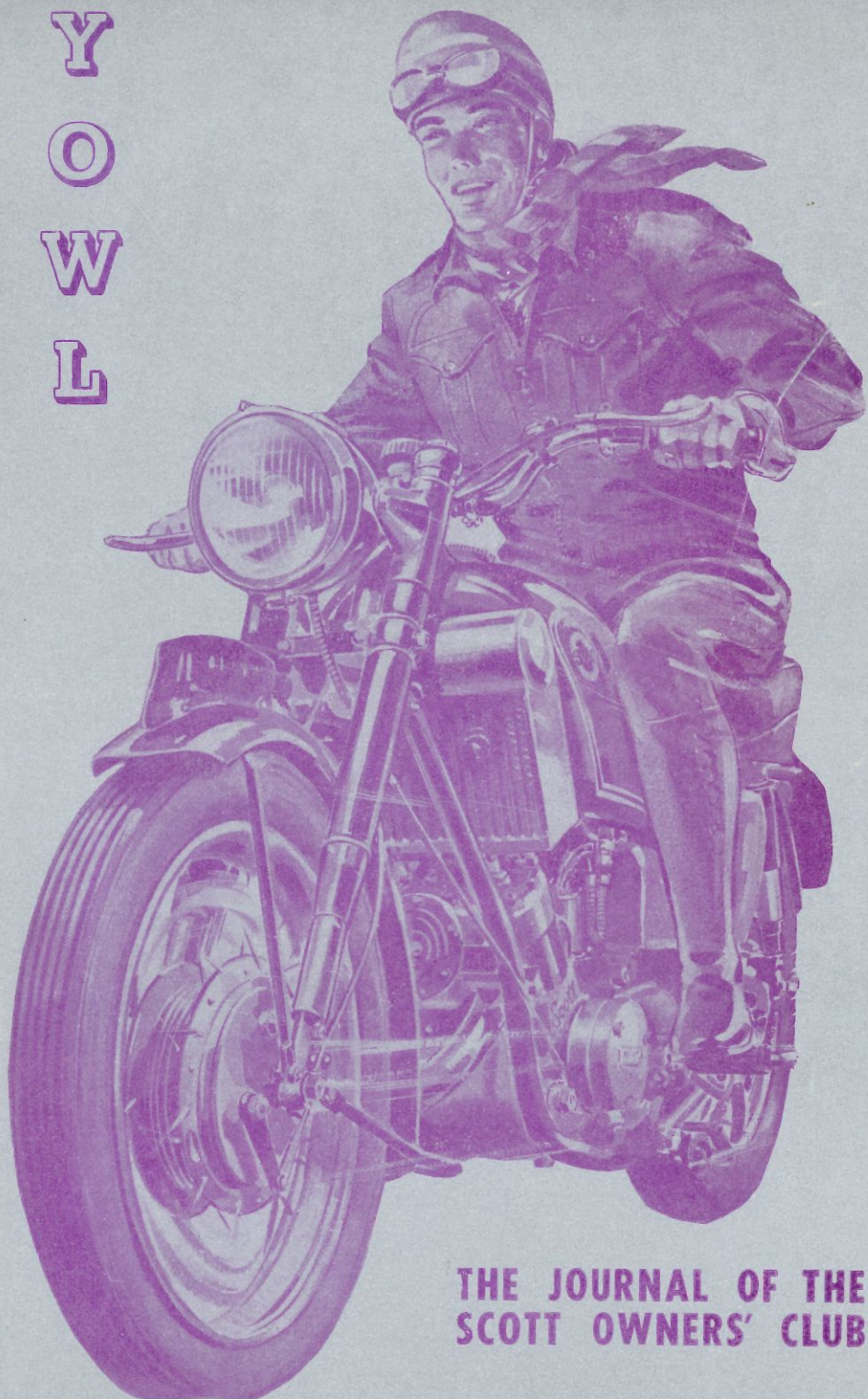


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THE JOURNAL OF THE  
SCOTT OWNERS' CLUB



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(continued on Page 23)

### THE BURNSALL RUN

This will take place on Sunday, 6th May, starting from the Red Lion, Burnsall, from where the green lane section will begin, along Mastiles Lane and return Burnsall via Bainbridge and Kinney where those who successfully complete the run will receive certificates. Any Scott or pre-1950 machines will be welcome.

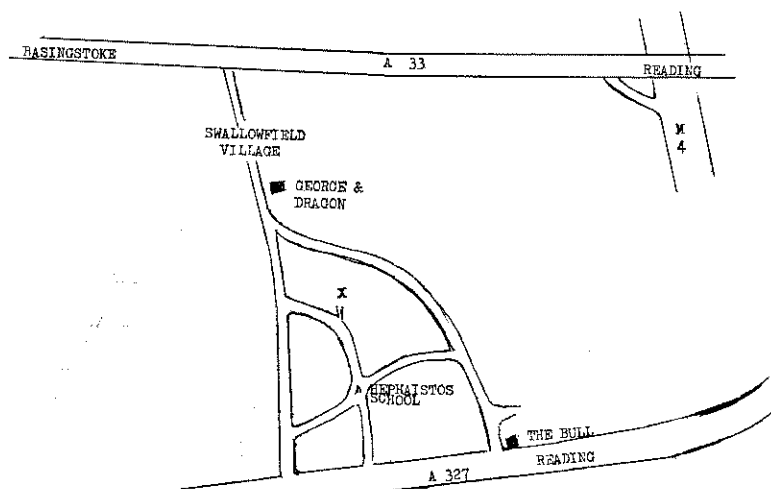
### "YOWL" BINDERS

As was inevitable in times of inflation our new supply of "Yowl" binders has increased in price and now costs the Club as much as we are previously selling them for. Regretfully then, the price has to go up quite substantially but even so the binders are still very good value for the money and far cheaper than anything comparable in the stationers' shops.

The basic cost must now be 75p and you are asked to remit an additional 10p to cover postage within the UK. Overseas members should add an appropriately larger amount to cover postage to wherever they are. The binders take five years' issues and orders should be sent to Doug Wright with the necessary 85p.

### ROB RAWLINS' READING RALLY

Mini-Rally at Drayton Beauchamp, Sunday, 27th May, 1973 any time from mid-day. Motor-cycles only.



NOTE: "X" marks the spot ↓

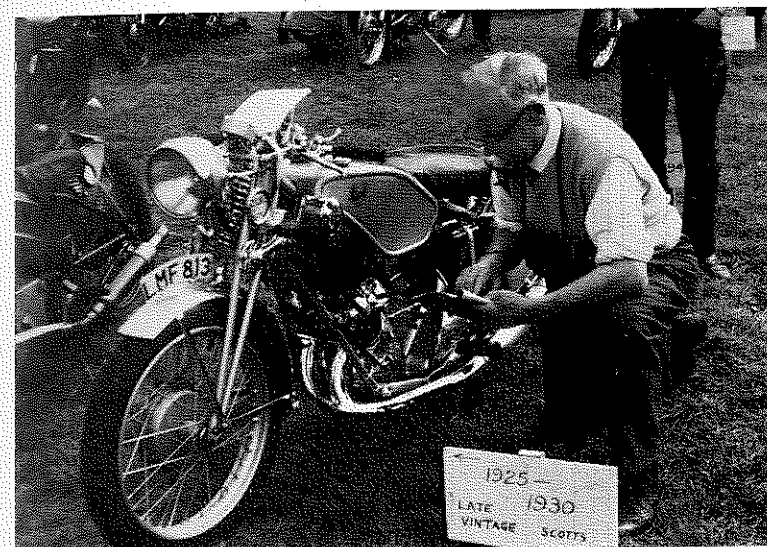
### OBITUARY

My dear friend Reginald John Summers died suddenly on March 1st, 1973 at the age of 73 years. Reg had not enjoyed the best of health for the past couple of years and was known to complain of "feeling his age sometimes". He nevertheless rarely missed his attendance at the club night on the first Wednesday in the month at the "Forest", the Scott owners Club Midlands Venue, and the first Thursday in the month (after choir practice) at the Billesley, the venue of the Midland Section of the VMCC. He enjoyed the company of his many friends, and a drink of shandy or lemon and lime—never anything stronger.

Scott motor-cycles shared a large part of Reg's life for fifty years, his first one being a 1922 486 c.c. Squirrel purchased in 1925, following a T.T. Model Abingdon King Dick which was his first motor-cycle. A succession of different model Scott's 2sp and 3sp Supers and Flyers ensued right up to his death.

Reg possessed a remarkable memory for detail concerning Scott Motor-cycles and personalities and assisted many of us with accurate specification and in some cases drawings of original parts for authentic rebuilds. Until his retirement about seven years ago, Reg was employed in a senior position in the drawing office of Serck and often described in great detail some of the "cooling" projects up and down the country he had been involved with.

Reg had a wide range of interests. He was a devout churchman and had been a chorister of St. Patrick's Church, Salter St., Earlswood, (not far from where he was born) for many years. At the time of his death



The late Reg Summers in the role in which he was known to hundreds of Evesham visitors — judging entrants to the Rally.

he was practising a solo part for an Anthem to be sung at Easter. He also had a keen interest in Cricket and had been a member of his local Cricket Club for many years and played the game up until about seven years ago. He was an active committee official in both church and cricket business.

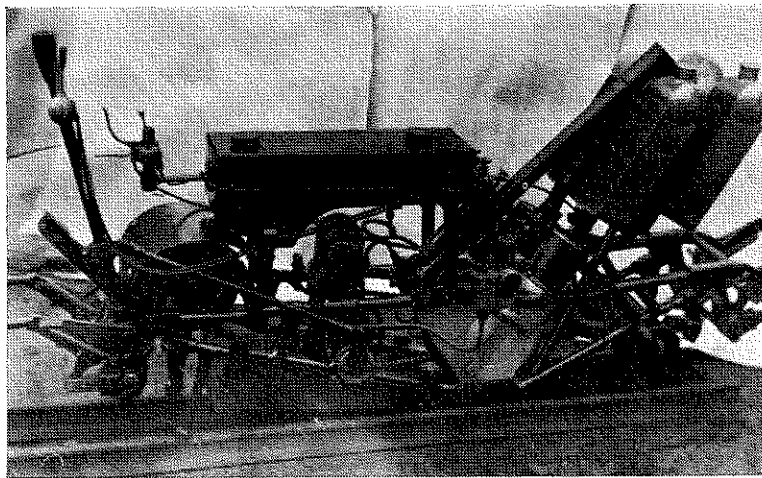
Many of his friends will recall Reg with his Leica camera at club events and the pleasure of receiving his photographic Christmas cards; he printed anything up to 400 photos for this purpose every year. At the time of his death he had a collection of several thousand negatives spanning the last 50 years. We shall also remember his massive photographic scrap books of excellent quality usually produced at major events like the Banbury Run and Scott National Rally for us all to enjoy.

The Vintage M.C.C. and particularly the Scott Owners Club will be very much the poorer at his passing.

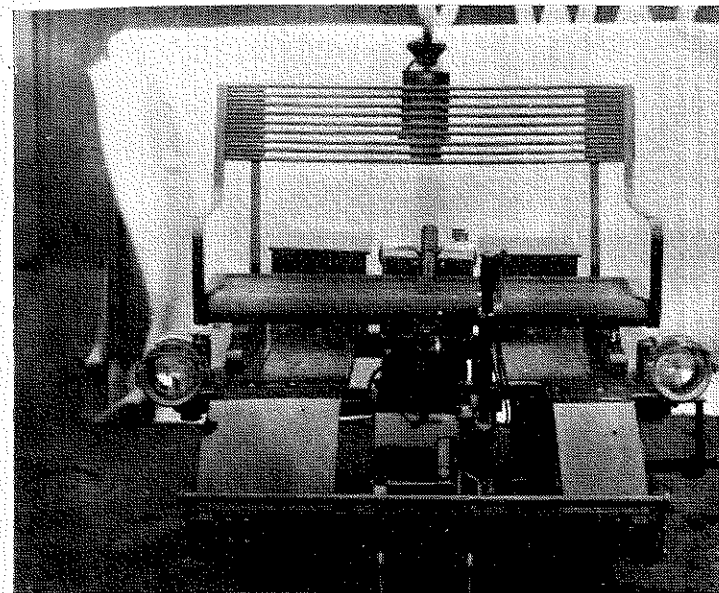
JOHN D. UNDERHILL.

### SCOTT-ENGINED INSPECTION TROLLIES

Between 1906 and 1930 the leading British builder of petrol-engined rail inspection trollies was the Drewry Car Company of London; to be more precise Drewry were the leading supplier, as they subcontracted all design and production. From 1911 Drewry products were built by Baguley Cars Ltd. of Burton-on-Trent, who continued the previous policy of using purpose-built water-cooled engines. By 1920 they were facing competition from lightweight trollies powered by air-cooled engines (which had been used by American builders since 1902) and began to look at alternative engines to the 4 hp single-cylinder Baguley unit fitted to the smallest inspection trollies. Not unnaturally the Scott engine suggested a way out of the difficulty.



The "locomotive department"



Head-on view of the inspection trolley.

Four Scott-engined trollies were built to a new design known as the "Alpha" trolley. The special feature of the Alpha design was the use of a separate engine/transmission unit which could be lifted out of the chassis by two men, making it easy to remove the trolley from the track, change engines or transport it by ordinary train. Details of the Drewry-Scott trollies were as follows:

<i>Wks No.</i>	<i>Ordered</i>	<i>Delivered</i>	<i>Gauge</i>	<i>Customer</i>
1253	22.2.21	8.12.21	2 ft.	India Office, Irrigation Dept.
1254	22.2.21	5. 1.22	2 ft.	India Office, Irrigation Dept.
1313	17.7.22	10. 2.23	4 ft. 8½ in.	LSWR Divisional Engineer, Exeter.
1314	21.7.22	12. 3.23	5 ft. 6 in.	Meik & Buchanan, Bombay Reclamation Scheme, India.

Dimensions of the trollies as recorded by the builders were as follows:  
 Engine: 2-cyl Scott, 2½ in. x 2½ in. 3¼ hp.  
 Transmission: 2-speed Scott, 11 mph and 20 mph per 1000 rpm.  
 Length of frame: 6 ft. 3 in. Wheel diameter: 18 in. wheelbase: 3 ft. 6 in.  
 Seats: 2. Fuel capacity: 1½ gallons. Weight in working order: 5 cwt. 1 qtr.

Engine test results: 8 bhp at 2000 rpm, maximum speed 4000 rpm.

After this brief excursion into the modern water-cooled engine the builders bowed to fashion and standardised on air-cooled BSA engines, rather appropriately seeing that BSA had been the first builder of Drewry cars from 1907 to 1911. The BSA-engined Alpha trollies soon proved extremely popular, especially in Africa.

From the enthusiast's point of view it is a pity that none of these trollies exists today (as far as we know) for it would be a real collector's item and a really superior way of exploring 2 ft. gauge railways. In the Drewry works list the only possible rival among the inspection trollies were a pair fitted with water-cooled JAP engines. And while in the imagining mood, how often did the London & South Western Railway's Divisional Engineer come down from Honiton Tunnel to Seaton Junction at his theoretical maximum speed of 80 mph?

RODNEY WEAVER.

#### CORRECTION

Bill Hynds informs me that his machine is UOL 171 and NOT VOL 171 as shown, and so it is from the old owner of UOL 171 that he would like to hear.

#### THE SILK SPECIAL MANX ENTRY

Whilst members were no doubt disappointed at the performance of George's Special in the Manx Grand Prix, I don't think that it is realised that it DID gain a Replica.

The machine entered by Silk Engineering, was transported to the Island and ridden by Stuart Hicken.

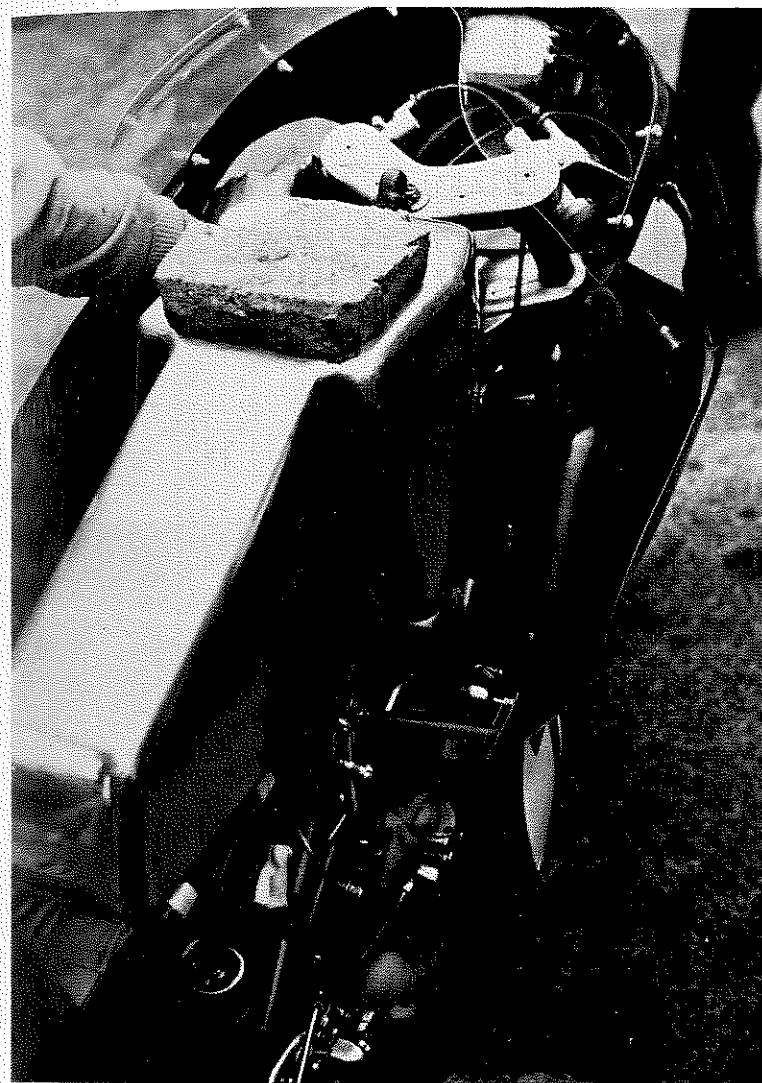
In practice the machine promised well, except for a period of misfiring traced to a faulty condenser. On the fifth lap of practice, the old gearbox trouble set in, and as the selectors were suspected, these were replaced, and the machine cleaned to a real show room finish in readiness for the "weigh-in" the next morning.

The race start was delayed by rain, and for the first two laps, the Silk Special was just three seconds a lap slower than the faster machines, when trouble again set in with the gearbox. Those who wondered about the much slower time in lap four, can now be told that in this lap, the machine was refuelled, and the leads swapped to the reserve battery, but half way around the course, this had to be changed back to original, which by the end of the race had hardly any spark left, which in turn created fuel shortage.

It will be seen from this that Stuart really deserved his Replica!

Incidentally, it is now thought that the gearbox trouble which has dogged George for so long has at long last been solved. It was discovered that the second gear bearing was protruding slightly, but sufficient to cause the bogey.

Silk Engineering plans for the future, now that a test bed has been installed, include supporting Vintage, Post Vintage and modern class racing. Eric O'Dell has now joined the band, and will be concentrating on them.



The Manx entry: View of the works dept. Photo by Peter Dobson.

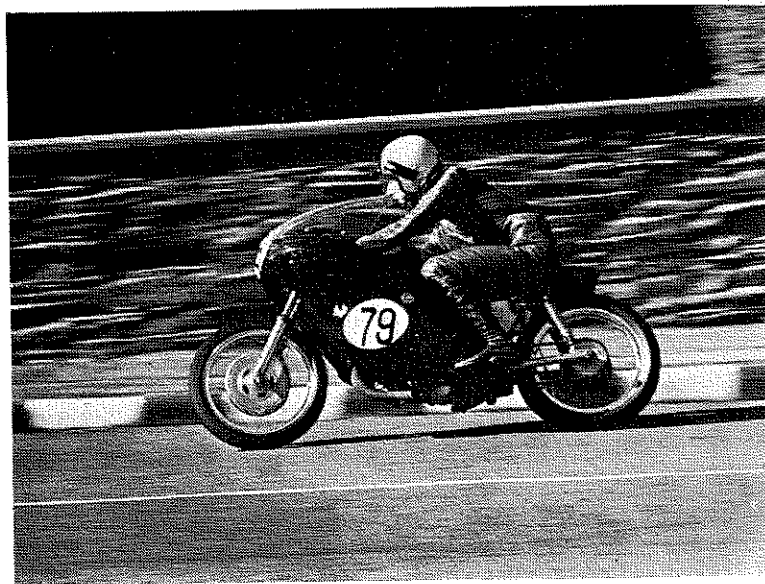
### THE ENTRY OF THE SCOTT-ENGINED SILK SPECIAL IN THE 1973 M.G.P.

It is now late February, 1973, and on sending our editor a selection of photographs of the Silk Special in action in the '72 G.P., he has asked me to put text to them. I honestly thought that with that certain sound being heard in an I.O.M. race for the first time in many years, our editor would have had difficulty in choosing between the various illustrated write-ups, but no. So you are stuck with mine, based on the suspect memory of admittedly an actual observer.

The photograph(s?), are by courtesy of Peter Dobson, who although liking motor-cycles, is not over enamoured with Scotts, having had an unfortunate experience with one some while ago.

The observing and photographing was carried out from opposing sides of Parliament Square, Ramsey, which is nice and close to the pubs, and our hotel for lunch. As is usual we listened to the start and progress of the race from the loudspeaker system set up in the Square, following the first few machines away along the Southern and up the Western legs of the circuit.

As you will see from the photograph(s?), the Silk machine was a fair way down the field and we had expected that some of the faster, later starters would have passed our hope by the time they had thrashed round to Parliament Square. After all it was only basically a Flyer engine pulling the somewhat lighter than Flyer machine round the course.



Another view of the Silk Special, ridden by Stuart Hicken. Photo by Peter Dobson.

We were right as well, but when the virtual tail enders, bad starters, etc. began to appear we were getting a little concerned. What we did not know at this time was that only bottom and top gears were left operative in the upended Velocette gearbox from quite soon after the start.

When the Scott-engined machine did eventually approach Ramsey on the first lap there were no other racing machine within earshot, and the sound of *the* Motor was quite unmistakeable as it echoed round the houses. More of a touring than an angry racing sound, but most pleasant for all that.

The machine glided across the Square making all the right sounds, if not at the right speed, and disappeared towards May Hill. We then settled down to watching the rest of the machines pass, most of which looked the same to me, until it was nearly time once more for the highlight of each lap. It was losing ground each time round, but when you consider the handicap of losing one's middle gears, it was doing very well averaging well over 60 m.p.h.

It is strange when you think about it, a Scott-powered machine weighing almost to the pound what a T.T. Two-Speeder would have done back in the twenties, and having just two speeds. The ratios did not have such an ideal spread of course. There really is not much more to say from what I saw. The Scott motor sounded very healthy, and the machine toured round comfortably till the end of the race, and it did not come last. Perhaps this year with all gears present, it will shock the world!

### THE CLUB LIBRARY

Can now offer sets of the slides our President gave to the Club. These consist of 93 slides covering Scott history from 1900 (unmounted) at £6 per set. Harold Scott wishes it to be known that many of the slides are by courtesy of the other Harold — Harold Wood, of Bradford, the well known photographer, Scott competitions rider in the 1920s and '30s, and also organiser of ten Scott Trials.

Now is your opportunity to obtain your set of these unique slides. (Rhodesian and South African members to note — two sets are being presented by the Chairman to the Sections concerned, and will be taken back by Neil Smith after his visit in June. (One copy to Rhodesian section and the other to Brian Walton of Krugersdorp.)

### THE SCOTT THREE-CYLINDER MACHINES

John Robinson is trying to trace down the surviving Scott threes, so any information would be welcome — any information to him at 20 Repton Drive, Larklands, Ilkeston, Derbys.

## COMMITTEE MEETING

Irrespective of what Jim Fotheringham may say in his "Play for the month" — I think that the Committee Meeting held at Woburn in March served a useful function, and many items were covered. (Speaking of Play for the month — I fear that when Mrs. Matterhorn and Mrs. Memory catch up with E. Namesake (?) a Watutsi Initiation Ceremony may seem quite tame and civilised in comparison to what they may have in store!)

First, although that it is obvious that the increase in British Motorcyclist Federation subscriptions will ultimately mean an increase in ours, this has definitely been postponed for this year, though we can all look forward to an increase to £2.00 for 1974.

Secondly spares — there are very few that cannot be obtained from one or other of our "Sources of Supply", so the ones that do give difficulty such as 500 c.c. short-stroke pistons etc. etc., is receiving attention. Please see the plea from Doug Wright in this issue, and if you can assist, please contact him.

The library is growing, and the slides referred to are now available.

The National Rally is provisionally fixed for Sunday, 2nd September, 1973. Although the difficulties by Tees/Tyne Section are noted, it was felt that we couldn't risk losing the field, which would be a possibility if we postponed the event for a year, owing to the increased anti-motor-cycle lobby. It was suggested that the Tees/Tyne and Humber Sections get together to hold a Northern Rally on the lines of the "Eastern Rally" held at Peterborough, at a venue and date to suit themselves.

Nick Sloan wishes it to again be emphasised that he can only deal with secondhand spares and suggests that a "NEW Spares Secretary" be appointed at the A.G.M. to deal with such enquiries, and to put members in touch with the appropriate "source".

Back to the old subject and on the scrounge — photos, articles, pamphlets etc. will be gratefully received by the Librarian.

### PLAY FOR TODAY: "PILGRIM'S PROGRESS" by Jim Fotheringham

This time, our little drama moves a few miles north of London to Woburn Sands in Buckinghamshire; to a pleasant hostelry on a misty Sunday morning where, at 10 a.m. to within an hour or so, a dozen or thereabouts Cortinas and Morris 1100's will gather, with perhaps a motor-cycle or two, for a Committee Meeting.

*The Characters:* Mr. Sparepart; Mr. Memory; Mrs. Memory; Mr. Matterhorn; Mrs. Matterhorn; Mr. Reminiscence; Mr. C. Essarless; Mr. Anarchist; Mr. Airline; Mr. Flashgun; Mr. Speedcopy; Mr. E. Namesake.  
*Scene 2: Another Upstairs Room at 10.55 a.m.*

Sparepart: Won't do, you know. We've got a quorum of London people, but who called the meeting?

Memory: Probably held up in the fog. How long since the last meeting?

Reminiscence: 1969?

E. Namesake: Must have been.

(Enter Flashgun and party)

Mrs. Memory: Do you know, when I last . . .

Mrs. Matterhorn: Really? Well, we left well before . . . and all the way, I was on the point of . . .

Mr. Matterhorn: Shall we start? Where's the agenda?

E. Namesake: Here's some copies.

Mrs. Memory: . . . and what's more . . .

Flashgun: New spares. Now, we'll have to adjourn that until he arrives.

Mrs. Matterhorn: Really! Well that's most interesting. I always said . . .

Sparepart: Shall we say something?

C. Essarless: Do you think we ought?

All: Sssssh!

Mrs. Memory: Are we too loud? (temporary exeunt)

Mrs. Matterhorn: (Enter Anarchist and Speedcopy)

Anarchist: Yes, well we don't want to flood the market with LH exhaust pipes unless there's a demand.

Sparepart: Or short stroke pistons.

Matterhorn: More coffee?

(Re-enter Mrs. Matterhorn and Mrs. Memory)

Mrs. Memory: Oooh, it's cold out there. Well, I couldn't help but notice.

Airline: What about a questionnaire in Yowl?

All: Mumble . . . yes . . . mumble . . . grunt.

Flashgun: That's decided then. What about the National Rally?

Speedcopy: First Sunday in September?

Mrs. Matterhorn: Yes, it's always like that but you can never be too careful, you know . . .

All: Mumble . . . dissent . . . grunt . . . yawn . . .

Mr. Reminiscence: I'm having my own, you know. Always meant to when I retired. No cars, mind you. Will everybody come?

Sparepart: Mum. Yes. I'll come.

All: Mumble . . . endorse . . . grunt . . .

Mrs. Memory: Of course, I could always tell her that . . .

Flashgun: It's decided then.

Anarchist: More go to the Beaulieu Jumble than the Manx.

Flashgun: Now what about . . . (censored) . . .

Sparepart: I know, but . . .

Mrs. Matterhorn: Quite so.

Mrs. Memory: So you know what I mean. The price just goes up and up.

C. Essarless: And he hasn't paid . . . (censored) . . . what's more.

Mr. Memory: So it'll have to be two quid in 1974?

All: Mutter . . . suppose so . . . grunt agree . . . mumble.

Flashgun: What about honorary members? Is Tom Ward one?

C. Essarless: Yes. Has been for a while.

Flashgun: So if we make . . . (censored) . . . one it'll probably do the trick.

All: Mumble . . . grunt.

Sparepart: Mumble . . . mumble . . . grunt.

E. Namesake: What about lunch?

### Scene 3: Heard from the upstairs room at 1.13 p.m.

Zvomp . . . zvomp . . . zvomp . . . curse . . . zvomp . . . grrrr . . . rrrr . . .  
rrr . . . rrrr . . . ratt . . . tatt . . . clink . . . clink . . . tink . . . CLUNK  
brrrr . . . rrr . . . rrrrgggg . . . rrrr . . . gggg . . . CLUNK . . . rrrrgggg  
. . . rrrrggg . . . (into the sunset).

(to be continued)

### NEW SPARES FOR SCOTTS

The Club has been concerned for some long time that inadequate information has been available to our members on the sources of supply of new spares. It has also been made obvious to your Committee that despite what is available for our very good friends list regularly in *Yowl* as suppliers, of bits and pieces, certain things are simply not available anywhere. One of these appears to be 498 c.c. pistons for example, and there are no doubt a number of other sadly sought after and quite vital components for rebuilds. We now intend to do something about this problem, but our first concern must be that we do not offend the Pearces, Lacks, Swallows and Silks who are doing an excellent job for us. It is a fact, however that whatever they do in having patterns made for particular parts must be on a basis of sound economics. Unless they are assured of a certain minimum demand it simply will not pay them to involve themselves in the kind of expense involved in pattern making etc.

The situation is simply this. There ought to be one central point of information/research about the provision of new spares and that central point should also coordinate all information on where particular services can be obtained on the reconditioning of parts—people who will rebuild radiators, sandblast and stove enamel frames etc.—the list can be quite

It has been agreed that as well as distributing *Yowl* binders, Doug Wright will also act as New Spares Registrar. The club will then gradually build up a central information bank and when we see what people need it may be possible for the Club to finance the provision of patterns for particularly difficult spares and gradually recoup it over the years, if the economics allow it, or perhaps to accept the cost as an irrecoverable outlay knowing that it will be a worthwhile service to members, and will result in many more completed machines, bigger attendances at our rallies etc. and continued growth of our membership.

So now it is firstly over to you—unless every single member does his little bit it will all come to nothing. In this copy of *Yowl* you will find an inset leaflet to complete and send to Doug Wright.

The most important details he needs are as follows:—

- 1 What new spares you need and cannot get, plus possibly how much you are prepared to pay for them.
- 2 The full name and address of anyone from whom you have obtained some manufacturing or reconditioning services—how long it took to do, the cost and the quality of the job.
- 3 Any new spares that you have for disposal and what you want for them.

Once we know the real needs we can begin to plan something out—perhaps even negotiate with our existing suppliers for some kind of assistance from the club in setting up a supply through them.

Do not please confuse this matter with secondhand spares. Nick Sloan will continue to deal with this side of our needs but it is too much to ask him to do both.

This exercise may take quite a time to become really effective as you will realise that a great deal of work will be involved, but it really is time we started to help ourselves now that we have sufficient members and resources to do so.

No doubt our present suppliers will also let us know what they can provide now so that enquiries can be directed to them, and we do not contemplate getting parts made that they can already supply.

So out with your pens and ink and get your information off to Doug Wright. The address is in the front of *Yowl* and his telephone number is Potters Bar 56828 (STD Code 0707 from most places except London where it is 77).



The Manx entry: The Silk Special ridden by Stuart Hicken at Parliament Square, Ramsey. Photo by Peter Dobson.

### WARD MOTORS DERBY

Mr. Tom Ward of 59 Wilfred Street, Derby, has asked us to publish the following statement, which has George Silk's approval:

Mr. Ward would be grateful, if in future, people wishing to have engines overhauled could send them to Silk Engineering, Boar's Head Mill, Darley Abbey, Derby. Mr. Ward hopes to continue having parts made for two speeders and will continue to operate a spares service by post.

Mr. Ward is not on the telephone, but the number for Silk Engineering is Derby 44375.

**1973 B.M.F. RALLY — SUNDAY, 20th MAY ONE DAY EVENT**

**VENUE:** The rally will once again be held in the grounds of Woburn Park, Woburn, Bedfordshire, home of the Duke and Duchess of Bedford. Woburn is situated on the A50 and can also be reached from the M1, exit B557. From there it is signposted.

**ADMISSION:** On the day 50p. Advance booking, 40p with cash, to the secretary, children free.

**Events**

The programme will commence at 11 a.m. as follows:—

**LONG DISTANCE COMPETITION:** No entry will be required but riders will be required to supply proof of distance covered. Three awards will be given to the rider, lady and best veteran and vintage machine travelling the furthest distance.

**GYMKHANA:** Events in which all can take part. Promoted by member clubs of the B.M.F.

**CLUB STATIC DISPLAYS.** Many B.M.F. Clubs will be having their own stands. They will be competing for the B.M.F. Challenge Trophy for the Best Display by a member club.

**TRADE DISPLAYS:** This has now become an outdoor show. Each year more and more manufacturers and dealers take stands. This year another record will be broken.

**— Special Display — To be announced —**

**THE MOST FAMOUS MOTOR-CYCLE CONCOURS D'ELEGANCE OF THE YEAR:** All machines are eligible for the Graham Walker Memorial Trophy and many other awards. Entry forms, showing all classes, available on application, or enter on the day.

In connection with the Concours, *Motor Cycle News* are presenting The Special of the Year Award to the Best Special by an amateur. Details of this event will be published in *Motor Cycle News* and *Motorcycle Rider*.

**MISS FEDERATION CONTEST:** A special trophy will be presented to the best Lady Rider, with awards for the runners-up. A special award will be presented to the best Pillion Rider if she does not win a trophy.

**TUG-O-WAR:** Inter-club contests will be held for the new B.M.F. Challenge Shield: the previous Ariel Challenge Trophy having been won outright by the B.S.A. O.C. Heats will be run between other events and will be restricted to member clubs of the B.M.F.

**SOUVENIR BADGE:** A special souvenir lapel badge will be on sale, to commemorate the occasion.

**GRAND WOBURN RALLY DRAW — £170 CASH PRIZES TO BE WON:** The draw will take place in the rally area. First prize £100 and other cash prizes. With £5 for Seller of Most Tickets, and £3 for the Runner-up. Tickets are available from the secretary, in books of 20, at 5p per ticket.

**WASN'T IT FUN IN THE BATH TONIGHT**

There I was considering how heartening it was to read the letter from Mr. Stott proving that a least one person had found my ramblings worth commenting upon. I agree entirely that small steel parts would have been barrel polished in his way, although perhaps with a little more sophisticated polishing mixture than you suggest, but consider, for instance, rather larger items made from a softer metal probably brass.

I have just finished dealing with such an example in the shape of half dozen 15 mm plug valves for use with the inner tubes of my 1925 Ceirano car.

These are rather like a large motor-cycle Schrader valve, being 15 mm in diameter as opposed to 8 mm. and clamping into the tube wall rather than being vulcanised to it. Anyway these valve bodies being approximately 90 mm long and 15 mm in diameter and machined from the solid, are quite heavy and being of a soft material would damage themselves badly by being jangled around in a barrel plating rig. I still maintain that parts such as these were not polished before plating, but merely plated directly on the machined surfaces. In an attempt to prove this point, and to obtain an authentic finish on my tyre valves, I did in fact plate direct on the machined surfaces (using a Stan Greenway kit) which resulted in a finish virtually indistinguishable from an original plated valve body, after a short buff with a rotary brass wire brush in a  $\frac{1}{4}$  in. Bridges drill.

The newly plated parts were of course a little brighter than the original plating which had probably 50 years at least of ageing behind it, but I anticipate that after a little weathering the new plating will dull, and I will have difficulty in telling new and old plating apart.

And lastly Mr. Stott I am mortally offended that you should suggest that my sole object in formulating the plating theory was to make my restoration work less arduous. It was not. If it does make the work easier and quicker I would consider this a bonus, but the true object of the exercise was my usual striving for originality and particularly to prevent non-originality through over restoring (over polishing!).

How pleasant it is to contemplate an original unrestored small plated part complete with machining and possibly extrusion marks. It is virtually impossible to recreate these marks once the dastardly polishing has done its worst.

A good example for the Scott owner are the nuts especially the inner one, securing the single large crankcase door stud into the bottom side of the crankcase.

The inner nut, and incidentally the stud, is sufficiently protected, and coated with oil to have preserved the original nickel plated finish over the years, and providing they have not been "restored" to heaven knows what standard of high polish you too should be able to join me in my enjoyable contemplation.

Have you been following the recent activities of that one man protest movement Dennis Howard? He certainly is bringing the compulsory helmets question to the public's notice by it by fighting the St. Clement Danes bells on the 27th of March or politely differing with a young lady from RoSPA on television the following Monday.

Once the church bells had stopped an hour after meeting had begun Dennis gave quite a convincing speech (who would have expected Church bells on a Sunday anyway). To me he appeared the epitome of a gentleman motor-cyclist, about to be wronged on June 1st by the big,

bad D. of E. He was followed by an equally dedicated and intense motorcyclist who said more or less what Dennis had said.

The varied selection of motor-cyclists present were quiet, attentive and finally appreciative of all that had gone on, and were congratulated by the attendant police for their good conduct. There must have been around 100 machines present 2 per cent of which were Scotts.

On television Dennis looked most impressive in colour and was the highlight in an otherwise painful programme designed for the modern motorist and full of safety slogans and awful cliches.

Dennis' argument was however rather weak and could easily have been flattened by an experienced opponent. Fortunately the young lady from RoSPA (suggestions for a suitable ending for this limerick may be published in *Yowl*) had a most illogical argument based on some heavily biased statistics regarding the cost to the public of the scraping up and repair of *all* road accident victims.

Dennis repeated himself rather, stating that never before had anybody been forced by law to wear an item of clothing and that it was an unwarranted intrusion on personal liberty. The RoSPA lady gave a most peculiar answer to this, saying that this was quite wrong, giving as an example enforced inoculation on visiting certain countries and the legislative requirement of anti-burst door locks on new cars in others. Dennis retorted that he sometimes needed to hear his engine for trouble tracing purposes, and could not do so with a crash helmet on. This was laughed at by the smooth programme compere who suggested that he was clutching at straws. It was there it all ended, with the young lady snorting and Dennis apologising.

Although I cannot speak for all S.O.C. members, I personally would like to wish Dennis and anyone else who is fighting this irksome law all the luck in the world, although I've a feeling that like the ill conceived 16-year-old ban, and Passenger Insurance exemptions it will be just too much trouble for the D.O.E. to bother with.

I trust that those of you with sufficiently strong feelings have written to your M.P. in the hope that he realises motor-cyclists exist, and receives enough letters to move him to action.

#### THE LONDON SECTION MAY CLUB NIGHT

Mr. G. Bryant of International Yacht Paints will give a talk on the use of their materials in restoration work. The polyurethanes produced by them, could well dispense with stove enamelling! Should be very interesting — don't forget — Saturday, 26th May.

#### MACHINE IDENTIFICATION

##### The Three-speed Super

As stated previously — the object of this exercise is for the benefit of those newer members who confess they "can't tell a Replica from a Super" so few technical data will be given.

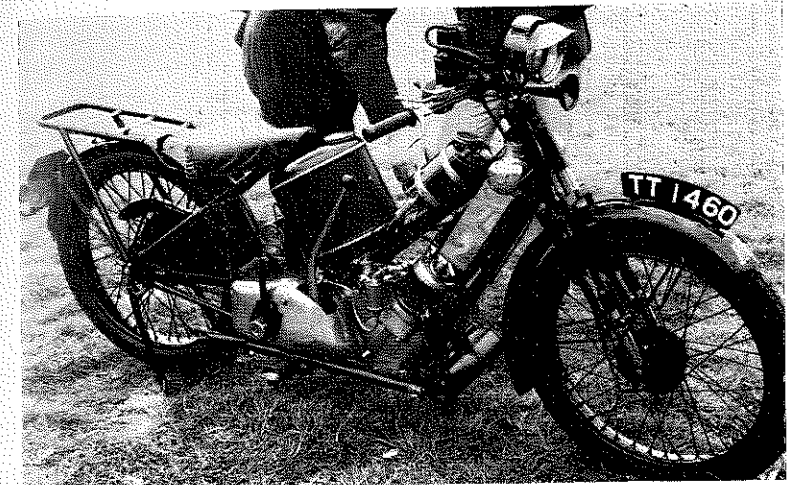
Remembering the competition that pre-World War 1 Scotts faced, it can be said without fear of much contradiction that they were far superior to the majority of makes then on the market. Enthusiasts of those far off days, had in the main to contend with a side-valve single of about 500 or

550 c.c., with direct belt drive, no clutch, until a variety of "goodies" of the day were offered by the specialist firms of the day, in the shape of free pulleys and so on as extras. Some of the devices of the day for altering gear ratio, (at the risk of offending some of our Vintage minded friends) were really laughable, and in one much vaunted case, included sliding the rear wheel of the machine backwards or forwards, whilst a spring loaded pulley expanded or contracted to take up the slack in the belt!

The two speed Scott with its positive foot operated gear was So Obviously Superior, that it is to be wondered why they didn't forestall another two-stroke of later years, and crib the title S.O.S.

Incidentally — the story behind the name Squirrel has now been explained by our President Harold Scott, and dates from an advertising jingle of the day — "as busy as a Squirrel — and *never* sheds a nut!!!" As with Gilbert and Sullivan — Never?" Well hardly ever!!!

However, improvements to machines as the result of war time developments resulted in the fact that although specifications largely



The 1925 three-speed Super. 1927 models had wider forks with sloping crowns, and wide valanced mudguards. 1928 gate change fitted near oil tank on down tube. This example belongs to Dave Tailboys.

followed the 1913/14 patterns, the three-speed gearbox with chain cum belt final drive largely became the order of the day.

In sporting events, the additional ratio probably placed Scotts at a disadvantage, in so much that 1st gear with the ordinary 5-600 c.c. mount of the day, could be so much lower.

By 1924, some machines were even boasting four-speed boxes, particularly Rudge — the old opponents of the 1914 T.T. races.

That year saw the introduction of the Three-Speed Scott, the frame and specification following loosely on the revised 1913 model. Dimensions

of the frame were very similar to the 2-speed Standard model, but at a point just by the foot rest or board hangers of the 2-speeder, the tubing of the frame was dispensed with, as far as the flat metal engine fixing by the two front down tubes.

This was replaced with a long aluminium tray which carried the engine in much the same manner as with the old two-speeders, and formed a tray for the three-speed box fitted behind the engine. This tray was ribbed underneath with two long ribs, and was angled in much the same manner as the frame that it had replaced. The first gear change lever was a rather flimsy affair, being a rod with a large knob at the hand end. This has been termed the "wobbly walking stick type" and although spring loaded, it did give trouble, and was soon replaced by a much sturdier fiment, consisting of a tapered tube, which was angled forward to bring the operational end within easy reach.

The three-speed super, for this machine was fitted with the Super engine when this was introduced, was the favourite mount of a number of sportsmen of the late twenties, including the one and only Billy Moore.

The long aluminium tray proved to be rather fragile for one day sporting cross country events, and "works" machines were fitted with a bronze or gun metal tray, which although without doubt, reduced the cracking that was prone to develop between the engine and the gearbox at the side of the tray, did add considerably to the weight, so the advantage of the light two-speeder with an additional but much lower ratio, was lost!

The three-speed Super was offered in sporting and touring versions in the years 1924 to 1928. The sporting versions followed the Squirrel whilst the touring version followed the specification of the "Standard" model, with swept back "A" type handlebars, wide valenced mudguards, leg-guards, etc., but the most outstanding feature of the Three-Speed Supers were the shapely polished castings that enclosed the gearbox at both sides. The gear change side being rather bulbous at the front end enclosing the quadrant of the gear lever, worked in a slot cut at the top of the casting. The other side was angled at the front in much the same way as the metal shields of the two-speeder.

Whilst it is difficult to tell at a glance the difference between 1924-26 models, 1927 saw wider forks and mudguards ('D' shaped) fitted, and of course mid-way through '27, engine numbers were started again with the result that pre-fixes followed the lower number.

1928 saw the final change to the Three-speeder, which was in that year given a hand gear change, with gate fitted to the front down tube near the oil tank.

Of course, as with other models from 1926 onwards, the three-speed Super could be obtained with the T.T. type tank, but in the case of this model, this was a shapely wedge type affair, which added to the looks of the model.

The three-speed Super is the favourite mount of Con Whitlock of Brum, who has always thought that the 3-speeder was superior to the 2-speed version, except that the longer frame detracted from the handling. With Con's present model, which is no slouch having kept pace with Glyn Chambers' machine, this problem has been solved by a previous owner, who shortened the model in a rather drastic manner, probably clouting the back end of a 'bus, with the result that the front forks have been pushed back somewhat, so altering head angle and wheel base! His "modified" machine is the best handler of a long line of Scotts!

An outstanding feature of these models during the time they were

in production was the quickly detachable rear wheel, which was outstanding for the year. The wheel could be removed leaving chain and sprocket in position. Tyre sizes were 70mm x 80mm front and rear.

## MEIN KAMPF (Part 4)

By George Peters, O.B.E.

(It will be recalled that George was relating his experiences with the Triumph sidecar out-fit that he and his father had obtained).

The old Triumph persisted for quite a few years (before the coalman finally got it). Meanwhile I acquired various solos of which more anon. Towards the end of its career, the Triumph was fitted with a 16H Norton back wheel and comp tyre, and a 27in. B.S.A. front wheel with comp. cover. The top fork links were elongated and "cowhorn" handlebars fitted. Indeed it steered like a cow on the road, but it was a dream on mud. It distinguished itself by finishing (probably last) in a mudplug scramble run by the N.E.L. about 1934/35 down on the Essex/Herts border, I seem to remember and also carried me to a Tottenham Club solo win in a trial. It was early in the season with slime over hard ruts and everything seemed to go wrong for me that day. I arrived late at the start with a red hot engine, went to sign on and a horse who was parked went to smell my engine, burnt his nose and promptly kicked the bike for six — fortunately doing no more damage than putting the bike even more out of track than it was. This improved its steering no end. I developed slow punctures in both tyres and my bars started to move up and down vertically through the bolts in the clips stripping. I expected to be outside the limit having made slowest time in the timed section etc., and just ambled home. But I was just inside time. Going into the Duke of Wellington, Barwick, I met Bill and Reggie Garrod or "matchbox" frame. "How did you get on with your load of old rubbish?" boomed 15-stoner Reggie. "I didn't really try, I just plonked along," I replied "but I had three foots". What roared Reggie, Bill and the late Frank Banks (Scott) who had just joined us. "We fell on our backsides all over the place!"

Perhaps there is a moral to all this after all?

Despite all this, we did long trips and camping tours. On one such trip with my father as a passenger (he had great and misguided trust in his son's ability to manage machines) to our relatives on Bodmin Moor; apart from numerous punctures, broken chains, slipped timing and blocked jets, we had other experiences. Camping in the New Forest my father went out of the night for the usual reason and got lost in the forest for two hours in his pyjamas — meanwhile it poured but worse was to befall us. We camped on the "Golden Cap" the highest point on the Dorset coast, on the farm of an old army friend of my father. I pointed out that pitching a tent ten feet from the cliff edge near the crest at an angle of 45 degrees had, apart from the excellent view, disadvantages. But apparently this had been common practice on the North-West Frontier of India, so I compromised by pointing the Triumph inland and down hill, and screwing down the steering damper hard with the machine jammed in bottom gear with a piece of tree. Full of cider we bedded down on a heavenly moonlight night, only to be awakened in the wee small hours by a howling gale and rain, with no tent and no sidecar outfit! Grabbing a soaking blanket each we fled downhill and spent

the rest of the night crouching behind the ruined walls of St. Brievals Church. At daylight we wended our way back again, but still no tent or bike. The tent we spotted about a mile away in a tree on the other side of Morcambe Lake. But where was the bike? It appears that it had more sense than we had, for what with the pressure of the wind, no brakes, engine compression had apparently been overcome and during the night in a series of gentle shizzing had descended into a wood about half a mile away in a straight line. The tent was recovered none the worse for the balloon ride.

The old Triumph outfit soldiered on, meanwhile, becoming more affluent, several solos passed through my hands. I had an old "Big Port" A.J.S. (1924) which gave me a lot of fun trying my hand at trials, scrambles and grass, but it was unreliable. The motor was good and the whole bike light and handy, but the cycle parts didn't stand up well. If it wasn't chains coming off because the rear forks whipped, it was the clutch or front fork springs, or more often the bosses pulling out of the petrol tank. I seemed to spend all my time around at the tin-smiths. Seeing that I was also using it for a 22 miles a day ride to work. I simply had to get something more reliable.

In a misguided moment I purchased a 350 c.c. single Francis Barnett Villiers. Yes, indeed, a 342 c.c. Villiers engine! The bike was known as the "Dominion" model and intended for use overseas. It had the famous triangulated Francis Barnett frame. "Built like a bridge" the makers claimed—it had a series of straight strips of metal built up in triangles to form a frame. The rear chain adjustment was by a jockey sprocket, which gave nothing but trouble. The front springing for the fork was a chunk of rubber. What with a spongy frame and a flapping front suspension, when one hit a series of bumps, one hopped about like a flea! I came off this bike more often than any other machine I have had. However, the worst part really was the oiling system. It worked by suction and was claimed to be automatic, but it had to be absolutely airtight to work, and of course, it was impossible to maintain airtightness. The engine tightened up every day and one was forced to put oil in the petrol. The combination of this, and the unsuitable plugs we had, was awful—you either seized up or oiled up. So it had to go. Not wishing to unload it on a fellow motorcyclist, I sold it to one of the rogues of Great Portland Street, W.1. He would soon have it running on the spot he said, but I gather he too failed. The makers discontinued this model, and Villiers this type of oiling system.

Then I got a very down-at-heel Velo on which I spent a lot of time with many visits to L. Stevens of Shepherds Bush for lots of bits. The result was a bike I kept for some years. By swapping sprockets, cams, etc., one could take part in practically anything and still ride to work and go away on it for the annual holiday. I still think that it was one of the finest steering bikes ever. The engine was always oily from leaks from the cam-box shaft gland nut, but it still went like the clappers. I tackled the late Willis (the Velo factory wizard) at the Show one year and his comment was that once you disturb the factory made joint, bung up the gland nut with asbestos string soaked in jointing compound and keep tightening it up at intervals. Let it leak and don't worry, the engine will still get oil enough! It did and so did the girl friend's stockings! The method of adjusting the clutch was a bit of a bind in South Midland trial sections, which were usually seas of mud. One had to insert a spanner behind the clutch, place the bike on its rear stand and turn the back wheel—AND STILL REMAIN UPRIGHT!

Then I decided that I really must get a respectable and reliable

machine. Although I kept the Velo. I bought a 1932 two-port model 20 Norton. I give this bike full marks for reliability and sturdiness—it just went and went. However, it didn't like the wet and was given to sitting down. Even to go to visit a section soon demonstrated that it had no solo trials future. But as a road machine it carried me very considerable distances both at home and abroad.

I particularly remember a trip to the Isle of Skye carrying a petrol can strapped on my back. The Road to the Isles in those days was just a Highland track and petrol very scarce on weekdays and entirely absent on Sundays! I also joined for a while a very good social club, the Harringay M.C.C. and they had some wonderful turnouts for social runs—I have known as many as 200 machines and a round trip of 300 miles in a day. Six or seven hundred miles was common for a Bank Holiday week end. The N.E.L. also had some jolly good Devon weekends. A trip up to the TT in 1933 landed me in trouble.

(To be continued)

## SPECIAL HINTS ON SCOTT ENGINES

by J. H. Kelly

### HOW TO TAKE SCOTT ENGINE OUT OF FRAME

Having attended to the cylinders and pistons, it now remains to get the balance of the engine out of the frame, as follows:— Remove engine chains (engine and magneto) four bottom  $\frac{1}{2}$  in. engine bolts and large top bolt and lift assembly from frame. In the case of "Flyer" models.

Support crankcase with box or petrol can, remove chains, take out carburettor slides, disconnect clutch wire, remove three main engine bolts, taking out TOP one last.

For 1928-31 Flyers take out FRONT bolt first and remove front stand: when reassembling put this bolt back first *without* stand and washers, and after replacing other two bolts take out front one again and replace stand and washers at your ease. This saves a lot of "juggling" with front stand.

### REPLACING ENGINES (COMPLETE) IN FRAME

Super will go back into frame quite comfortably if the right hand exhaust port cover is left off.

### "FLYER" MODELS

These should be put in upside down and swung up into position, fitting front bolt (only) first (see note re-1928-31 Flyers above).

Incidentally, it is worth while taking out the gearbox at the same time on these models, as on removal of two gear tray bolts and nuts, sprocket housing complete, two underneath nuts to gearbox studs, the tray can be swung downwards and the whole gearbox dropped through the frame—an extra five minutes work! This will also save disconnecting the gear chain, which will come out with the engine.

#### A NOTE ON THE THREE-SPEED SUPER

In this particular job, it is far simpler and easier to remove engine and gearbox on the undertray in one unit—but don't forget to remove the clutch wire first—so easily forgotten!

#### DISMANTLING CRANKSHAFT

A delicate job, but quite straightforward. Proceed as follows:—

Unscrew LEFT-hand nut in centre of right-hand crank, undo bolt on left-hand side a few turns (right-hand thread), a smart blow on the bolt head will dislodge crank: bolt can then be unscrewed, releasing right-hand crank and rollers (COUNT them Supers—13, and Flyers—15).

The left-hand crank can then be removed by a steel bar passed through the flywheel, giving it a smart blow.

Take great care in replacing cranks: A little grease (vaseline) will hold the rollers in position (bed these down on the bearing by passing a piece of string round the outside of the rollers, when in position, and tighten) replace packing gland (after grinding this in with a little FINE valve grinding paste or knife powder), and be sure that the tongue of this engages with the key way in the flywheel.

After the crankbolt is screwed up, each crank should be driven into the flywheel, using a hammer and a tubular punch (three sharp blows only).

**WARNING.** Whenever hammering up a crank, the other one MUST be in position first, and a solid mass brought to bear up against this, so that the force of the blow is not transferred to the crankcase cup.

Each crank must be knocked up in turn and crank bolt tightened a little, and cranks MUST be driven up solid to the flywheel, otherwise the flywheel key may shear.

Always use a new crankshaft bolt and nut, as these tend to "stretch" and left-hand thread is invariably damaged.

When tightening up bolt and nut, don't overdo it; the left-hand nut may need to be thinned down to clear the large hole roller plate. See that the latter seats firmly on the crank, then check that it really clears the nut; rivet the nut over slightly to prevent working loose.

When replacing flywheel, see that this is put back right, i.e., the fingers of the right-hand fall naturally into the groove of the rim. FLYERS, the thin sprocket will be on your right (magneto drive chain).

The sprockets usually last for years, but can be replaced for a few shillings, and are only rivetted on to the flywheel (20 tooth only supplied).

If main bearings or cups are worn, the cranks and crankcases must be returned to the works for new parts to be fitted, as these are not supplied separately.

#### BIG ENDS

If your bushes or rollers show signs of pitting or "scaling" they should be replaced. Works will rebush or exchange crank and rods for you at a reasonable charge.

**DON'T WASTE YOUR TIME OR MONEY ON OVERSIZE ROLLERS** — rebushing is not too expensive and the Scott engine as an engineering job, deserves a better fate than the faking up of big ends. When you realise that explosion force does not wear the bushes evenly, you must see that oversize rollers are altogether wrong!!!

(To be continued)

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#### CLUB FIXTURES

Midland Section—first Wednesday of each month, 7.30 p.m., at Forest Inn, Lickey End, Bromsgrove, Worcs.

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.

#### 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.

Tom Ward, 59 Wilfred Street, Derby.

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.

#### CLUB BADGES AND REGALIA

The Badge Secretary supplies badges (lapel and machine), Club ties, blazer badges, etc. — on request.

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

## FOR SALE & WANTED

(A free service for members)

WANTED: (By Rhodesian enthusiast). Frame and cycle parts for 1926 Brough S.S.100. Replies c/o Editor, for forwarding.

FOR SALE: Oleomatic forks (complete) £5. '39ish Petrol tank £2. Enfield rear wheel £2. John Hopson, 9 View Close, Harrow. Middx HA1 4ST.

WANTED: By new member, Scott suitable for rebuilding. M. Dearnley, 24 Ash St., Blackburn. Lancs. BB1 6LX.

WANTED: Pair leather sealing washers for twin fillers ('29 T.T. Replica) Val Ward, 23 Lower Road, Beeston, Notts.

WANTED: For two speed Scott, frame and forks (early oil in frame type preferred). For cash or exchange either 1920 or 1922/3 engine. G. Suter, 7 Chapel Lane, Foston, Grantham, Lincs.

WANTED: Oval petrol tank for pre '20 Scott or top and bottom pieces. 1 pair "A" bars, "X.L.all" Saddle or underframe. 1 pair gear shields for 1914 model. 1 oval inner tube case. Have for exchange round oil tank, complete with straps and sight feeds, mag. platform, Watford and Stewart speedo heads, miscellaneous cables, gear drives, pilgrim pumps etc. Fellows mag. Keith Rhodes, The Warren, Raith Drive, Kirkcaldy. Fife.

EXCHANGE: For 'Brum springer: Unused racing Bonneville engined Norton. Every part new or reconditioned. Over £250 spent. All letters welcomed and answered. C. Robinson, 'Lantlet', High Road, Jobbing, Stanford-le-Hope, Essex. SS17 9HY.

FOR SALE: Badges, machine pennants etc. From 37p. Graham Gardiner, Shipley, St. Paul's Avenue, Barry. Glamorgan.

WANTED: Log book for Scott 1929/30. Ken Reaveley, 17 Delaval Terrace, Blyth, Northumberland.

FOR SALE: 1920 Scott engine, one 1922/3 one Amal clip fitting 1½ in. Carb. One new early Pilgrim duplex oil pump, or exchange all the above for Douglas any year or condition. Also wanted: Cylinder head for 1950 Shipley Scott. G. Suter, 7 Chapel Lane, Foston, Grant-ham, Lincs.

STILL URGENTLY REQUIRED: 1920/3 Registration book or frame with number, I have 2 and 3 speed bits for exchange. Wanted 1960 type front wheel. Williams, "Saltaire", Chariot Road, Illogan Highway, Redruth, Cornwall.

