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THE JOURNAL OF THE
SCOTT OWNERS' CLUB



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(continued on Page 23)

COMMENT

Well the 15th Rally has now passed by, and with the long dark nights approaching, it is to be hoped that members will not direct all their energies to renovations, or copying modifications seen at Evesham, but divert a little to other Club matters.

We intend to save all Rally contributions so that we can assure good reading and interest during the winter months, making the January edition the Rally edition and so look forward to YOUR article.

The Clubman of the Year Award is one in which all should participate in order that this is not just left to the Committee. If you have been helped by any Clubman, or you feel that some particular effort on the part on one of the members is worthy of recognition, then do let us know about it. Spread the goodwill and let all of us know.

1972 has been a remarkable year, with progress in many fields of the Scott world. Matt making steady progress with his 500 c.c. water-cooled 'racer' and another batch of brand new 1972 Squirrels, and of course, the Silk Special now in production. What a debt we all owe those stalwarts who form our "source of supply". Tom Ward, Sam Pearce, Ken Lack and company, and for their efforts in producing parts that a few years ago we thought were going to be unobtainable. All success to them!

The Club steadily expands, particularly with our overseas members, and we look forward to Sections being formed on the lines laid down by the enthusiastic New Zealanders.

We all owe a debt to the Vintage M.C.C., for Scotts are now synonymous with "vintage", and there are few of their events that take place in which the marque is not well and truly represented. The changes in their rules from the old 1930 deadline to the 25 year limit, has really helped in the preservation of later models, and some of the finest models at the Rally were to be seen in the early post-war group. All praise to their owners.

1973 will soon be with us, so if you want an idea about New Year resolutions, why not resolve to tell "us" about your Scott. All members want to know how you overcome your difficulties, where or how you got that part made, or how you acquired that finish. In spite of a reference to a B.S.A. for sale in this issue, the Journal is really the only magazine where it can be guaranteed that you will read at least a little about Scotts. Help to keep it that way.

I know that it is still early, but it will be the last chance that I have on behalf of the Committee, to wish all Members—a very Happy Christmas and all good fortune during the coming year.

A FREE CLUB MACHINE BADGE

To ensure that the January issue is a really super Rally edition, your co-operation is invited.

In order that we have the maximum contributions, the Treasurer will give sanction for extra illustrations, in order that as many aspects of the Rally as possible are covered.

We want to have as many impressions of the Rally as we can collect, so may we suggest the following:—

My machine (competitors).

The machine I would like to own (spectators).

The machine that impressed me most (all and sundry!).

A free Club machine badge will be sent for the letter judged to be most interesting (and an independent judge will be appointed). Free Club transfers to runners-up.

A REAL ENTHUSIAST

Argument has always raged as to "what is an enthusiast?" but for my money, I always point to Dennis Wray.

For Dennis Wray rides motor-cycles. His stable consists of such variety as a veteran Enfield, a Brough (all original) combination, a catalogue-type International Norton, a green laners' Bantam, 305 Honda (?) and of course, his beloved Scotts. He rides them all. There are probably more, for Dennis' home is like the proverbial Aladdin's cave.

Dennis does not believe in lifeless exhibits, concours models or ten-year rebuilds. For him a machine must be original, functional, but most of all rideable, and the most rideable of all is the famous Two-Speeder "Graf Zeppelin". Why "Graf Zeppelin?" Well that's a long story . . .

Dennis is a hardened T.T. pilgrim and every year joins the "motionless millions" waiting at Liverpool, he suffers the agonies inflicted by the I.O.M.



CLUBMAN OF THE YEAR: Alan Cooper, Midland Section and awarded the Trophy for his assistance to the late George Woodward who broke down at Evesham last year.

Steam Packet Company, and finally bumbles up Kieggys Motorway at about 5 a.m.

On one occasion, many years ago, he developed a split in the petrol tank. After all the inmates of Kieggys' had laughed themselves sick as is customary, a party set off for the local garage, armed with solder, Baker's fluid and most terrible of all — Jim, the tank. Now Jim the tank was given the appointed task of testing the finished three-hour job, on the air line, but not being of mechanical bent, put the full 150 p.s.i. into the filler, and

several pops and one loud bang later, Dennis was the proud owner of a 14 gallon Two-Speeder tank, the only one in existence, and Jim ever after known as "Jim the tank". But the mystery came later, for during the night whilst all snored off the effects of "Newcastle Brown", there appeared on the tank, enamelled in perfect German script, the words "Graf Zeppelin!"

Another incident occurred, which adds to the T.T. tales, when late one night all the lads were zooming up Tieggy's Motorway (this I explain in the mile or so drive up to the "digs", and is so bad that when sober, you get off and walk!) and Dennis had Kevin and Geordie on the back, and whilst turning just to explain where England lay, promptly ploughed through the hedge. Now it transpired that Dennis had a vast quantity of bottled Newcastle Brown in each pocket, and as the rest of the party reached his prostrate body, he felt down to his soaking legs and muttered "My God — I hope that's blood."

So to the A.C.U. National Rally, for years he has entered "Graf Zeppelin" and every year he has finished. By the time you have reached the starting point, ridden in the Rally, then home to finish, the total mileage is about 750 to 800 miles.

One year he encountered "shellacitis", just after the start, and had to keep the engine running for about 18 hours, for fear of terrible consequences. This year after riding about 300 miles in an absolute deluge, I encountered Dennis lounging around a check point, killing time, because he was 3½ hours too early. On one occasion, Dick Dolling seized his combination (or rather Potty Chambers' combo) at Northampton, and as we worked with tools and torches, Dennis stood on a garage wall, and sang old time music hall songs to us! Hundreds of miles later when I broke a crank on Dick's Scott, the team "stripped" my machine of petrol, oil, tools and spares, leaving me to push or walk 17 miles!

After being rescued by Pam, we made for the finish at Stoke.

When the Rallies are over, there is one final ritual. Dennis makes a bee-line for High Wycombe, then 'phones just to prove how fast his ride home has been and has to dash round, banging doors blowing his car horn — just to prove he's not in a telephone box en route!

S. THOMAS.

THE CLUB LIBRARY

This is now rapidly growing, though the Librarian would be grateful for the loan of any Scott items for copying or donations to the library itself.

The following items are available to members, and photostat copies will be supplied at 5p per page, please enclose S.A.E. with your order! (To Dave Bushell).

The slides showing the development of the Scott over the years, so generously donated by our President, should be available soon, and are in the last stage of being photographed on 35mm film. We hope to be able to give the cost of the set in our next issue.

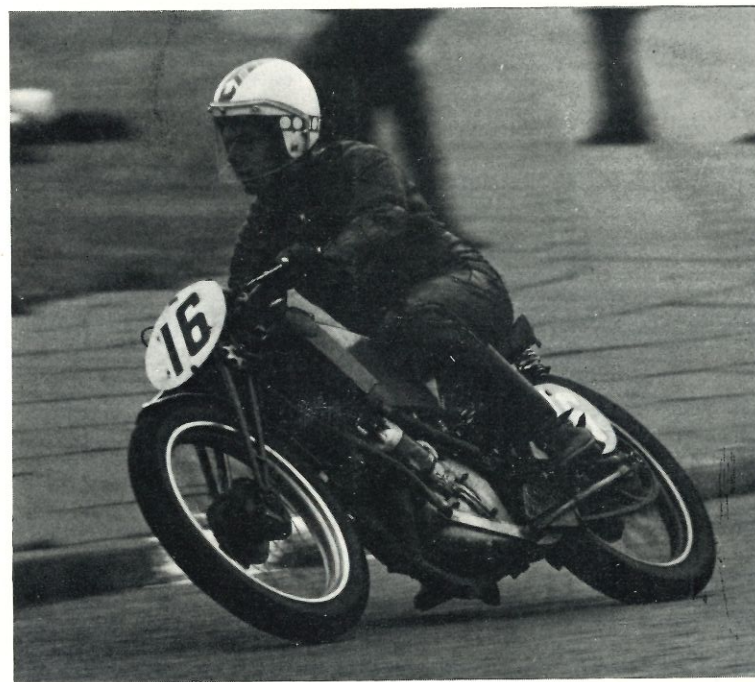
SCOTT OWNERS' CLUB LIBRARY

1927 486cc Squirrel
498cc Two-speed Super Squirrel
596cc Two-speed Super Squirrel
498cc Three-speed Super Squirrel
596cc Three-speed Super Squirrel
596cc Two-speed Touring Model
596cc Three-speed Touring Model
498cc Flying Squirrel
596cc Flying Squirrel
Scott Sidecars

10 pages

1929 498cc Two-speed Super
596cc Two-speed Super
498cc Flying Squirrel De Luxe Model
596cc Flying Squirrel De Luxe Model
498cc Flying Squirrel TT Replica
596cc Flying Squirrel TT Replica
498cc Flying Squirrel Touring Model
596cc Flying Squirrel Touring Model

4 pages



SPEEDMAN OF THE YEAR: Ian Pearce, winner of the High Speed Trophy for 1972. Photograph by permission of Chris Morgan. Salisbury.

| | | |
|--------|----------------------------|---------|
| 1935 | 747cc Three-cylinder Scott | |
| | 986cc Three-cylinder Scott | 5 pages |
| 1939 | 498cc Flying Squirrel | |
| | 596cc Flying Squirrel | |
| | 596cc Clubmans Special | 5 pages |
| 1948 | 596cc Flying Squirrel | 4 pages |
| 1946-7 | Modernise Your Scott | 3 pages |
| 1950 | Lucas Equipment for Scott | 7 pages |
| | Scott Squirrel Horn | |

OLYMPIA SHOW REPORTS (Scott)

| | | | |
|------|---------|------|--------|
| 1923 | 1 page | 1928 | 1 page |
| 1924 | 1 page | 1931 | 1 page |
| 1925 | 1 page | 1932 | 1 page |
| 1926 | 2 pages | 1934 | 1 page |
| 1927 | 1 page | 1938 | 1 page |

TRACK TESTS, ROAD TESTS AND RIDER IMPRESSIONS

Road Tests

| | | |
|------|--|---------|
| 1922 | 3½ hp Squirrel | 2 pages |
| 1926 | 596cc Flying Squirrel | 3 pages |
| 1929 | 498cc Flying Squirrel Tourer | 2 pages |
| 1933 | 596cc Replica | 2 pages |
| 1934 | 747cc Three-Cylinder Scott | 2 pages |
| 1935 | 498cc Flying Squirrel | 2 pages |
| 1936 | 498cc Flying Squirrel | 2 pages |
| 1938 | 596cc Flying Squirrel | 2 pages |
| 1939 | 596cc Clubmans Special (Motor Cycling) | 1 page |
| 1939 | 596cc Clubmans Special (Motor Cycle) | 2 pages |
| 1937 | 498cc Flying Squirrel | 2 pages |

Track Tests

| | | |
|------|--------------------------------|---------|
| 1964 | 344cc Racer (Hot Scott Outing) | 4 pages |
| 1964 | 344cc Motor Cycling Racer Test | 1 page |
| 1967 | Clive Waye Scott | 5 pages |

Rider Impressions

| | | |
|------|-----------------------------------|---------|
| 1935 | Wharfdales 1927 Two-Speed Special | 2 pages |
| 1936 | Scott Engined Morgan | 2 pages |
| 1945 | Graham Kirk Blown Scott | 4 pages |
| 1946 | 596cc Flying Squirrel | 3 pages |
| 1952 | John Catchpole Scott | 2 pages |

TECHNICAL ARTICLES

| | | |
|------|---|---------|
| 1925 | Maintenance costs for 40,000 miles on a 1922 Scott Squirrel | 2 pages |
| 1932 | Reynolds Special | 1 page |
| 1932 | Special Hints on Scott Motors by J. H. Kelly (Scott Motors Ltd.) | 8 pages |
| 1932 | Scott Gearbox And Clutch by J. H. Kelly (Scott Motors Ltd.) | 5 pages |
| 1934 | 1000cc Three-Cylinder Engine | 1 page |
| 1933 | Aero Engine | 1 page |

| | | |
|------|---|----------|
| 1936 | Wharfdales hand clutch for two-speeders | 2 pages |
| 1936 | Two-Speeder hand clutch conversion | 1 page |
| 1939 | Clubmans Engine | 4 pages |
| 1940 | Trials Conversion of 1929 Grass-Track Scott | 2 pages |
| 1941 | Three- and Six-Cylinder Scott Car Engine | 3 pages |
| | Scott Lubrication | 10 pages |
| | Renovation of Engine and Gearbox | 4 pages |
| | Picture Strip Overhaul of Engine | 4 pages |

PROGRAMMES

| | | |
|-----|-------------------------------|---------|
| 3rd | Scott Owners' Club Rally 1960 | 2 pages |
| 4th | Scott Owners' Club Rally 1961 | 2 pages |
| 5th | Scott Owners' Club Rally 1962 | 5 pages |
| 6th | Scott Owners' Club Rally 1963 | 9 pages |



THE HARDEST WORKED MEN OF THE YEAR: Judges Jack Dodd, G. Silk Sr., Bob Rawlins and Reg Summers, at work at the '72 Rally.

| | | |
|------|-------------------------------|---------|
| 7th | Scott Owners' Club Rally 1964 | 4 pages |
| 8th | Scott Owners' Club Rally 1965 | 3 pages |
| 9th | Scott Owners' Club Rally 1966 | 3 pages |
| 10th | Scott Owners' Club Rally 1967 | 3 pages |
| 11th | Scott Owners' Club Rally 1968 | 3 pages |
| 12th | Scott Owners' Club Rally 1969 | 3 pages |
| 13th | Scott Owners' Club Rally 1970 | 3 pages |
| 14th | Scott Owners' Club Rally 1971 | 3 pages |

| | |
|---|----------|
| 1925 The Scott Trial Souvenir Programme | 11 pages |
| 1931 The Scott Trial Souvenir Programme | 26 pages |
| 1932 The Scott Trial Souvenir Programme | 16 pages |
| 1933 The Scott Trial Souvenir Programme | 18 pages |

Scramble, Trial and Race Reports

| | | | | |
|-------------------------|------|----------|------|----------|
| Southern Scott Scramble | 1924 | 4 pages | 1927 | 7 pages |
| | 1925 | 7 pages | 1928 | 3 pages |
| | 1926 | 9 pages | | |
| Scott Trial | 1921 | 3 pages | 1926 | 8 pages |
| | 1922 | 7 pages | 1927 | 5 pages |
| | 1923 | 3 pages | 1928 | 5 pages |
| | 1924 | 4 pages | 1929 | 4 pages |
| | 1925 | 10 pages | | |
| TT (Scotts competing) | 1924 | 1 page | 1927 | 1 page |
| | 1926 | 1 page | 1930 | 1 page |
| TT | 1921 | 12 pages | 1926 | 2 pages |
| | 1922 | 22 pages | 1927 | 2 pages |
| | 1923 | 12 pages | 1928 | 24 pages |
| | 1924 | 14 pages | 1929 | 2 pages |
| | 1925 | 14 pages | 1930 | 2 pages |
| Manx | 1923 | 1 page | 1926 | 2 pages |
| | 1924 | 2 pages | 1927 | 2 pages |
| | 1925 | 2 pages | 1929 | 2 pages |
| Pendine | 1922 | 1 page | 1924 | 2 pages |
| | 1923 | 4 pages | | |

THE PRESIDENT'S PHOTOGRAPHIC COLLECTION

All members will be pleased to know that our President has most generously donated his prized and extensive collection of Scott photographic history to the Club, and are shared as follows at present:—

- Midland Section—Albums No. 1 to 4.
- London Section—Albums No. 5, 6, 7 and 7a.
- Tees/Tyne Section—Albums No. 8 and 9.
- Humberside Section—Albums No. 10 and 11.

There will be interchange of these as each Section decides, but the numbers will be held as shown.

DETAILED DRAWINGS

Dr. N. P. Blakeney-Edwards, Cyder Cottage, Kent Street, Cheddar, Somerset (tel. 629) can supply detailed drawings which are sufficiently detailed to manufacture from scratch, the two-speeder oil pump which clamps to frame and draws oil from frame tube (pre-1922 models). To recover costs involved he suggests 40p which will cover the cost of postage.

RAY EVANS by Jim Fotheringham

At the end of July, Club Member Ray Evans arrived in England from Sodos, New York State, for a three-week stay. It was an occasion for him not only because it meant reunion with family, friends and familiar places, but also because his long-awaited 'Silk' Scott was ready for collection from Derby.

The first few days were hectic: from Heathrow Airport London to Coventry by hired car on Thursday to his brother's home, and a dash back to Robert Rawlins' estate near Reading to be in time for the London Section meeting at the Red Lion in Whitehall on Saturday, 28th July. It was there that I had the pleasure of meeting Ray for the first time, although we have corresponded regularly for some years.

The downstairs bar was not the best place for general chat; Scotting talk does not fare well against the stentorian tones of the ever-friendly and charming barman bawling directions at bewildered tourists of various



MACHINE OF THE YEAR: The Silk Vintage Scott, with Chris Williams aboard. Photograph at Mallory by Reg Summers.

nationalities in a pigeon version of whatever language he thinks is applicable:

"Beesichteegen zee 'Orse Guards Parade first, 'cos it's nearer'..

As the regulars arrived, we escaped upstairs to the serious business of Scott gatherings . . . !

Back with Robert and Mrs. Rawlins, the serious business continues through Scotts to Ray's war-time flying experiences. Ray's stay was greatly

enjoyed, and encompassed again a visit to the nearby Woodcote Steam Rally, an event which held for him immense interest and pleasure.

The following Monday, the 'Silk' Scott was due to be collected from George Junior. Its trail run was a trip from Coventry to that Brough Owner's Cottage, 'Clouds Hill' in Dorset, taking in nearby Bovinton Tank Museum and Stonehenge on the way. To Ray's delight, the bike performed well on the road, although he experienced starting difficulty from warm and a few minor niggles. It attracted much attention, particularly from overseas visitors at Stonehenge, and covered 347 miles on the round trip. The Scott has now gone back to George Silk for a couple of months, to be put on show before it is shipped to America in the autumn. With it will go a brand new pair of flying boots, a gift from Robert Rawlins!

Perhaps I had better add a parachute for good measure.

Before he went home, we spent an evening in London to make better acquaintance over food and booze. Ray's last few days were on the miserable side, because he developed a chill. Can't have been the Scotting; that gives you many things, but a cold isn't one of them!

TEES TYNE NEWS

As Steve Hodgson is changing address for the next 12 months, he is handing over to Bill Peake, who will take over the task of Section Secretary. Steve is making for South Wales — apparently trying to beat Graham Gardiner to some of those "finds".

THE "HUSH HUSH" RACE

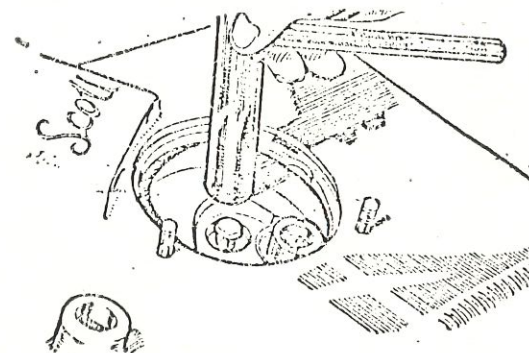
I had very catholic tastes in motor-cycles up to 1925, when I bought my first Scott, and in the half dozen years or so before that I had a number of machines, though they were all four-strokes, as my very first machine, an Alldays "Allon", had put me off two-strokes for good, or so I thought.

Anyway, soon after getting what I felt was a *real* motor-cycle, a 3½ single gear belt drive Rover, in 1921, I joined the Public Schools Motor Cycle Club, which was a very go-ahead organisation at that time under its honorary secretary, H. B. Browning. We were a lot of enthusiastic youngsters and Browning was an extremely good organiser and that bit older than the rest of us that made him the natural leader, and during the early 1920s the P.S.M.C.C. regularly ran a meeting at Brooklands and the Club is mentioned on more than one occasion in Dr. Bayley's superb book of Vintage motor-cycle racing at Brooklands; in fact the photo of J. T. A. Temple on his Norton in that book has a P.S.M.C.C. pennant on the back in what appears to be a most dangerous position! I was at school with Temple and also with E. H. Fielden, who later became the Prince of Wales

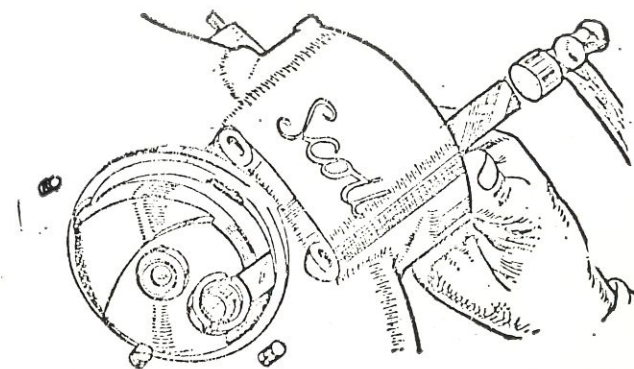
(Continued on page 15)

YOWL SUPPLEMENT—(Part 4) (Reprinted from Motor Cycling of 7/3/62)

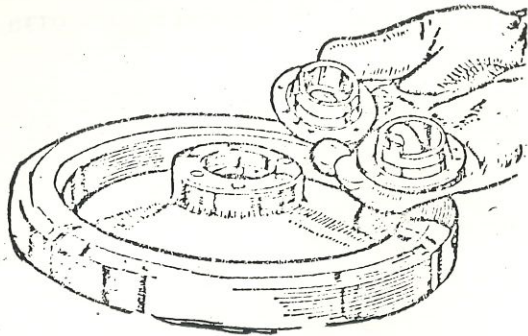
OVERHAULING THE BIRMINGHAM SCOTTS



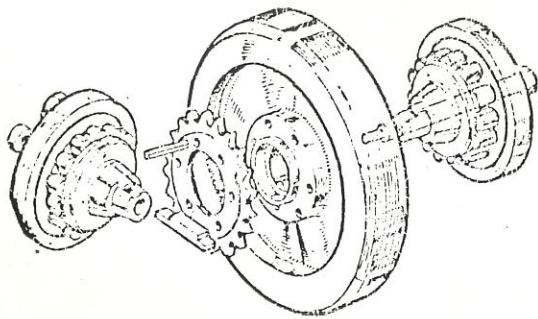
19 Take out the crankcase; remove the main bearing oil pipes. Slacken the left-thread nut on the through-bolt in the right crank. The bolt-head on the opposite side is right-hand threaded. Partially slackening the bolt and striking the hexagon head is one way of dislodging the right-hand crank assembly from its taper fit in the flywheel.



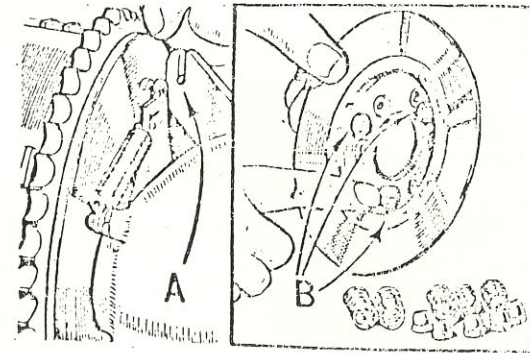
20 An alternative method of breaking the taper fit is illustrated. When the centre bolt is extracted, use a hammer and drift to tap the crankpins and break the taper-fit torsionally. Work carefully to avoid damaging the surrounding crankcase metal. Half-a-dozen taps are normally sufficient to break the taper.



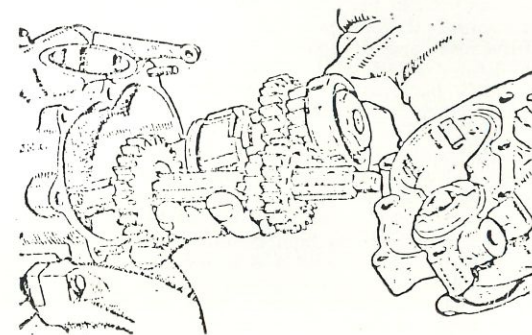
21 With the crankshafts removed, the flywheel and primary drive sprocket (not visible in this sketch) can be withdrawn. Keying into the boss are right- and left-handed packing glands; these should not be reversed when re-assembling because each is precision-drilled to provide correct lubricant inflow at the induction phase.



22 The crankshaft, centre flywheel and primary chain sprocket in extended form. Rigidity is preserved by the narrow dimension of the assembly when nipped up in the flywheel centre taper, where it is secured by a common key and through-bolt and nut. Main bearings are $\frac{1}{4} \times \frac{1}{4}$ in. rollers (15 each side) running in races pressed into the crankcase inner walls.



23 Normal clutch maintenance consists of adjusting to establish a minimum $\frac{3}{16}$ in. free movement at "A" when the cable is in position. The clutch is operated by a quick-thread mechanism and the three slot-headed studs and locknuts "B" provide basic adjustment. The clutch runs on $\frac{3}{16}$ in. $\times \frac{3}{16}$ in. (30) caged rollers and there are four plain and four friction plates in the assembly.



24 To get at the gearbox interior, take off the end-cover, held by four sleeve nuts and three dowels, complete with k/s and gearchange mechanism. Take out the oil-level plug; this gives access to the main bearing which is now tapped free. Apply a mallet to the splined end of the mainshaft to expel the gearbox "internals" complete with end-cover. Normally the high gear wheel drops down into the shell.

YOWL BACK NUMBERS

Available to Club Members at 15p including postage, the following:—

- 1963 August, October.
- 1964 April, October, December.
- 1965 All issues.
- 1966 All issues.
- 1967 All issues.
- 1968 All issues.
- 1969 All issues.
- 1970 January, May, September, November.
- 1971 January, March, September, November.
- 1972 Issues to date.

Any other queries or information required, please enclose s.a.e. for reply. We have a list of Technical Articles for reference purposes.

Note—*Yowl* is published six times per year (every two months (January, March, May, July, September and November). They are normally received on the first of the month, but delays occur when the Post Office will not accept bulk postings on certain days. Should *Yowl* NOT have been received by the second week of the month, write to the Distribution Secretary.

Should you move address—don't forget to advise us!

Should you want the magazine sending to a temporary address, such as for business, etc., please advise us.

ON VARNISH FIXING TRANSFERS

Since we (the Club) and me (Badge Secretary) have been in a position to supply Scott scroll transfers in gold varnish fixing form, I have often been asked when handing these out — “How do you fix them?”

Here are some instructions which I have culled from a book first published around 1928.

First, thoroughly clean the area to which the transfer is to be applied, removing all traces of oil, wax, polish etc. Next, lightly rub down the area with VERY FINE wet and dry paper. This really is all that is needed on the area to be adorned. NOW THE TRANSFER. First here is to commence to remove the thick backing paper from the transfer front, e.g. the thin tissue paper onto which the transfer is made. The backing paper can be removed completely at this stage, but this is largely a matter of personal choice. Now paint transfer varnish (which can be obtained from art/craft shops, stores like Halford's) over the transfer design *only*, overlapping this by approximately $\frac{1}{4}$ in. Now set the transfer aside until nearly dry. When the transfer is dry almost (tacky) remove all the backing paper, if not already done and place the transfer in its final position, sticky side down of course, pressing it carefully into place with a dry, soft cloth, making certain that there are no air bubbles under the design. Set the whole article aside to dry, preferably for 24 hours. It is essential that the varnish and transfer be left to thoroughly dry.

When dry, remove the tissue paper with a soft damp cloth, soaking the tissue paper well and removing it carefully. Now leave the finished transfer design to harden again for about 24 hours, and then lightly varnish over it again, and any of the surrounding area that needs it, e.g., where it was rubbed down prior to applying the transfer.

The transfer should not be varnished again until it has had time to harden, as this will cause the transfer to cockle up, especially at the edges.

I have found this method quite satisfactory, although I'm sure that other people may have easier, quicker ideas. If so, let us know.

E. SCOTT.

(Continued from page 10)

personal pilot and ultimately Captain of the Queen's Flight, an appointment which must have amazed fellow members of the P.S.M.C.C. because, although he became a most proficient and safe pilot, he was just about the maddest performer in the Club on his 2 $\frac{3}{4}$ Trump-Jap.

Browning, who had driven a Rover in the “Four Inch” Race in the I.O.M. in 1908 and was recently more commonly concerned with Humfrey Symons on some of his trans-African journeys, became a great friend of mine. He died some years ago now in Rhodesia, where he emigrated after the last war. Apart from the Brooklands meetings, he organised, in 1924, what appeared on our “Programme of Events” as the “Hush Hush” Race. This turned out to be what, so far as I know, was the only properly organised race on public roads in this country! Anyway, competitors were sworn to secrecy and I feel, after all these years, there really should be a record of this occasion and, although it does not concern Scotts (there were none entered), I make no excuse for submitting it to *Yowl*.

A triangular course was laid out on Salisbury Plain and this had to be



THE MAN OF ANY YEAR: Tom Ward, seen here with his wife relaxing at the Rally. He's starting “all over again” in case you didn't know!

covered three times. We foregathered near the starting point before dawn and I remember leaving London about midnight and getting a spot of sleep under a haystack until it was light enough to start. The race had to be a handicap because all our bikes were so different and anyway Browning knew the performance of which most of them were capable and in the event the handicapping could hardly have been better.

The course consisted of a length of the main London-Salisbury road to a point where it was joined to an intersection by a hairpin. Both these

roads were good tarmacadam they were joined by a short section of narrow dusty road, making about four miles to the lap. Flag marshals were stationed at the three intersections and should any traffic appear, or any other unwelcome stranger, which was very unlikely at first light in 1924, a flag would be waved and all competitors would disperse in all directions to meet subsequently for breakfast at a pre-arranged rendezvous. In the event all went well until the very end, which is really what makes the story worth telling.

I cannot now remember all the members involved or the bikes they rode, though I do remember one of the Prestwich brothers had the only combination, a big Zenith, because I came up behind it on the narrow loose section and had to wait until we gained the main road before I could get by. I was riding a 7/9 Harley-Davidson; it was not very fast, probably about 65 all out, and I got quite a good handicap. There were probably about 8 or 10 entrants, so far as I can remember. The bike we all feared was an o.h.v. Norton which was very quick and started from scratch, and was the only machine I personally felt was likely to catch me. All went well, though, and I managed to pass some solos and the Zenith combination, and as none had passed me I was left with only the limit man on a 2½ Sunbeam ahead as I entered the final straight on the last lap, which was to end in a flying finish at the hairpin, by carrying on down the main road. I couldn't understand why I had not been passed by the Norton (actually he had fallen off twice by cornering too fast) but he was catching me fast on the last leg while I was "all out" in my efforts to catch the Sunbeam. Anyway, we all three went over the finishing line almost together, and using all the road, in the order Sunbeam-Harley-Norton, when coming from the opposite direction was an elderly member of the Salvation Army on a small two-stroke. This worthy promptly took to the grass and fell off his machine and the onlookers said afterwards that it was the most wonderful finish they had ever seen! Fortunately there was no real damage done and our Salvation Army friend took it all in good part.

I believe the secret of that race was very well kept and, though there were rumours of a mysterious race on Salisbury Plain flying about afterwards, there were no painful repercussions, I'm glad to say, and I still have a cup to show that the Harley came in second in the "Hush Hush" Race, 27th July, 1924.

R. BAILLIE.

MACHINE IDENTIFICATION

(A primary guide for those who can't tell a "Rep" from a "Super")

2. The vintage Two speeders.

The early Scotts could not be called sporty mounts, they were fully equipped touring machines. Nevertheless, the "revised" Scott of 1913 was to prove the basic model for one of the most famous sporting bikes of the twenties, and the design with few modifications, being carried right up to 1930.

Scotts had a list of successes in the long distance trials popular in early post war 1 years. The modified 1919 Six Days Trials machines of Clarry Woods was to be the prototype of the Scott Sports model of 1920, and the first sports Scott to be offered to the public. Perhaps it was the Stansfield special ridden by Jesse Baker in the 1921 Scottish Six Days Trial and which caused such a stir in the Press of that year, that it displeased A.A., as so much publicity be deferred from the official mounts, that changed policy.

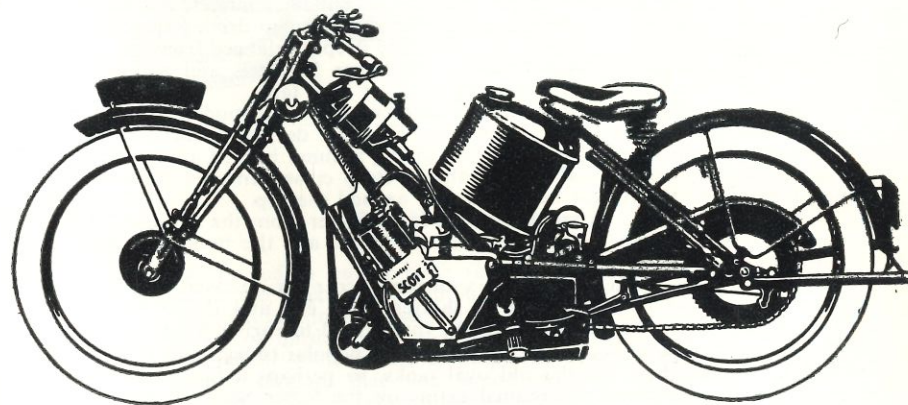
The Stansfield Special was of short wheel base and lowered frame,

and it may have been this that spurred the Works to revise the Sports model, on similar lines, for 1922 saw the introduction of the famous sporting Scott "Squirrel". I can't tell you how the choice of the name came about, but surely it was an apt choice for the busy little engine, and has been a name linked with Scotts since.

Whilst the Standard Scott was of 532 c.c., the Squirrel was of 486 c.c. (70 x 63.5 mm.) and differences lay in the lowered frame, sporting handlebars, narrow unvalanced guards and of course aluminium pistons.

Oil was still carried in the frame with the filler under the nose of the XL-All saddle, with the drip feeds moved to the front down tubes, instead of at the front and base of the petrol tank.

In spite of the lowered frame, the high position of the XL-All saddle with its cantilever action, spoilt the lines of the Squirrel, and 1924 saw a separate oil tank of 3 pints capacity, clamped to the front down tube, the



The 1924 Squirrel

XL-All giving way to a leather saddle of the Brookes type, with the usual coil springs clipped to the chain stays.

The Squirrel engine saw the movement of the plug position from the rear of the cylinder, to a position on top, off centre and in line with the induction tract, on the uncooled head.

The brakes of the early Squirrel, were similar to the Standard, cycle type or stirrup, to the front, and the rear was a rubber block bearing on the inner side of a rim formed under the sprocket.

1923 saw the front brake replaced by a 5 in. Webb internal expanding brake, the rear remaining the same as for the earlier models, and in 1924 both brakes were to be of this type.

The successes with the Works machines in events, saw the improvements incorporated in the machines offered to the public, and 1925 was to see the introduction of the Super Squirrel.

The engine capacity was increased to 498 c.c. (68.5 x 68.5 mm.) and the most obvious external difference was the fitting of the separate water-cooled head (dropped when the machine was revised in 1913), with

centrally placed plugs. The induction stub was redesigned, and was now bolted on instead of being held in place by a type of expanding bolt located on a clip attached to the top downtube of the frame. The 1925 Super Squirrels had smaller exhaust ports than later models, and for the first time drawbolt adjusters were fitted to the frame behind the two speed gear mounting, and tyre sizes were increased.

1926 saw the introduction of mechanical oiling, and Best & Lloyd pumps were fitted, held in place on the offside crank case door by a stepped or cranked strap.

The first "Flying Squirrels" appeared in this year, and were highly tuned Supers, gaining on the experience of the '25 T.T. machines. When these were sold with the old oval tank, they were distinguished from the Supers, by a large silver diamond with red centre, over which the flying squirrel motif was superimposed.

Late 1926 models had wide bearing engines, and this is distinguished by a slight bellling of the crankcase face near the door edges.

1927 saw Best & Lloyd pumps being used, but later models that year had Pilgrim pumps fitted with the drive from the magneto driving sprocket, wider forks were introduced that year, with the deeply valanced front guard.

1929 saw wired-on tyres fitted to the Super Squirrels and a Sports Squirrel on the market, this having the T.T. or long tank.

A few words on the 'T.T.' tanks—there were several models, the first being patterned on the '25 T.T. machine. This had deeply valanced sides, with the tank top steeply curved, almost giving a hump backed appearance. Later tanks were not so valanced, with the steep curve removed from the upper part, and the typical heavy beading around the top.

Front brake size was increased to 7 in. diameter from the earlier 5 in. type, but these proved too powerful for the forks, and the brake size was reduced to 6 in. on the 1930 models.

1930 saw the frame redesigned, with the sidecar lug removed from the top of the down tube, resulting in shorter forks etc. and the tank was reduced in size to two gallons from the three fitted to earlier Supers.

The 'T.T. type' tanks do not seem to be so popular today, most owners seem to change these for the old oval tanks, so perhaps a final word on these, which were fitted as optional extras on the Super Squirrels as well as the sports model. Sports tanks had two fillers of equal size, as compared with the smaller oil filler on the Flyer.

The triangular tool box so long a feature on the Squirrel and Super was changed in 1930 for a metal rectangular box with leather flap, situated on the offside chain stay.

Later 1930 engines had a fourth point fitting to the front down tubes.

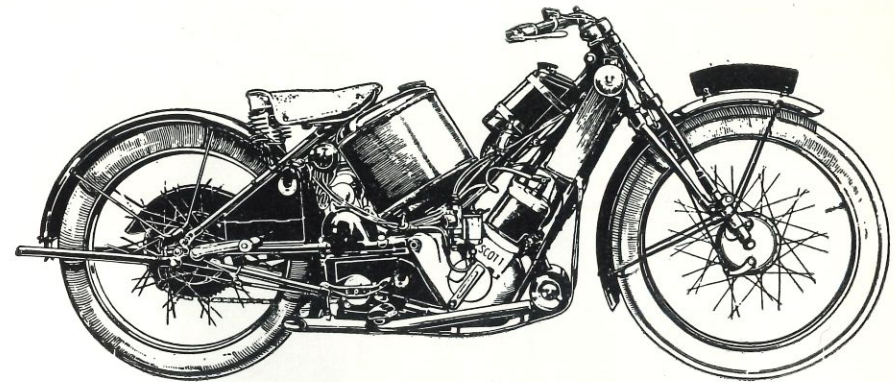
The Squirrel was continued in the range up to 1927 and offered as a cheaper version.

The Standard model was also continued in the range although the capacity was changed around 1924 to 596 c.c., and was the touring version of the range until dropped also after 1927. The oil carrying frame was dropped for this, the same year, and the usual modifications were made to it during the years that remained. The mudguards were always heavily valanced, front and rear, the leg shields and the sprung footboards remained a feature throughout its production.

The Squirrel and Standard models were dropped on the introduction of the duplex framed models, patterned on the 1926 T.T. machines to the range.

More on these and the three speed Squirrels and Super Squirrels at a later stage.

Finish—well, the catalogues always say "finest black enamel, tank



The 1926 Super Squirrel

artistically covered in leather cloth (later ones say purple)". The oil tank would match the tank cover, with fine white lining top and bottom. On certain models, maroon was used, but I cannot help with the years.

A variety of finishes were also seen on the 'long' tanks, ranging from black, with red or white lining, to purple or white panelling, lined in red.

I do not suppose that you would be able to recognise year of manufacture at a glance, other than the changes as outlined above. Scotts always sold "modernising" kits, to enable owners to bring their machines up to date. The last offered was during the 1946-50 period when the works offered teles and full width hub wheels, etc.

The following may assist in further recognition, although I cannot help as to numbers. (If anyone can supply these, we would be glad to publish them.)

Engine numbers were stamped on machines as they left the factory and are the only real guide to year of manufacture. Up to 1924 only numbers were used, except in those cases where the 532 c.c. engine had been overbored to 596 c.c. and these were stamped with the prefix 'SC'.

After 1924 the prefix 'S' denoted Squirrel 486 c.c.

T—Standard Touring 532 c.c.

Y—Super Squirrel and Standard 596 c.c.

Z—Super Squirrels 498 c.c.

'F2' used also on 1926 2-speed in addition to 3-speeders the first Flying Squirrels.

'FY' was used also to denote the 596 c.c. 2 speed Flying Squirrels.

For 1927 the name Flying Squirrel was used for the duplex framed models only.

During 1927, as numbers approached five figures, the suffix 'M' was added, changed later to 'A' starting with a lower number.



T.T. RALLY: No — he's not saying "Sorry lady!" but "I made it!" Frank Riley of Bulawayo at the end of his ride, seemingly surprised to finish on the Editorial Scott. A disbelieving Geoff Lee is seen on the right.

THE VINTAGE CAR CLUB OF RHODESIA

All members will be pleased to learn that Dick Thompson (holder of the Scott Shield for the best Scott entrant in the Durban Jo'burg Trial) has been elected as President of the Vintage Car Club. Congratulations to Dick.

3rd DURBAN/JO'BURG TRIAL

Barry Broadie, who was with us at the 1970 Rally was the 3rd overall winner, whilst O. Barrett, won the Percy Flook Trophy.

"MEIN KAMPF"

George Peters, O.B.E.

There is a cry-from-the-heart from the Editor for contributions and a stern refusal from an old-un! Oh well, maybe I'm not so ancient as some, perhaps just a little mousy, so here goes—"Mein Kampf", or the story of my struggle.

The malady came upon me and I got the virus when I was about 12 and used to avidly read copies of the "Blue un" about 1923. About that time too, elder male relations joined a club in North London called the "Lantilla"—mhy it was thus named I never found out. But they used to meet on bright sunny Sunday mornings and go out for runs together, all stopping as each other broke down in turn for an inquest on the breakdown and communal repairs. Somebody was always towed home to base from outside a pub. I used to get the odd ride on the pillion of such



George Peters, O.B.E.

machines as A.B.C.s, N.U.T. "V" Twins, Zenith Twins, Ivy two-strokes and so on.

At the age of 14 I was able to get a driving licence whilst still at school and by dint of doing odd jobs was able to save about £5, a princely sum in those days and purchase a fifth-hand 350 c.c. ex-World War 1 chain-cum-belt drive, two-speed, no clutch, Douglas.

After a few days of trials and breakdowns, and armed with a dozen 6d ex-Sopwith aircraft plugs ex-Pride and Clarke, and a belt punch and many, many belt connectors, I cheerfully set off to visit relations who had a farm in a remote part of Bodmin Moor, Cornwall. Such was my innocence in those days! The fuel tanks were minute, and my usual call at a place where fuel was sold (garages really came a little later) was half a gallon of R.O.P.E. (Russian petrol) at 8d and half a pint of "B.B." (Bloody Black) oil at 7d—1/3d per call.

With great skill and no brakes, I managed whilst passing through the City to get my front wheel between a copper's legs at the Bank. Imperiously, he ordered me to "Wait over there" I waited and wondered would it

be imprisonment, confiscation, what WAS the penalty for emasculating a Policeman? All those questions ran through my youthful mind. But the intensity of traffic mounted and the copper swung his arms this way and that, and eventually another officer came to relieve him on point duty. Gathering his cape, he handed over his armbands and strode off, completely forgetting me! I don't know which was the heaviest blow, being let-off or being ignored! Anyway, I made off too, and found myself trying to ride up Hindhead, or should I run up because the machine was taking itself up and I was running beside it? Near the top I managed to mount once again and then the poor thing burst its heart, or so it seemed. For all the timing gear fell out and disappeared into the valley below. Frantically I searched for the bits of my entire "invested capital" and when I considered I had really recovered them all, I coasted downhill in search of succour.

Glory be! I came upon a blacksmiths with a similar Douglas outside (blacksmiths were still changing over to motor repairs). I went inside and found a huge fellow. I said nothing, and pointed to my Douglas, opened my school cap and showed him the timing gear which was therein. I have never seen a man so delighted! He was an obvious Douglas enthusiast. He gave me a cup of tea and set to work. He made triangulated brackets to hold the spindles of the gear together, put it all back, ground in the valves and had a whale of a time. The bill—3/6d! My bike went as it had never gone before to my knowledge. The only hill that defeated me was Lyme Regis and I did the journey in three days mostly on untarred roads (Macadam). Did I say the only hill that defeated me? That was of course "up Hill", quite a few defeated me downhill, and I fell off to save my neck several times. At Winchester I nearly demolished King Alfred's statue; on the main road to Bridport I had to take the slip road up the old Roman Road; at Beer, I almost went through a pub window! You see I only had a bicycle-type stirrup front brake and a weird fibre block on the belt rim which refused to work with the slightest moisture around—so often the safest thing to do was to ride the thing to the ground preferably on a grass verge rather than get a load of gravel rash. But such was my youthful enthusiasm that I bothered not a jot.

The coalman obviously had his eye on the Douglas—which was just as well because I already had my eye on someone else's bike. To cut it short—he got the Douglas, and I suffered a capital loss of 5/- on the transaction which was bravely borne.

An acquaintance of mine, somewhat older, had fallen in love and the girl's parents had said "Car or nothing" and his parents had said "Sell the bike", so I knew that I was in a position of strength if I acted quickly before any rivals came on the scene. Hard bargaining with Romeo followed and in between I engaged in frantic capital-raising activities, for those were hard times. I sold everything I could lay my hands on, except my grandmother, and that only because it was impossible—she had been dead and gone for years. Eventually the bargain was struck at £8 5s. 0d. and I became the proud owner of a 249 c.c. side-valve, two-speed, gas-lamped, round tank B.S.A., the great grandfather of the present Husky model.

It had a "Tan-sad" pillion seat—the occupant of the seat had his or her backside well and truly tanned and never looked anything but sad! But it was a lovely little machine and wherever I see examples of it in the various motor museums, I still admire it. It had a lovely cylindrical green tank with gold lines on it and the B.S.A. motif of three piled guns.

There was no question of ever being thrown over the handlebars by applying the front brake too harshly—it hadn't one! Both handlebar and foot brakes worked fibre blocks on a dummy belt rim on the back wheel.

To be continued.

Midland Section Secretary:

J. UNDERHILL, 82 Deansway, Ash Green, Exhall, Coventry.

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Sussex:

(Contact Editor).

New Zealand Section:

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

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 Threc 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—63p from P.R.O.

FOR SALE AND WANTED

(A free service to members)

WANTED: Birmingham Scott, late model but any considered. All letters answered. Bill McLellan, 510 George, Sarnia, Ontario, Canada.

FOR SALE 2-Speeder 600 c.c. flywheel, cranks & glands. In good condition. Offers or exchange for parts wanted.

WANTED: Magdyno for '48 Squirrel, front forks or parts for 1930 Squirrel. Prefer Scott girders, but consider anything. J. R. Thompson, Shona, Sutton, Wymondham, Norfolk.

WANTED to complete 1923 2-Speeder: Complete 2-speed gear, kick starter assembly, rear wheel hub and sprocket, handlebars with cross fixing bracket. Colin Blazely, 45 Outram Street, Launceston, Tasmania, Australia 7250.

WANTED for 1932 Sprint Special single down tube frame, Webb forks front wheel with brake on left. Rear wheel with brake on left. For '29 Replica, left hand exhaust manifold chain oil tank. HAVE FOR EXCHANGE. DPY engine needs rebuild. R.H. exhaust. Rebuilt wheels (1950s) rear and 21in. front. Duplex frame with sprung rear end, and Dowty (spring conversion) forks. All rebuilt, also 1929 frame and tank needing work. Don Fielding, Chapel House, Munersidale, Penrith, Cumberland. Tel. Threlkeld 672.

WANTED: VINTAGE SCOTT. Open frame Super Squirrel in any condition which includes dismantled. Squirrel mascot also wanted. Michael Chapman, Post Office Box 4, Midland, Ontario, Canada.

WANTED: "Yowl" Vol. 1 all 12 issues. Vol. 2 all issues. Vol. 3, Nos. 1-5 inc. and 8-12. Vol. 4, Nos. 1, 4 and 7. Vol. 6, Nos. 10 and 12. "The greatest of all Trials", "Tourist Trophy Two Strokes", "50 years ago" and "Made to Limit Gauge". Your price paid. For Sale—1955 B.S.A. Shooting Star, carefully overhauled and rebuilt, new crank, pistons, exhaust pipes, silencer, etc. Good tyres, M.O.T. £100 or near offer. (Room wanted for another Scott). A. K. Craighead, 44 Osborne Road, Little Heath, Potters Bar. (Tel. 52699).

WANTED: For Brum model — roll-on centre stand. Tool boxes and oil tank. For '27-'30 one girder from Scott forks (3 speeders). Can offer some 2 and 3 speed parts in exchange or buy. Bill Hynds, 21 Kildare Street, Ardglass, Co. Down, Northern Ireland.

FOR SALE: REDUCED PRICES, Blazer badges 20p. Riding jacket badges 30p. Machine pennants 30p. S.O.C. (Riding jacket) 40p. G. Gardiner, "Shipley", St. Paul's Avenue, Barry, Glamorgan.

WANTED: 1930 Super engine. Complete kick starter for 2 speeder. Oil tank for Super with pump for gear. Reg Summers, 185 Longmore Road, Shirley, Solihull, Warwicks. Tel. 021-744 3647.