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THE JOURNAL OF THE  
SCOTT OWNERS' CLUB

# Scott

## OWNERS' CLUB

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(continued on back page)

## COMMENT

1976 looks as though it may rank with other 'golden years' of motor-cycling, with new registrations in all capacities reaching fresh peaks.

We do hope that in the new registrations, there will be a quota of new Birmingham Scotts.

Motor-cycling appears to be reaching a certain degree of 'respectability' most papers now giving a page or two to activities on occasions. Even our own local evening 'rag', has on several occasions devoted pages to descriptions of new models and so on.

We can only hope that nothing appears on the scene, like the 'mods and rockers' of the late fifties, or a renewal of activity on the part of such types as the 'Angels', that will mar the scene.

Talking of activities brings to mind the fact that the Tees/Tyne Section have now settled the date for their Annual Northern Rally. If you want to participate in a really enjoyable affair, and at the same time take in some of the finest scenery in Britain, then make your arrangements now to take part.

That other event, the Cheltenham International Gathering, following on after the Banbury Run, should give Scott Owners every chance of further meetings.

## THE NATIONAL RALLY 1976

In the rush to get out the January edition, giving such information as we had regarding the Rally, we forgot to give credit for the excellent photographs that appeared, which were of course by courtesy of Paul Myatt, Havant.

We couldn't find room in this edition for further illustrations of the Rally scene by him, but hope that our next edition will feature more of his excellent photographs.

## IS IT TRUE?

That Stan Thomas recently used the Goodyear air-ship "Europa" to make an aerial search for Green Lanes in Staffordshire?

## PAST TIMES

By Bob Currie.

(Reproduced by kind permission of MOTOR CYCLE)

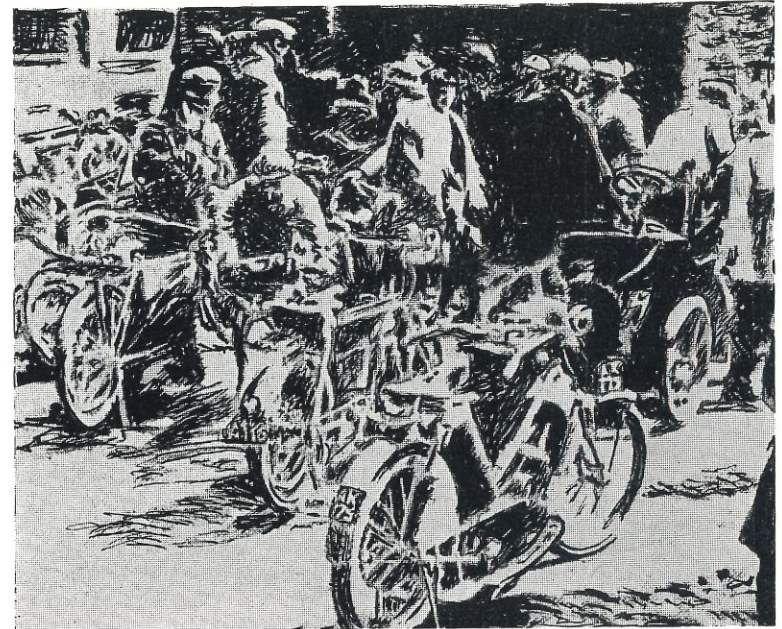
### SCOTT'S KICK-START LEGEND

It is one of the more enduring items of motor-cycling folklore that at Newnham (near Daventry) open hill climb in the summer of 1908, an unknown genius named Alfred Scott from the wilds of Yorkshire, astonished the assembled populace by starting his equally unknown two-stroke twin with the aid of a pedal.

'Motor Cycle's' reporter at that Newnham meeting was the immortal Ixion (Rev. Basil H. Davies) who, years later, was to write in his book 'Motor Cycle Cavalcade' "Scott, in ten minutes conquered the motor-cycle world . . . he started his machine by a gentle depression of a short pedal—none of that run and bump business."

Understandably, most subsequent historians (including Vic Willoughby in his new book, 'Classic Motor Cycles') have taken Ixion's word as Gospel. Yet for all that, folklore it must remain.

Alfred's epoch-making kick—something akin to the time when a boy at Rugby school picked up the ball and ran with it—never did take place, or not at Newnham, any way.



The 'Weigh-in' at the Newnham Hill Climb. Alfred's machine in fore-ground.

Certainly it is a matter of historical record that Alfred invented the kick-starter (patent application No. 27,667 of December 19, 1908 relates to starting internal combustion engines) and in Jeff Clew's absorbing story of the marque, 'The Yowling Two-stroke' that tale is told of how Alfred and his brothers had first applied the principal, three years earlier, to starting the engine of one of the River Clyde's first motor boats.

We can settle it once and for all, because the original account of that Newnham meeting appeared in our issue of August 19, 1908, where on page 655, the following passage can be found.

"A. A. Scott on the Scott with twin-cylinder two-stroke water-cooled engine caused a considerable amount of interest. His speed was not high, as he was last but one, but the ease with which the engine was started and the novel features embodied in the design of the machine attracted attention from enthusiasts in motor-cycle construction".

Ease of starting, sure; but that doesn't mean that Alfred kick-started. Indeed he could not have done so, because in a general scene of the weigh-in, on the previous page, the Scott appears in the foreground of the picture, and there is definitely no kick-starter.

Nor is one illustrated in the September 2, 1908 issue, wherein is a description of the bike by Alfred Scott himself (incidentally, the makers are quoted as the The Jowett Motor Manufacturing Company, Grosvenor Road, Manningham Lane, Bradford, but Jowetts made only six machines before the Grosvenor Road premises were taken over by Scott himself and became known as Mornington Works.).

But having destroyed the legend, let me make amends by indicating how it might have originated. A year after Newnham Climb, in September of 1909, the T.T. Races were held on the old triangular circuit starting from St. John's Green.

The entry included a lone Scott ridden by Eric Myers, and our report of the event contains the following: "At the words 'Get Ready', Myers stamped on the starting pedal, and the Scott started at once; at the word 'Go' he was moving away in the saddle, before the man starting with him had hardly begun to run. It served to show the public how a motor-bicycle should be started."

Illuminating, that, and I suggest that in the passage of the years, the two events—Alfred Scott's debut at the Newnham Hill Climb, and Eric Myer's electrifying T.T. start have become confused in public memory.

There I rest my case.

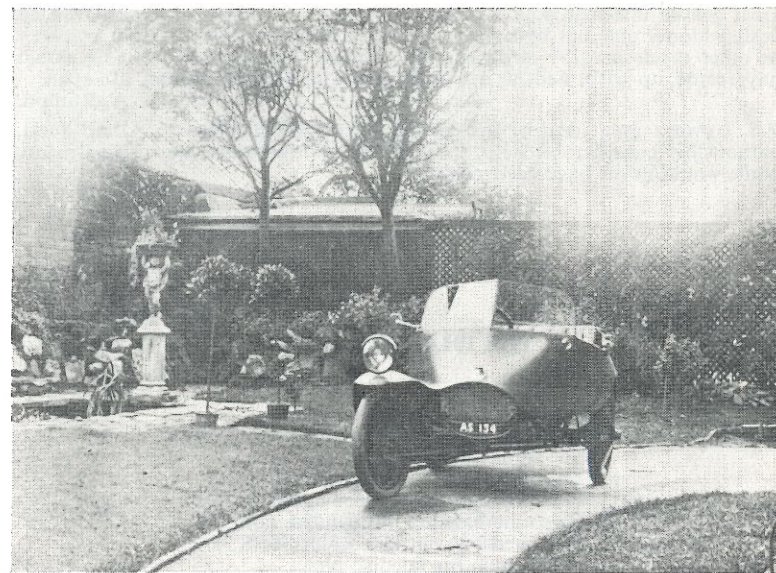
#### THE SILK 700

Have you had your copy of the January 'Motor Cycle Sport' and the write-up by Titch Allen on the new Silk? If not—you'd better set about begging, borrowing or stealing a copy now!!

#### ALFRED SCOTT ANECDOTES No. 3. WORLD WAR 1 EFFORTS.

The authorities at the War Office asked Alfred Scott to design for them a machine to carry a machine gun. The mental exercises that he had to go through were often discussed with me, mostly in the summer when we were holidaying in the Kyles of Bute on his boat. Alfred started with several 'musts' like shaft drive, because both rear wheels had to be driven. Because of the weight and bad roads, a coil spring suspension, with great amounts of movement was also needed. Then, as damage could be expected, the frame should be modular, that is made up of identical pieces of tubing with a hole at each end, so that a machine that had been damaged could be stripped in the field and re-assembled, only using spanners.

The big road block was the engine, Alfred said to me often, "I wanted a four cylinder two-stroke of about 1,000 c.c.'s, but how to get it?" The Scott engine itself does not lend itself to expansion. There is no way to add on another cylinder or two, and placing two engines in tandem to a single transmission, (like the American drag motor-cycles, which often have two or more engines hooked up together) was not practical. So Alfred ruminated with me about his design difficulties. He said that he dreamed



The Scott Sociable developed from the Gun Carriers described by Les. Runton. The lady in the background is Alfred's sister Violet, to whom it is said we are indebted for the Scott colour scheme.

of a three-bearing crankshaft, mounting six discs, these would carry a sealing ring, to hold the crankcase compression, all the big end bearing shafts to be in line, and opposing counter weights on each end, outside of the crankcase proper, these to act also as part flywheel. Forward was to be a flywheel, and aft the clutch and transmission, with the hand lever working on the front.

The crankcase Alfred wanted to have split, with four cylinders in 'V' formation on one half, and the carburettor and reed valve case on the lower half. Detachable cylinder heads, water cooled like the walls.

Then having this nice design in mind, descending from all sides came the Gremlins. How in the world can anyone make a pattern to cast four V-shaped cylinders, with four separate and fully enclosed crankcases, in one pouring of molten aluminium? In any case, cast iron cylinder liners should be included in the pouring too. The military people were asking Alfred when they could see a prototype, his dream engine seemed impossible to manufacture so he had to face facts and settle for a 'beefed-up' two-cylinder Scott motor-cycle engine, with a hand lever for starting and a three-speed gear box, with shaft drive. With the engine decided upon the frame was finished, including a triangulated front wheel suspension, very much like today's cars.

This was shipped to Aldershot where a heavy Vickers machine gun was added, but before the trials were over, the War came to a close.

When one looks back on what Alfred Scott would have liked to have built for an engine, the realisation must come to all of us, what a truly great genius this man was. To have visualised an engine of such advanced design alone, and out of his own mind, with no assistance from research or other disclosures by other engine builders. One wonders what he would have come up with, had he been allowed to live out a normal life span.

Leslie A. Runton.

P.S. I owe a great deal of my own engineering education to Alfred Scott, without his considerable help, the 236 Patents that have been issued in my name would never have been possible.

### THE PHANTOM SCOTT

It passed us like a streak of light,  
with a scream shattering the tranquil night.  
The smoke haze hanging in a pall  
Then 'hey Presto', nothing at all.  
The Phantom Riders seen again,  
This time battling through the rain,  
Crouched low on his ancient Scott,  
Intent upon his fiendish plot.  
Again upon a moonlight night  
As we rode home slightly tight,  
The Scott we saw beside the road,  
We stopped, observing the Riders' Code.

A shaking hand pointed a flat,  
Obligingly we mended that,  
But no word of thanks passed those lips,  
his features hidden by scarves and zips.  
Back on the road we followed close,  
but he increased the oil feed dose,  
Smoke hid all but the tail lamp glow,  
What happened then we'll never know,  
A sharp left hander round a tall, thick wall  
The light went on, no turn at all,  
Shaken we stopped, muttered a prayer,  
Predicting the rider's beyond all care.  
No rider or the Scott we found,  
No marks or tracks upon the ground,  
The wall intact and unmarked;  
We returned to where our bikes were parked.  
Slowly we rode into the night.  
Gradually recovering from this fright;  
Who was the Rider? From the past?  
Had he once travelled much too fast?  
Back at home the bikes we stored  
And to our folks the tale we poured,  
The repair outfit should prove the claim,  
We strongly deny the beer's to blame.  
Undo the lid, tip out the tin,  
Everything's intact within,

The solution tube not even pierced,  
Repeat it again. We never dare'st.  
Look out returning from your Clubs,  
Understandably held in Pubs,  
Watch out for the Phantom Scott,  
Or was it Bob Currie on his D.O.T?

Geo. O. Bell  
(By courtesy of the Vintage Motorcycle, Journal of the V.M.C.C.)

It couldn't have been Bob on that there bike,  
For those who know and who've seen the like,  
Know it's reserved for the Tour of Brum,  
Or perhaps the Banbury if the weather's not glum.

No—we reckon it was that man Reeves,  
Riding since the day of Adam, or Eve's.  
And who with tyre flat and so despaired,  
Would get up to any dodge to get it repaired!

They say "crouched low on ancient Scott!"  
What other has George Reeves got?  
Features hidden by scarves and zips!  
Well—his tank suit has zips down to his mitts!

I reckon that he has a tale to tell,  
When next he meets old George O. Bell.  
But I bet you now, he's full of denial,  
When next they meet at Banbury's trial.

Dingle E. Dell



**FELIX IN ACTION:** Bill Bradley at the helm with Billy Moore in the chair, Moorend in the 1928 Scott Trial.

### AN INVITATION TO ALL SCOTT OWNERS

An invitation is extended to all Scott Owners, to participate in a non-competitive social run and static display, with a parade around the arena at the **HOLT VILLAGE**, near Trowbridge, Wilts at 10 a.m. on Saturday, 22nd MAY 1976.

The V.M.C.C., Vincent and Velocette Owners have also been invited to take part in the event, which is in aid of the Village Hall Fund.

There will be a Social Run in the morning, back for a pint and lunch, with a static display and parade in the afternoon.

The charge will be 25p per person. Trailered bikes for the static display will be welcomed.

Commemorative plaque for all entrants and sundry small prizes.

There's also a model exhibition, the Red Robbins parachute team, tug-of-war etc.

Something for everybody—entry forms from Mike Hawkins, 198 The Common, Holt, Trowbridge. You can obtain a form by telephoning Mike at North Trowbridge 782025.



642. MOTOR CYCLING IN LAKELAND.  
"AN AWKWARD HILL"  
(ABRAHAM'S SERIES)

One of the President's 'vintage postcards!' from the Abraham's Series. Unlike Felix, we think the Model H is anchored near the expansion chamber!

### TEES TYNE SECTION NEWS

In spite of heavy fog, which must have kept a number of members at home, the attendance for our 1975 Annual Dinner was most encouraging with members braving the elements from as far afield as 60 miles. An excellent meal was enjoyed by all in the 'medieval' atmosphere of the Dudley Arms, Ingleby Greenhow, and a most convivial evening rounded off when the 'Clubman of the Year' trophy was jointly presented to Mr. and Mrs. Harold and Mabel Nixon. A worthy couple who have always encouraged and participated in the fullest way for many years.

### THE BURNSALL RUN

Will be held as usual, assembling in the village car park on the first Sunday in May, i.e., the 2nd MAY, 1976, at 12 noon.

All Scott Owners, or vintage machine riders welcomed. Refreshments are available. Any enquiries, s.a.e. to Tees/Tyne Secretary.

### SCOTT OWNERS CLUB NORTHERN RALLY

As last year, we believe in participation by everyone, and that Scotts are meant to be ridden as well as admired. So, as before, our Rally will revolve around a run through the lovely countryside of the North Yorkshire Moors National Park.

The course is as last year, but arrangements are a little different. Last year, there were three groups of riders, i.e., fast, touring and leisurely. The fast were so fast that they overshot key turnings and several lost their way. Gradually like the Pied Piper's children, most of them tailed on to the tourist class, until that party comprised about 75% of the entry.

This year therefore, there will be only one group—the tourists, but for those who wish to travel alone, there will be no objection, though they will have to find their own way!

Unlike last year, there will be two or three secret checks at strategic points of the course and here you may be asked to sign your name and number as you pass.

No rider will be eligible for an award who has not complied with this, and please remember that check point observers will only be on station for the half-hour during which you will be expected to pass.

Last year, the heavily laden sidecars found two of the hills a strain for clutches and two speed gears, so an alternative route, by-passing these hills is offered. However, any rider wishing to attempt the full course is welcome to try and there will surely be one or two spectators who will lend a 'shoving hand' should this be required.

One or two Northern riders who know the route will lead and there will be occasional short halts to view the countryside and give time for any stragglers to make good.

Starting time is about 1.30 p.m. and we should all be 'home' by 4 p.m.

Apart from a small filling station at Hawnbly, there is no place to refuel on the 55 mile course, so we suggest that you tank up at the start, where there is a garage.

It is perfectly practical for a car to cover the route, but for those wishing to spectate, may we suggest the twisting turns between Hawnbly and Laskill, after which you will have time to travel westwards and meet the entry as they climb Kepwick bank on the return leg. The other hill worth watching is White Horse Bank near Kilburn where there are car parks half way up and at the top.

Lunch and tea will be available at the Pied Piper Hotel, and we are very grateful to the land-lord for allowing us to use his car park.

May we wish you all a very good day's Scotting!

Any enquiries to Bill Peake with stamped addressed envelope for reply—please.

Camping facilities should once more be available in the field adjacent to the Pied Piper, Osmotherly, near Northallerton.

N.B. One further award for best Shipley 3-speed Scott, this year!

Bill Peake.

### THE "COB-WEBB" RUN. 4.4.76.

The Cob-Webb Run, mentioned in January's Yowl, is of course the Run organised by our 'own' Norman Broadbridge, which you may recall, he organised on the basis "to see if it would still run after the winter overhaul etc."

Norman again invites all Scott Owners, V.M.C.C. and invited One Make Clubs to participate.

START—From Norman's garden (enough room for 40 bikes—but no trailers) at 159 Oving Road, Chichester. This is easy to find as it occupies the N.E. corner of the only road junction on the Chichester By-Pass to have traffic lights. (Map ref. 878050 on Sheet 197 (1 in 50,000 Series, or on O.S. Sheet 181 on old 1in to mile Series.).

TIME—10.00 hours onwards for a start at 11.00 hours. (Norman will try to provide a cup of coffee for everyone before the start).

ROUTE—Through the Sussex Downs, mostly on minor roads for about 35 miles to a pub where we are made most welcome, and where food (?) can be purchased.

ENTRIES—There is *no* competition, *no* prizes and *no* entry fee—just turn up!

AFTERNOON—Either disperse from the Pub or use B Class roads to return to Norman's house for a cup of tea.

(Any Scott Owner who wants to arrive on Saturday morning and pitch a tent for the night on my lawn/patch of grass/trials circuit—call it what you will—is welcome to do so, but give me a ring first on Chichester 82029 (evenings or weekend) —Norman Broadbridge.).

We hope to see plenty of Scotts on the Run—an excellent opportunity for the London Section to have a week-end down in Sussex by the Sea!

Remember the date—SUNDAY 4th APRIL 1976!

### A CORRECTION TO "THE HISTORY"

Whilst I was putting together the manuscript for my Scott book, I made contact with a very experienced pot holing enthusiast in Yorkshire who offered to make a search through issues of the Gritstone Club Journal to trace their obituary to Alfred Scott. As you will know, Alfred was one of their more active members and led numerous expeditions, inventing and helping to make several ingenious devices to aid these explorations. To my surprise, I was informed that no obituary had appeared, a fact which I accepted in good faith, even though it seemed strange.

Quite recently, I have had occasion to think again, because a quite independent search made in connection with another topic, has brought to light the very item in issue number 2 of the Club's 1923 volume. Somehow it had been missed in the original search and I can but apologise for having created an error in print that may now be in danger of being perpetuated. There is a moral somewhere about entrusting searches to a third party—the first time I have ever done so.

Just for the record I enclose a photostat copy of the Gritstone Club obituary, which you may like to reproduce in "Yowl" so that it is not lost in the passage of time. Unfortunately the photograph of Alfred has not reproduced at all, although from the second, much lighter print, you will see that it shows him in action, following one of his favourite pastimes.

I hope this small item may prove of interest to fellow club members, especially those with an interest in the past and in the life of the man who was a genius in every sense of the word.

Jeff Clew.

### ALFRED ANGUS SCOTT (From the Gritstone Club Journal)

It is with the deepest regret that we record the fatal termination of Mr. Scott's illness. He died during the night of the 11th August 1923 at his home.

He was an engineer of very great ability and originality, and never gave up his search after perfection. Without any self-seeking he invented and produced machines, which for many years will rank at the head of their class.

We knew him as a very sincere man: one of the keenest and most capable of us, and possessing a character that all could look up to and emulate.

He was open-hearted and generous, almost to a fault, and invariably took a leading part in all we did, whether it was serious work or jollification.

We have lost a much loved comrade.

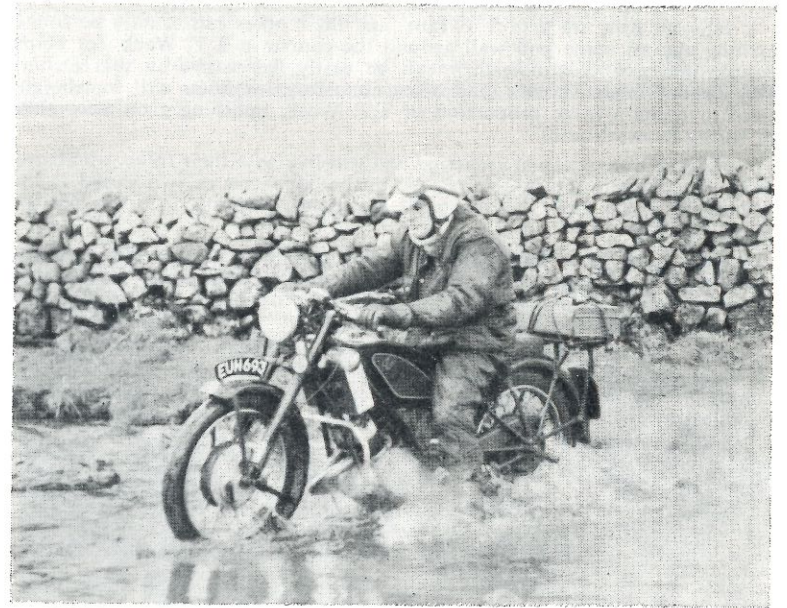
### MEET THE MEMBERS—Tees/Tyne Section

Anyone who participates in Scott events, or visits the Isle of Man will no doubt have met two of our keenest members—the Reavley brothers.

Ken and Ian are quite prepared to attend any Scott function anywhere in the country, and when one considers that their home town is Blythe, Northumberland, which you southerners may know—is north of Newcastle on Tyne (where the ale comes from!) it is not difficult to appreciate that they are true enthusiasts.

They have been regular visitors to the Rally for many years, and have always ridden to events.

Youngest of the brothers is Ian, and at 24 has a considerable amount of Scotting to his credit. Strangely though, he commenced motor-cycling before his brother Ken, on a Frances Barnett which he purchased for £8, and like many die-hard enthusiasts, started motor-cycling purely as a means



MEET THE MEMBERS: Ian Reavley, Tees/Tyne section.

of transport, and in Ian's case, to commute to and from school, and only later realised the joys and frustrations of motor-cycling.

Ian's introduction to Scotts came about when his brother Ken went to South Africa for some fifteen months, entrusting Ian to take care of his dismantled two-speeder.

However, Ken was hardly south of the Tyne en route for Africa, when Ian had 'mis-constructed' the instruction, and had commenced re-assembly of same. Once completed, the next step was obviously to test out the strange new beast, for Ian had not ridden a Scott before. So what better way to test both machine and his own ability, than to enter for a local hill climb?

Meanwhile, Ken was far from happy, tossing feverishly in his mosquito net, thinking of his beloved Scott being held flat out up the side of some distant Northumbrian hill-side.

Ian's first Scott was a 1949 Squirrel which if memory serves me correctly, was the ex-Dick Dolling machine of A.C.U. Rally fame.

In 1974, Ian went to the Burnsall Run organised by the Tees/Tyne Section, which he won on Glyn Chamber's 1922 Sunbeam. He now has three Scotts, for in addition to the '49 Squirrel he has a 1928 two-speeder and a three-speed Flyer of the same year. He has also a Norton combination and a Greeves trials bike, and although he also owns an M.G. Midget, is not averse to using his bikes in inclement weather.

Ian and Ken are avid T.T. fans, and their bikes can usually be found leaning against some pub wall around the course in T.T. Week, for being simple innocent Geordies, they can be easily led astray by that Dennis Wray and Ginger Thomas, and often almost against their will, can be enticed to spend a large proportion of T.T. Week, imbibing glass after glass of frothy brown liquid!

Neither Ken or Ian are married and still live with their folks, who being most understanding, turn a blind eye to the odd Scott or two stored in the bed room, whilst more delicate parts are usually kept on, in or around the piano!

When Ian first started motor-cycling, his mother worried over the rigors of competition events, and went to the Beamish Rally to see what it was all about. Upon breaking her ankle at this event, she decided that there was little to worry about after all.

Soon we will feature an article on Ken, but I am sure that every one in the Club extends their best wishes to the Reavleys, for whilst they are comparatively young, they are true Scott enthusiasts, who no doubt will be ambassadors for the marque for many years to come.

P. M. Thomas

### THE LESLIE RUNTON AWARD

Leslie Runton has most generously donated an award to the Club, to mark an outstanding feat by a member.

Few I think will disagree with the first choice, which is Neil Smith of Salisbury Rhodesia.

His journey, alone on a 48-year-old Super Squirrel, 2,700 miles through three African territories, Mozambique, Swaziland and South Africa, to and from Rhodesia for the Durban-Johannesburg Run IS a "rare and outstanding feat" and will hold for a very long time before anything compares.

Without the trials and tribulations of African bush roads, the run itself was quite a feat, but the trip through guerrilla check points, was one that few would have tackled.

The fact that Neil, quite a seasoned traveller, went down with tick fever on his return home, brings home again some of the hazards of his journey.

A deserving winner of the Les Runton Award.

To return nearer home, a candidate for the future must surely be Les Langworthy!

He is now approaching the culmination of seventeen years scheming, planning and working, though I think there should be a better phrase than that for his efforts.

You may recall that Les wanted a 1925 T.T. model (some say the finest two-speeder ever produced) so he just went out and built one!

A chance remark by Harold Karlake (of Dreadnought fame) some seventeen years ago, that of all the designs, the 1914 T.T. Scott was one that was deserving of preservation for posterity, formulated the plan with Les.

So far as was known, only the frame, tank and one or two bits of engine, of one of these machines survived, in the hands of the late Reg. Summers.



Nearly 50 years on! Bill Bradley (centre) at the Burnsall Run. Left to right are also, Shirley & Brian Cummings, Maurice Rispin and Tommy Metcalfe.

Unfortunately, this disappeared without trace, and Reg was unable to locate the remnants.

Not to be deterred however, Les, with only photographs and a few drawings, mostly prepared from the photographs, set to planning.

But what a task for an amateur!

To make up the parts from scratch!

Night classes at various technical institutes saw him acquiring knowledge in pattern making—casting, turning and machining etc., etc., with the result that at last, seventeen years of hard work are nearing the end.

For years, some of us at the National Rally, have been treated to the sight of little gems of engine work etc., completed by Les, and this year with luck, the completed machine should be on view at the '76 Rally.

If it is so, we'll let you know in good time.

If you cannot picture the T.T. model, go back a few issues for the excellent drawing by F. Litz of this most interesting machine.

A very special frame, pannier tanks with saddle operated petrol pump, oscillating valve gear, four spark magnetos, a special derailleurs gear changing arrangement, are but few of the features—doubt whether anything was from the standard machine.

If Les can complete his machine in time for the Rally, we hope that every home-based member can come along and cheer, and add his congratulations for another "rare and outstanding feat".

### THE SILK 700

#### SPECIFICATION

General description. A lightweight high performance, sports-tourer, designed and manufactured in limited quantities by enthusiasts for enthusiasts.

The engine. Inclined twin cylinder piston-port 2-stroke, water cooled, pressure pump lubricated. Patented 'Velocity Contoured' charge/scavenge system for low-speed torque and good fuel consumption. Bore and stroke 76mm x 72mm, 653 c.c.

Engine construction. Separate cast aluminium head, block and crankcase with integral water cooling. Centricast iron dry liners, jig machined for accurate porting. 2-piece crankcase, horizontally split for rigidity and avoiding oil leaks. Pressed up counter-balanced crankshaft running in four caged roller bearings. Forged con-rod with floating gudgeon pins and caged needle roller big ends. Specially designed ported skirt pistons.

Lubrication. Crankshaft driven Silk 'Dupu' micrometering duplex pressure pump meters oil according to r.p.m. and throttle opening, through pressure retaining non-return-valves.

Approximate rate of oil usage—around 300 miles per pint. Separate 3½ pint oil tank with dipstick on filler cap.

Ignition. 'Lumenition' transistorised ignition with centrifugal advance/retard and dual coils.

Frame. Lightweight duplex frame, triangulated for strength and rigidity of steering head and swinging arm pivots. Manufactured in high grade aircraft tubing by Spondon Engineering and race proved. Complete engine gearbox removal by taking out four bolts, without dismantling.

Steering head and forks. Twin Timken tapered roller, pre-packed with grease. Race proved hydraulic damped forks.

Rear Suspension. Rigid swinging arm pivoted on substantial Tufnol bushes. Grease nipple lubricated to ensure long life and accurate road holding. Girling suspension units readily adjustable for load.

Brakes: Twin 10 in. Lockheed hydraulic front brakes. Finned alloy calipers. Discs in cast iron for optimum braking in dry or wet conditions. Robust light alloy handlebar mounted master cylinder. 7 in. light alloy drum rear brake.

Wheels. Aluminium or chrome plated steel rims. Stainless steel spokes. Matched pairs Dunlop T.T. tyres. Sizes 3.60 x 18 front, 4.10 x 18 rear.

Electrical generation. Crankshaft driven 12 volt alternator.

#### CUSTOMER CHOICE ITEMS

Wheels: Chrome plated steel or polished alloy rims.

Front brake: Twin disc standard. Alternatives are hydraulically operated single disc or 8 in. 2-leading shoe cable operated drum brake.

Front forks: Dirt excluding full gaiters if required.

Handlebars: To suit.

Fuel tank: Long range 4 gallon or sprint 3 gallon capacity.

Seat: Single seat or occasional dual seat and pillion footrests. Height 28 in. or to suit.

Sidecar attachments: If required with lighting and braking.

Colour scheme: White background on tank and panels, black frame. "Silk purple and gold" linings as standard. Alternative coloured linings to customer choice if required.

Dimension: Wheelbase 56 in., length 81 in.

Ground clearance: approx. 8 in. Weight less than 320 lb.

#### APPROXIMATE PERFORMANCES

Approximate performances

Max. speed in top gear: in excess of 115 m.p.h.

Fuel consumption: Average touring 65 m.p.g.

Further details on request from Silk Engineering (Derby) Ltd., Boars Head Mill, Darley Abbey, Derby. Tel. Derby (0332) 44375.

#### LIKE ROB WILTON!

"The day war broke out . . . I sold my Scott!" Being in the T.A. I immediately went down to Aldershot—now 36 years later, I long for another Scott, and in fact have done since 1939! I have, however, kept in touch, and have all issues of Yowl. Three years ago I had a mild coronary and I am not of very big build, so if I could get a machine, it would have to be one of the lighter models. I suppose there is no one who would have

a 1930 Sprint Special frame and make me one to order! That model has always been a life long ambition, but we all have these Walter Mitty dreams! I suppose I would be better off with a 1927-1930 Super, so if you know of anyone, don't be afraid to let me know.

Richard W. Cater,  
280 Tuddenham Road,  
Ipswich IP4 3BH.

### SPARES NEWS

#### RADIATORS

As most members know, the Marston Restoration Unit at Coventry make, repair or refurbish radiators.

To cut a long story short, a group of us purchased six Super type radiators at a concessionary rate from Marstons, this left us with two radiators over. These we intend selling to members through the spares scheme at £110—a saving of over £15 on the normal price.

First come—first served!

Marstons can of course supply most types of Scott radiators at short notice. The common ones are kept in stock (Prices from £116 plus VAT, 1975 prices).

I personally went to collect "our" radiators and was very favourably received by the manager, Mr. Shoemaker and shewn around.

I saw a batch of Scott radiators in the making. I was very impressed. So what do we get for our money? Well, very special thin wall tubing is cut and the ends belled in a special machine. A Super radiator has about 1,000 tubes, that's about 250 feet, believe it or not! Now you see why the tubing is only a few 'thou' thick. What would about 250 feet of thick brass tubing weigh and cost?

The end cups are pressed out on a special tool—not spun, and then the limit gauge is pressed in afterwards. This results in perfect end cups with a superb limit gauge motif.

The tubing is made up in a frame bound around with copper wire to hold them together and dipped in one go in a vast vat of molten solder which solders them together. That vast vat of solder must be worth a fortune.

Whilst there I ordered some spares and now the Spares Scheme can offer end caps for Supers, Flyers/Reps. etc., at £3 per pair. These have the limit gauge embossed in. I also have a few only, tubes for replacement in old rads. (Dead easy—make up two copper bits, place in each end of old tube, heat up and push out complete tube. Tin new tube and replace by same method.)

Replacement tubes for Supers, Flyers/Reps. etc., 10p each. Tubes are belled out both ends.

#### OTHER SPARES NEWS

We have had a batch of Flyer/Reps. carriers made.

All sold bar one at £13.

I can get more made, including Super type at this price provided I can get a minimum order of six of each type.

### NATIONAL RALLY 1975

#### SCOTT QUIZ

The correct answers were:

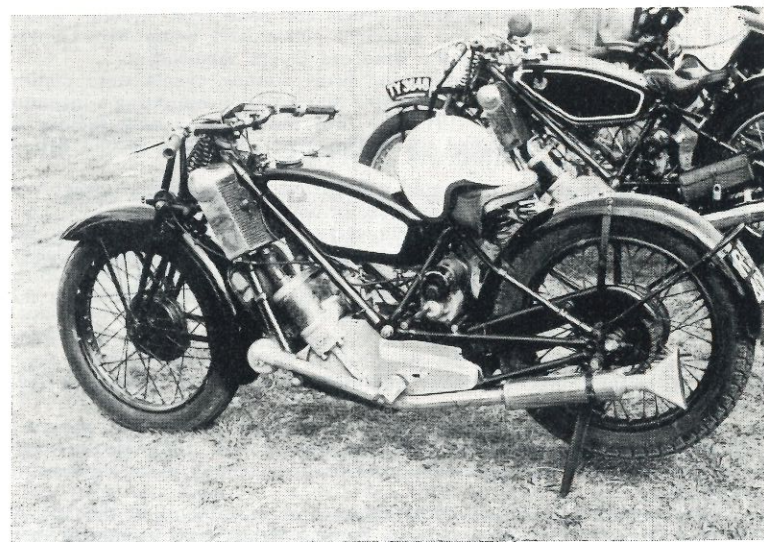
- |  |  |
|--|--|
| 1. Cylinder head ferrule locking ring. | 11. Carb frame clamp.                      |
| 2. Decompression valve.                | 12. Rear brake pedal lever.                |
| 3. Gudgeon pin end cap.                | 13. Small end bush.                        |
| 4. Radiator Mounting tube.             | 14. Crankpin screw lockwasher.             |
| 5. Gearbox filler cap spring clip.     | 15. Roller plate big end.                  |
| 6. Transfer port gauze.                | 16. Gearbox mounting ferrule stud and nut. |
| 7. Decompressor valve body.            | 17. 2-speed rear mudguard ferrule.         |
| 8. C.A. Cylinder head washer.          | 18. Steering head expander nut.            |
| 9. Clutch spring stud.                 | 19. Gearbox selector lever button.         |
| 10. Decompressor locking ring.         | 20. Flyer centre exhaust nut.              |

There you are—simple wasn't it?

Nearest answers were from:—

D. TALLBOYS (Score 17) (To whom prize has been sent)

G. Gardiner	16	B. Hares	14
L. Langworthy	13	L. J. Scott	13
D. Cox	11	B. Hill	10
	R. Bayliss	10	



National Rally: late vintage 'line-up'. Photo by courtesy of Paul Myatt.

## TWO-WHEELED LEGEND

Sydney Burton on a Yorkshire contribution to the motor-cycle industry.  
(From *Yorkshire Post* of 3rd October 1975)

The contribution from Yorkshire to the car and motor-cycle industry was never extensive but there were at least two famous names: Jowett and Scott. That the Bradford firm who became famous for their cars produced in 1908 the first Scott motor-cycles is a little known fact.

Only six were built to the design of Alfred Angus Scott before the firms parted company, Scott, whose centenary was last year, was an unorthodox engineering pioneer responsible for more than 60 patents.

In 1908 his water-cooled twin-cylinder two-stroke engine was so far ahead of his contemporaries that motor-cycle sport's governing body devised a handicap; all Scott engines were assumed to be a third larger.

With the ending of the Jowett association Alfred and his brother Charles, a Bradford solicitor, formed the Scott Engineering Company with a capital of £4,000 and an initial target of 100 machines.

One of these was entered in the 1909 Isle of Man T.T., the first two-stroke ever to compete, and in 1912, the first to score a victory when Frank Applebee led the Senior T.T. from start to finish at an average speed of 48.68 m.p.h.

Earlier, another Scott rider, Frank Phillipp, had made 100 successive climbs of Sutton Bank to demonstrate reliability. His experience proved useful as during the T.T. road conditions became so bad competitors were diverted on to a footpath at Ramsey.

T.T. successes brought a flood of orders and Scott went "public" with a capital of £100,000, among the principal subscribers being Mr. George Douglas, managing director of the Bradford Dyers' Association.

For Scott's and other engineering firms coming events were casting their shadows and at the Annual Olympia Show a Scott mounting a machine gun was exhibited. Early in 1913 the firm moved to a new factory at Saltaire, which seemed justified when Tim Wood scored a second Senior T.T. victory.

Mechanical problems prevented a hat-trick in 1914 but an event was held for the first time that is still famous, the Scott Trial.

But soon the Scott machine gun carrier was being inspected in the grounds of Buckingham Palace by King George V. Scott went on to design an unorthodox three wheeled guncar. It did not appeal to the War Office, nor to the public when Scott marketed a civilian version known as the "Sociable."

Scott remained convinced of its commercial possibilities and when peace came he broke with the motor-cycle firm and formed the Scott Autocar Company. But his rather odd-looking outfit that seemed to have a wheel missing was not a success.

In 1923 after a potholing expedition to Ingleton Alfred Scott caught a cold that became pneumonia. He died on August 11th, 1923. He was only 48, and it is certain that he would have produced many more engineering novelties.

Scott's continued to sell motor-cycles and race them, in the Isle of Man and eventually on the speedway. Famous names crop up among their riders; Alan Jefferies, Eric and Oliver Langton, Jimmie Simpson and Frank Varey.

But the Scott's technical superiority was dwindling. The day of the overhead camshaft Norton was at hand and third place in the 1928 Senior T.T. proved to be the last time the Scott would scream over the line among the leaders.

The 1929 slump brought a lightweight Scott selling at £38, a three-wheeled delivery van, an engine for a lightweight D.I.Y. plane known as the Flying Flea, even a moped. The economic climate was against a rather expensive machine, no longer pre-eminent.

For a minority the magic endured, the characteristic yowl of the water-cooled two-stroke retained its peculiar appeal for the rider who wanted something different, who preferred the unorthodox.

Scott Owners' clubs still exist throughout the world, there is an expanding register of more than 1,200 machines, an annual rally and recently BBC TV gave the Scott Trial an audience of millions.

Yorkshire is famous for many things in addition to its cricket. The Scott motor-cycle must be worth a place in the county's hall of fame. Legends have many origins. Linked with Somerset village of North Cadbury is King Arthur's Castle, also G. T. Foulis, publisher of the "*Scott Motor Cycles*" by Jeff Clew (£4.25) the history of an almost legendary marque.

In uncertain times we hark back to the triumphs of yesterday and Mr. Clew's patient research has uncovered memories of days when roads were dusty or muddy and motorways a Wellsian vision. It is a worthwhile piece of industrial archaeology that also preserves the names of many who played a part in the Scott saga.

(Supplied by Eric Rance).

## SCOTTING SNIPPETS

I was very pleased to read my Scott reminiscences in the November *Yowl*—how time flies! Some weeks later I got my copy of the "*Scott Motor Cycle*"—what a fascinating history. This has brought to mind several more memories which might be of interest.

I knew a man who was at the front when the Scott machine gun squadron moved up. He heard a strange humming noise, prepared to take cover from Hun aircraft and then the outfits appeared in line abreast. It was rumoured that in order to stop (the brakes in those days were not very efficient as we know) the magnetos were modified to give an over-advance. Primary chains were at a premium!

My A.B.C.-Scott handled very well on the road as a combination, but solo the springing was a bit lively. This led to my crashing on the local Speedway, which was then in a transitional stage between grass and cinders. The track was deep dust with a few tufts of grass on the bends. I found one of these when scrapping with Geoff Pymmer who graduated to Wimbledon Speedway, I believe. The result was a burst radiator and a badly bruised shoulder. The bike came off best as it was repairable, but my days as a fast bowler were over.

Incidentally, the starting on this hybrid was a "pull-up" action on the kick-start, due to the position in which I had to mount it.

I know Phil Vare slightly as we both worked in Kings Lynn, but as business rivals. I once had a wonderful scrap with him on the Norwich-Lynn road. He was Scott mounted and I was riding a very nice 16H Norton. I am ashamed to say I passed him eventually, but he may have slowed down a bit as we were approaching Lynn.

I also knew Graham Kirk of blown Scott fame. He rode a small Dunelt in those days.

Another memory of Lynn when I was young and foolish, concerns my Croft Cameron to which I fitted the Watsonian. I used to put our apprentice in the sidecar and attempt to ride all round the town without letting the sidecar wheel touch the ground.

And now Sir, I have made up my mind. Will you please arrange for the following advertisement to be inserted (see page 23).

PS. Although the Splitdorf magneto is mentioned in "The Book" there is no mention of the sparking plug of the same manufacture. We always regarded them as "un-oilable".

R. H. Castley

#### List of New Members/Changed Addresses

- BARNEY, S. F.  
30 Thornes Croft, Stonnall, Nr. WALSALL, West Midlands.
- BRUFORD, J. F.  
24 Quantock Road, WATCHET, Somerset.
- CATLOW, N. K.  
6 Chatsworth Ave., Culcheth, WARRINGTON.
- ECCLES, W.  
24 Cromley Road, High Lane, Nr. STOCKPORT, Cheshire.
- HOBLEY, J. B.  
82 Church View Caravan Park, Stogursey, BRIDGEWATER, Somerset.
- HODGE, W. F.  
Tudor House, Eton Wick, WINDSOR, Berks.
- KING, A. G.  
25 Sundon Park, LUTON, Beds.
- LAMBERT, W. I.  
Russell Oar, 1 Hillford Place, REDHILL, Surrey.
- MACHON, P.  
33 Prospect Road, ST. ALBANS, Herts.
- MATHER, D. K.  
Grasmere, Wyntor Ave., Winster, MATLOCK, Derbys.
- NAYLOR, B.  
25 Wilson Ave., KIRKBY-IN-ASHFIELD, Notts.
- RIGHTON, C.

- ROBERTSON, J. M.  
Kilmeny, Bieldside, ABERDEEN.
- VILLIERS, C. A.  
c/o Palace House, BEAULIEU, Hants.
- BOOTHROYD, J. R.  
36 Acre Street, Lindley, HUDDERSFIELD.
- HIRST, J. D.  
62 Rectory Road, HADLEIGH, Essex SS7 2ND.
- MALLARD, J.  
12 Wych Fold, Gee Cross, HYDE, Cheshire.
- NICKLIN, F. J.  
1 Old Mill Ave., Cannon Park Estate, COVENTRY, Warwickshire.
- PAGE, K. S.  
76 Parkhill Road, BEXLEY, Kent.

#### Renewed Membership

- DAVIES, B.  
436 Bedonwell Road, Abby Wood, LONDON, S.E.2.
- KNUPPEL, L.  
1 Aran Close, Hale, LIVERPOOL L24 5SB.
- LEE, G.  
Arlyn, 4 Brickwall Lane, Ruislip, MIDDLESEX HA4 8JX.
- LEEDER, P.  
10 Owen Street, PUNCHBOWL, 2196, AUSTRALIA.

#### FOR SALE AND WANTED

(A free service to Members)

- FOR SALE: Limited number of prints taken from official Scott Trial (1921) map. 22in x 21in.—50p each. Look very nice framed! Bill Peake, 8 Austin Avenue, Stockton-on-Tees, Cleveland.
- FOR SALE: 1926 Watsonian 'Kwikfit' sports sidecar, very original, with hood complete with fittings for Scott, or exchange for any Morgan 2-speeder parts, 'V' twin motor etc. Also, I'm desperate for a chain-guard, a pair of inverted levers and rear stand for a 1928 Flyer. Would exchange carb., clutch and outrigger bearing. Jeremy Standen, 30, Sistova Road, Balham, London, S.W.12. Telephone: 01-673 4460.
- WANTED: Reasonably complete Scott for restoration (Pre-war preferred). K. S. Page, 76 Parhill Road, Bexley, Kent, DA5 1HY.
- WANTED: Set of Scott girder forks for 1929 Scott, also seat cover. G. McAlister, 14 Brookvale Rise, Lisburn, Co. Antrim, N. Ireland.
- FOR SALE: Super Squirrel sports 1925. 500cc but with spare 600cc engine. Machine is dismantled, and the following parts are missing. Kickstart, seat, crankcase doors, expansion box end cap, front mudguard (has alloy replacement). Offers to Bruce Rose, 53, Wiltshire Way, Tunbridge Wells, Kent. Tel. 20758.
- WANTED: To complete restoration of 1934 Flying Squirrel. Rear stand, front stand, valanced front guard, left hand shield, Mag. chain shield, undertray, lifting handle and any hand change parts. T. H. Ritchie, Regent House, Shelfhanger, Diss, Norfolk. Tel. Diss 3468.
- WANTED: To complete 1959 Birmingham Scott. Headlight and switch, wiring diagram, lin. handlebars and twist grip, pair original mudguards. D. W. Wood, From Heulog, Dinorwic, Deimiolem, Gwynedd.

*Kent Section Secretary:*  
M. CHAPPENDEN, 'Northdene', Clearway Estate, Addington,  
West Malling, Kent.

*Sussex:*

(Contact Editor).

*New Zealand Section:*

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

*Australia (N.S.W.):*

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

*U.S.A. Membership:*

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

*Southern Africa:*

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

### CLUB FIXTURES

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

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

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

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

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

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

### THE SHEFFIELD SCOTT CLUB

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

### SOURCES OF SUPPLY

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

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

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

Ken Lack, 5 Norton Lees Square, Sheffield 8.

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

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

### CLUB BADGES AND REGALIA

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

### YOWL BINDERS

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

### THE HISTORY OF THE SCOTT

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