten and thought that nothing existed after the Enfield type wheel. Using about 22g sheet metal make a small box like a mould pattern of the approximate shape of the rubber. It will look something like this:—



This can be welded or soldered to shape. Braze a nut on the back so you can put in a bolt to use as a handle or clamp in vice. I found the best material is an old solid wheelbarrow tyre, which was kindly produced by a friend. But any type of fairly hard rubber will do. Saw the rubber into $\frac{3}{4}$ inch slices. Apply white paint to the edges of the box and stamp each block to obtain outline. Saw around white line and file until block will go into the box. Whilst in the box the face can be filed flat.

Some further shaping will be required to get them into the hub, as each vane is a fairly rough casting and no two are alike, so numbering is necessary. It's a long job, but if you can't get them and want them, this is the way.

3. Radiator end cap, dents, etc.

Drill a hole about $\frac{1}{2}$ inch through the inside of the top tank, a bar with a carefully radiused end can then be inserted and any dents carefully

pushed out. They will come out easily and you will not get perfection, but if some care is taken a vast improvement will be obtained.

Solder a small brass patch over the drilled hole which can be painted black and never seen.

P. J. DAVENPORT

EIGHTH PAGEANT OF MOTORING — 11th MAY, 1975

PENHURST PLACE, NEAR TONBRIDGE, KENT.

By courtesy of the Viscount de L'Isle, V.C., K.G.

The 1974 Pageant attracted 1,200 entries, making it, we believe, the largest event of its kind in Europe.

For 1975 major improvements in the layout will be made, due to the addition of many acres of additional parking space, and a new Northern entrance, which will much reduce congestion and delays, particularly in leaving the area.

Special security arrangements for entrants, will again be made.

The Pageant theme will be the Veteran Car.

We have the support of the South-East Section of the Veteran Car Club of Great Britain, and in addition to the main Cavalcade, there will be a Cavalcade of these great cars, which will have roped off parking facilities.

The Pageant is open to members of Clubs to which this letter is sent, and to owners of Veteran, Vintage, PVT and certain post war cars of accepted merit; to Historic Commercial Vehicles, Steamers, horse drawn or foot propelled machinery, and to Static Engines.

We have had magnificent support from the Clubs in the past and earnestly petition it again for next year.

With petrol rationing by price restricting mileage for most of us, Penshurst provides an excellent opportunity to enjoy a Club occasion with the wider interest of so many other attractions.

As usual, we shall have some interesting, and we hope, entertaining diversions, but we do stress that the Pageant is essentially an enthusiasts gathering, with a worthwhile human purpose. The money raised goes to Seven Springs Cheshire Home, in Tunbridge Wells. Though your generosity and support, over £15,000 has so far been donated.

Regulations and entry forms will be available early in the New Year.

MIDLAND SECTION — CHANGE OF CLUB VENUE.

The Midland Section will now meet at the Hop Pole, near Bromsgrove, following the sale of the Forrest Inn. (The Hop Pole is about $\frac{1}{4}$ mile down the road towards Bromsgrove). Same date — same time!

MORE NEWS ON ML 2151

Following my article in Yowl (July 1970) and because of repeated calls from the editor for material, I thought I would put pen to paper again about ML 2151.

After my arrival in the metropolis, the Scott was used daily for my journey to and from work in central London traffic. The grip in my left hand improved owing to a 22T gearbox sprocket, and I became acquainted with the "Strewth, a Scott—haven't seen one for years—used to have a 2-sp/TT rep/Clubmans etc" sort. During this time I was accosted (in the nicest way!) by a moustached Scott-owning gentleman, and after a couple of months I was privileged to be sharing a garage in Hampstead with said person (Dennis Howard) and the owner of LMF 813—Peter Waring.

In June of 1971 the Scott and I visited the magic Isle, which was memorable for the rain and a cruise (?) round the course in the company of one Nick Sloan, Peter, Oliver Rackham (Rudge), Ray Nott (Commando) and others, which resulted in a cracked gearbox end lid caused by severe brake fade necessitating rather vicious use of the gearbox. It wasn't my year, as in September 1971 I was unfortunate enough to modify the geometry of the Scott girders and frame—the bike also caught fire (as did I), so it was a period of months before I was able to stand properly, (although I could ride my father's Honda 90 automatic easily enough one month after the accident).

Just before this mishap I had been thinking that the machine needed smartening up (sharing a garage with LMF 813 prompts these thoughts), so now a complete rebuild was envisaged.

The frame and front wheel were sent to A. L. "Bill" Oliver of Nottingham who straightened and rebuilt for a modest sum (£9). The petrol tank was completely stripped, rebuilt and enamelled by George Grou and Sons of Islington for £30—it may sound a lot but just think of the work involved.

The frame, wheels, brakes etc., were then sent to Willesden Engineering for stove enamelling (£18), and the nickel plating was by courtesy of Barrel and Clerkenwell (£28). A pair of Webb forks had been acquired for a nominal sum, and rebuilding started in late '72. Unfortunately at this time my now wife took on a greater significance, the result of which was the purchase of a s/h Lambretta scooter for transport. We married in May 1973 and my honeymoon was spent in the garage getting the bike quickly together for June—which I did, just. (Needless to say, the wife didn't go with me—prefers snow and two bits of wood). The holiday was marred yet again by the (welded) gearbox end lid going again—Ken Sprayson (who else?) came to the rescue and I managed the rest of the week, thankful that I cheat and travel London/Liverpool by courtesy of British Rail, reason being I enjoy driving in the Isle but not on motorways.

Since then the machine hasn't been used that often—the acquisition of a Yamaha ASI (125 c.c., 5-speed, 2-cylinder, 2star), to replace the Lambretta, didn't help.

Some notes on modifications etc., tried out during the last four years may be of interest. The major one of course has been oiling. Having despaired of Loftytube or Avisoil, a B and L pump was put on the crankcase door, going to a T-piece on the top rear engine bolt and feeding through normal Pilgrim glands. This was on the advice of Peter Waring, and neither of us has had any trouble with this set-up (except for Peter forgetting to turn the oil on after a refuelling stop on the M6!!). This modifi-

cation was brought about by many factors—the pump had to be altered from 1 in 6 to 1 in 4 when going yowling home to Yorkshire on the A1, and road hazards were not always seen, owing to watching the "pulsations". Whilst on the A1 the dynamo ceased charging, the result of no teeth left on the fibre cog on the dynamo, which a 1927 job of one-piece casting—no spares are available so I have to improvise as detailed later on.

Also, on ignition, Peter unearthed a dynamo/distributor system which had rewound, but have had no success in making it work yet. However, I really want to go back to the original 1927 Lucas magdyno—anybody with any spares (a 1 15/16 in 37T fibre cog), please let me know.

Incidentally, I would like to thank both Peter Waring and Dennis Howard for their many useful hints, ideas and criticisms during the rebuild.

I made my own rolled big end cages on a lathe, and also converted a magdyno from a BSA (B33?) to twin cylinder operation by milling the face cam, putting in another h.t. pick-up and aralditing part of the slip ring.

Experiments carried out were the fitment of a rev counter driven from the mag through a reduction gear, and a Monobloc carb. While both were working the results were interesting—the Powerplus 600 c.c. engine peaked at 5,500 and had no power below 2,500 on Monobloc, whereas the original carb gives (less) power all the way. The highest speed ever reached was in the Isle chasing/following Oliver Rackham, 4,700 being indicated downhill (94 m.p.h.). Cruising up and down the A1 proved that 4,000 (80 m.p.h.) was a suitable cruising speed; if pushed to 4,300 the radiator got a mite too warm, and on high gearing the bike wouldn't pull much more than 4,600 (92 m.p.h.) on a level road. Plugs, incidentally, were Champion N-8, with which I have never had any difficulty (so far!). Now, on loan from Peter, I have 19T gearbox sprocket which certainly makes town driving easier.

The miserable summer we had precluded much driving around on the bike, and things like carburation still need to be sorted out fully, the charging rate, front forks—in fact the never ending saga of running a Scott! When running correctly it is a joy, hardly any vibration and beautiful handling. It's not really meant for motorways but for country lanes, in fact I prefer to travel on B roads just for the pleasure of driving a motor-cycle for self gratification, as opposed to going from A to B.

JOHN GOMERSALL.

NEWS FOR R. H. CASTLEY.

Mr. R. H. Castley may be interested to know that Jack Dodds owns a 1928 Flyer VM 3664 (Mary—Queen of Scotts) which was first registered by the Manchester Scott Depot, and was their demonstration model with sidecar, and the subject of the *Motor Cycle* and *Motor Cycling* road tests.

A CONFESSION

I have decided to "come clean". Yes, I painted my radiator—with a "stainless steel" paint finish! What does it look like? Well, I like it!

In appearance it is rather like pewter, certainly not like nickel plate or chrome, but I feel nicer than black paint and whilst not so eye-catching as polished brass, far less work, and more in keeping with the rest of my bike. (Go outside the man who said "Scruffy!").

Why did I do it? My radiator needed considerable repair to the header tanks and end caps. (Incidentally, it was painted black when I acquired it) I spent many hours at night school making by hand, two new end caps and re-building the top tanks, filler cap neck, internal baffles, to mention just a few items.

Anyone who has done this type of work on a radiator will know just how I felt, and probably why I painted it.

Glossing over the sordid details of repairs, which were not so difficult as I had feared, even though this was my first attempt at this type of work, the result was a sound strong radiator. The previous owner's modifications, had left the outer edges of the header tank looking quite tatty, so even after all my work and a polish, I was not quite satisfied with it. Having had experience of brass polished radiators, I knew that only constant cleaning would keep it shiny.

Which brought me to "what to do with it?" (I've told you once—go outside!) One carefully reads all the blurb sent out by patent paint salesmen, and one has to decide from there. Like the Hon. Editor, I wondered what stainless steel paint spray might be like. I finally settled on the 'Metlon' product, for no other reason that it was available.

A couple of coats, with a rub down in between, was all I used, if I remember rightly. The finish was rough to the touch, as one would expect from a metal-in-suspension type of paint, but quite pleasant to look at. It was then a toss up whether to leave it like that, or to polish it, not I hasten to add with metal polish, but with a good grade wax polish. This had the desired effect of removing the harshness of metal-in-suspension, but actually dulled the finish slightly.

I feel that it would be a matter of choice—experiment, or perhaps use a double-headed coin.

As I have said, I'm fairly happy with the result, the paint hasn't lifted with heat, nor has it discoloured with use, and I have got it hot once or twice.

One snag—you can scratch the paint of course, just as you can a polished radiator, but with the advantage of being able to respray over the damage if desired.

So there you have it—the confessions of an unrepentant radiator painter!

To justify my deed, might I suggest that this is a very good scheme for anyone with a dented but sound radiator, as dents can be filled without fear of them shewing, or falling out when plating is attempted.

On the subject of repairs, I will stick my neck out even further, and say that dents in header tanks and end-caps are far better filled with lead and/or solder than with chemical (glass fibre) fillers, and this is not so hard as it sounds provided care is exercised when applying heat, it is also more durable when done correctly.

Another point, a very good friend who will remain nameless, is a keen archer. He also has a Scott with a leaky radiator. The tubes leaked; many

enquiries to find a repairer proved fruitless. However, an accident with an aluminium arrow at an archery shoot, provided the answer. The tubular arrow's outside diameter was the same as the radiator's tube inside diameter. The arrow was cut into suitable lengths and a swaging tool constructed to bell the ends slightly, making the tubes a real tight fit with the radiator core. Both core and the 'new' tube were thoroughly cleaned, smeared with "Araldite" and drawn together, the other end of the tube was then belled out with the swaging tool, keeping the whole assembly tight, and left to set.

To the best of my knowledge, this repair has proved to be highly successful, and the core remains "full of holes" as they say. I am sure that he will not mind me passing this information on, and may even enlarge upon it.

I suppose that if one was a really good shot with a bow and arrow,—there may be no need to use the "Araldite"....?

ERNIE SCOTT.

FARGUS FORWARD? — TWO-SPEED GEAR EXPERT REQUIRED

Due to my 1914 Scott failing to climb some of the North Yorkshire hills, i.e., 1:4, I decided to investigate the exact ratios of my gear unit. It turned out that I had a 40T low gear sprocket which with a 22T output sprocket only gave a 6:1 low gear which is not recommended for the Standard Scott. I checked, to find that this should be 47T and ordered one from Silk Engineering. At some time however someone decided that 46T was a better size and I subsequently received this and fitted same. It came as a surprise therefore to find that this size is not correct as it does not allow for even chain tension—in fact one chain is so slack that it jumps the sprocket. I decided to check with a recommended formula and find that with 20T engine sprockets and 25 tooth high gear the chain centres are 11.115 in. giving 67 links as recommended. But the ONLY SPROCKET to give exact low gear/chain tension with this is 42 teeth giving 76 links. Neither 47 nor 46 teeth are acceptable as they are $\frac{1}{4}$ of a link out and leave a very slack chain.

Can you or any reader of our journal throw any light on this subject as I cannot understand hundreds of Scotts being turned out with chains so slack.

KEITH RHODES.

BURNSALL RUN 1975

Will be held on SUNDAY, 4th MAY, 1975. Meet in car park, BURNSALL at 12 noon. Run starts at 1.30 p.m.

The "Steve Hodgson Burnsall Trophy" will be awarded to the rider who totals the highest number of points for age of machine and rider, mileage ridden to event, plus performance on the run.

All Scotts and other vintage machines welcomed.

Refreshments available at starting point.

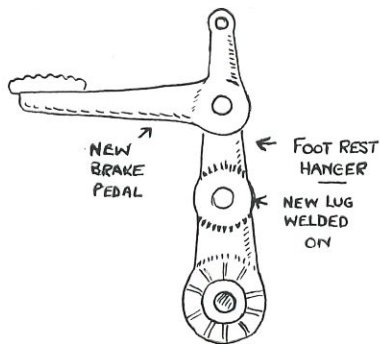
RHODESIAN REPORT

The Trout Rally was a rousing success with over 300 entries, in spite of petrol restrictions. Amongst the machinery of all types was a trio of Scotts.

Neil Smith reports that with Sheila's return, the three-speed Super has been well and truly commandeered!

As the two-speeder is still off the road, he has had to 'make do' with a post-war machine, which he finds rather heavy in comparison.

He says that his legs were never comfortable, but at last he has made one modification which greatly improves the riding position.



The solution requires access to an arc-welder, as he has welded an extra lug on the footrest hanger, $1\frac{1}{2}$ in. nearer the base, and so can position the footrests much more comfortably. A hidden bonus is that a new shorter brake pedal can be mounted on the original foot-rest lug, and the shorter lever falls just where it is required. The sketch should explain the scheme.

SUBSCRIPTIONS FOR 1975

If you would like to assist the Club, make sure that your subscriptions for 1975 are sent off as quickly as possible.

At least then we can plan accordingly if we know our income by April, and in this age of rising prices, I'm sure you will all understand how important that factor is.

Whilst you think of it—why not make your cheque, or get that P.O. tomorrow?

MORE ON "PUZZLE 1."

Regarding puzzle 1, I can remember that there was a reference in *Motor Cycle* or *Motor Cycling* a few years ago, perhaps I should say many years ago, (it is probably ten or more,) to a Norton/Scott hybrid, but I cannot remember the details. However, in the 'Yowl' issue of June 1967, Peter Lynes described his Norton/Scott which may interest your correspondent.

J. DODDS

SPARES SECTION NEWS

Glyn Chambers

Things are going well, and we had to re-order many items. Mudguards are now all sold out, and I can get no more from the same source—those investing in the scheme had, of course, priority.

Can anyone locate the following spares for us:—

Anti-clock BTH slip rings

Amal Carburetter types 6, 76 or 276

Jet block or barrel No. 51 ($1\frac{1}{16}$ in.)

Mixing chamber nut

Washer for Jet block

Holding bolts

Throttle valve (slide) 6/3

Main jets 170 and 180

Needle for jets, 3, 3/16 in. long No. 6

part 6/059

„ 6/062

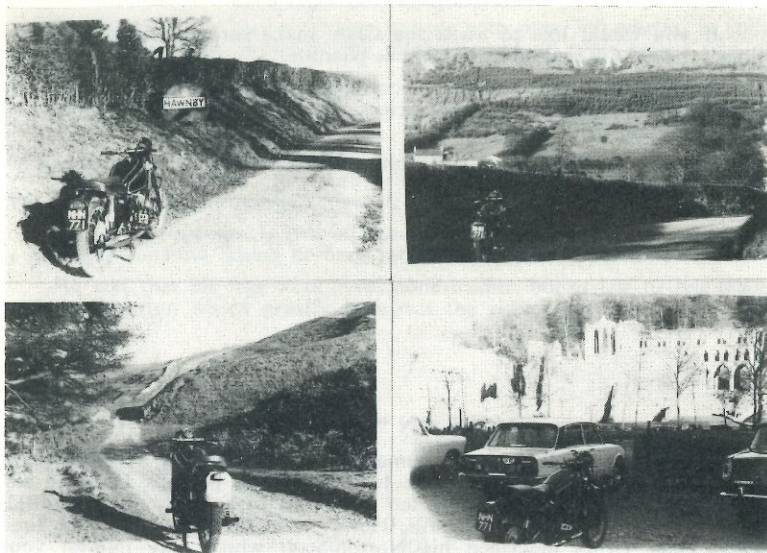
„ 6/040

„ 4/043

„ 6/052

„ 4/042

„ 6/065



The Northern Rally: Points to be seen en-route.

1. Near Kewick.
2. White Horse Hill Nr. Kilburn.
3. Hambleton Hills.
4. Rievaulx Abbey.

NOW AVAILABLE

Scott Lucas distributor covers	£1.00
Semi-circular foot rest rubbers	80p
High/Low gear pedals	£3.00
2 speeder rear brake plates (complete with inserts)	£5.00
Super etc & Flyer/Rep. chain guards	£3.50
Super etc. expansion boxes (1½ & 2in. stubs)	£5.00
Tail pipes for above either hand. Heavy nickel plated	£4.50
Twin outlet boxes or specials	£5.25
Brampton Monarch fork spindles (2) in stainless steel	£2.00
Brampton girder fork spindles (4)	£6.00
Nuts for Monarch spindles (stainless) (4)	£1.50
Nuts for Monarch link pins (plated) (4)	65p
Nuts for Brampton girders (Stainless) (8)	£2.00
Fiction damper rings for Bramptons (4)	£1.00
180 lb. springs for Bramptons	£4.00

Piston rings & gudgeon pins (as Sept. Yowl) 18mm Plugs (soft), new but shop soiled pr. 25p
 Also: battery carriers, petro-flex tubing, carb. spares, radiator end caps (with pressed limit gauge) cush hubs. Sprocket retaining rings, and various other parts. Not yet priced

Pistons pairs with gudgeon pins
 2½ plus .040 2¹¹/₁₆ std. 2¾ std. pr. £12.00

Coming shortly:—

- Oval tanks—tops and bottoms.
- Filler necks for same.
- X-L All saddle pans.
- Scott horn covers.
- Squirrel mascots (last lot all sold).
- Mudguards (last lot all sold).
- 3-speed super undertrays.
- Brampton Monarch lower links (Potty mod).
- Brampton Monarch bushes and lower link pins.
- 1in. twist grips and controls.
- 100 m.p.h. speedo heads.
- Fibre gear for all models Lucas/Scott magdynos.

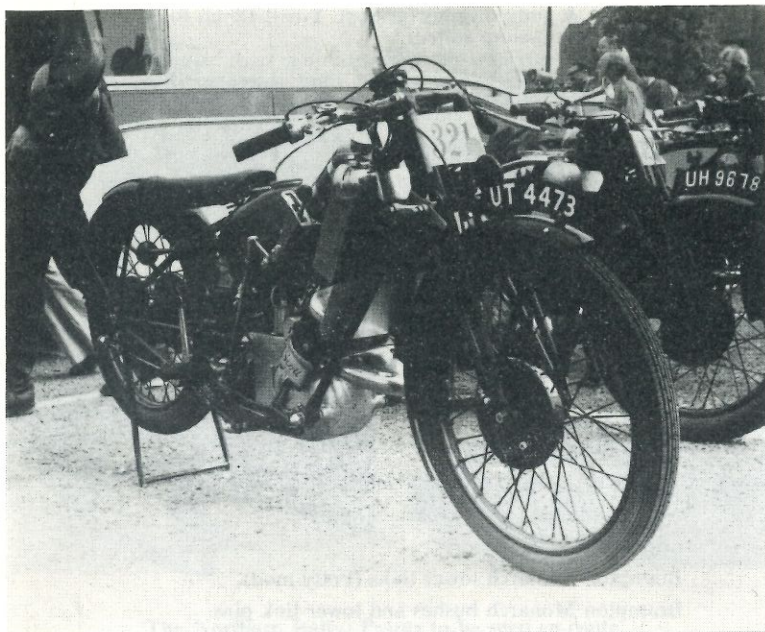
We are now looking into the following:—

TOOL BOXES. We have working drawings (if anyone wants a copy) of the square Super, Flyer, Replica types, and the Flyer/Rep. carrier for same. Also drawings of the usual Super type—though no plans for production of same.

STABILISER LINKS for Scott girders. Big demand. Drawings available should anyone fancy producing a batch.

THREADED FILLER CAPS. 2-speeder & Flyer, etc.

MUDGUARDS. Last batch all sold, looking into others.



The machine of the year. The 1930 Sprint Special rebuilt by Jack Woodhouse. Or has any reader another nomination?

I cannot agree with Stan Thomas' view of what to do with the Pilgrim pump, i.e., "turn down the Pilgrim pump, and supplement with petrol".

This is the worst thing that one can do. A pump turned down to less than one drop in six or eight spits, is almost certain to pack up pumping at all.

The stroke on the pump plunger at this setting is only about $\frac{1}{32}$ in. and is just not sufficient to cope with air locks and various other problems, and it is certain to pack up in a very short time.

Forget about Petroil and give the pump the maximum you can give it (say one in every four or six spits to a drop) and hope that you will not become a pollution problem.

FOR SALE AND WANTED

(A free service to members)

WANTED: Rear brake plate, Webb type for 1929 Flyer tourer. Andrew Marfell, 169 Bourneville Lane, Birmingham B30 1LY.

WANTED: For 1949 Scott, saddle complete with fittings. Good price paid W. Billingham, 148A Norton Road, Stourbridge, Worcs. DY8 2TA. Tel. Stourbridge 6973.

WANTED: 2-speeder (wide type) hubs, front and rear. Mick Chappenden, Northdene, Clearway Estate, Addington, West Malling, Kent.

SALE OR EXCHANGE: 1959 Scott Reg. No. 777 AOF (has appeared in George Stevens' Book) rebuilt about 5 years ago, with reconditioned engine etc. etc. Not used on road since. Will part exchange for veteran Scott, Douglas or w.h.y.? Might consider cash offer. C. Williams, Saltaire, Chariott Road, Illogan Highway, Redruth, Cornwall.

WANTED: Britax single crash bar, straight type wanted for Vincent. Can exchange original Scott loop type, or other parts or buy. Also Vincent kickstand rubber, similar to Scott, but longer (John Bull No. 1) New ribbed tyre, 3.00 x 25in. tyre. Triangular metal tool box as '49 Scott—£2.00. Geoff Lee, "Arlyn", 4 Brickwall Lane, Ruislip, Middx, HA4 8JX. Tel.: Ruislip 36757.

SALE/EXCHANGE: 1960 Birmingham Flying Squirrel/Watsonian Palma outfit. Red/Black. Usual Silk mods to engine. Excellent condition, Tax and MOT until September. John Robinson, 5 Hagg Lane, Epperstone, Nottinghamshire. Tel.: Loudham 3793.

WANTED: For 1935 Flyer, Hand change lever and quadrant. Rear wheel with or without sprocket. Nat Taylor, 32 Newington Green, London N16 9PU. Tel.: 01-254 2307.

Midland Section Secretary:

J. E. TANNER, 78 Warstone Road, Penn, Wolverhampton.

London Section Secretary:

R. RAWLINS, Drayton Beauchamp, Farley Hill, Swallowfield, Nr. Reading

Tees Tyne Secretary:

W. E. PEAKE, 8 Austin Avenue, Stockton, Teesside.

Northern Secretary:

K. SWALLOW, Stoney Croft, Station Lane, Golcar, Huddersfield.

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Mrs. S. CUMMINGS, 22 Brendan Avenue, Chamberlain Road, Hull.

Kent Section Secretary:

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

Sussex:

(Contact Editor).

New Zealand Section:

C. EDWARDS, 1 Glen Atkinson, St. Heliers, Auckland 5, 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.

'YOWL' binders—take five years' issue—85p from P.R.O.

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, Billingham.

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 badges (lapel and machine), Club ties, blazer badges, etc. — on request