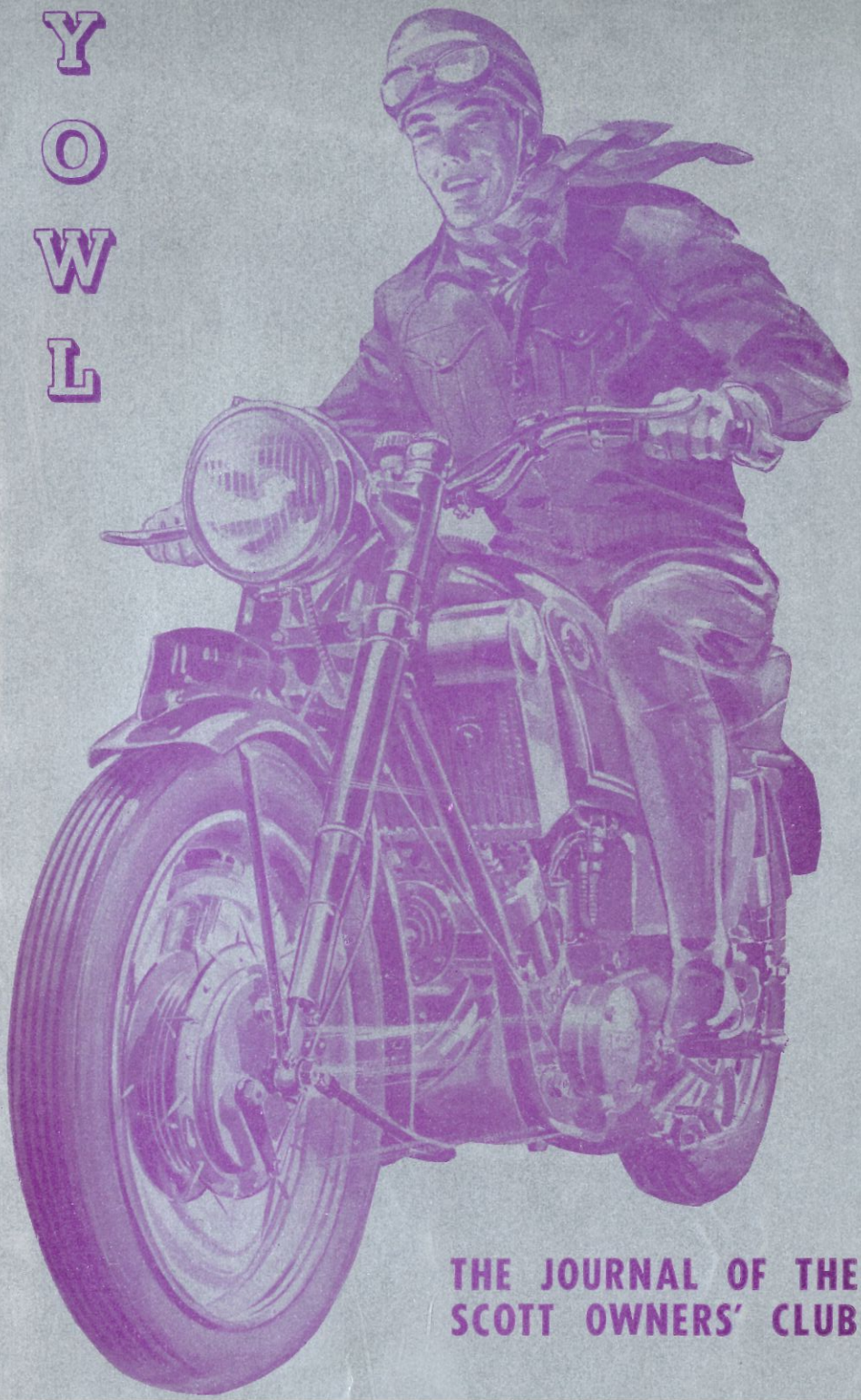


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THE JOURNAL OF THE
SCOTT OWNERS' CLUB



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EDITORIAL

I see that our Club motto has again been somewhat overworked in other spheres of late—our poor old politicians, local and national are again exhorting people to “participate”, even religious leaders in some parts are urging their sects to do likewise—but I feel sure that of all who have been urged to “participate”—none get more fun from their efforts, than those happy members of the Clan Scott who participated in the 12th National Rally at Evesham.

I would hesitate to say which part was the more enjoyable—the sight of the magnificent Scotts (and other machines) on view, or the annual reunion of so many old friends, many now a little greyer than on that auspicious occasion 11 years ago, when Scotts from far and wide droned into Stratford on Avon, for the first of our National Rallies.

To those that are able, and this must surely mean the majority of our U.K. members, but who have missed the Rallies to date, I can only say that you are missing a great deal, and so like our poor old jaded politicians, I can only urge you to participate. Why not try our new “mini” Rally at Peterborough early in 1970 as a “taster”.

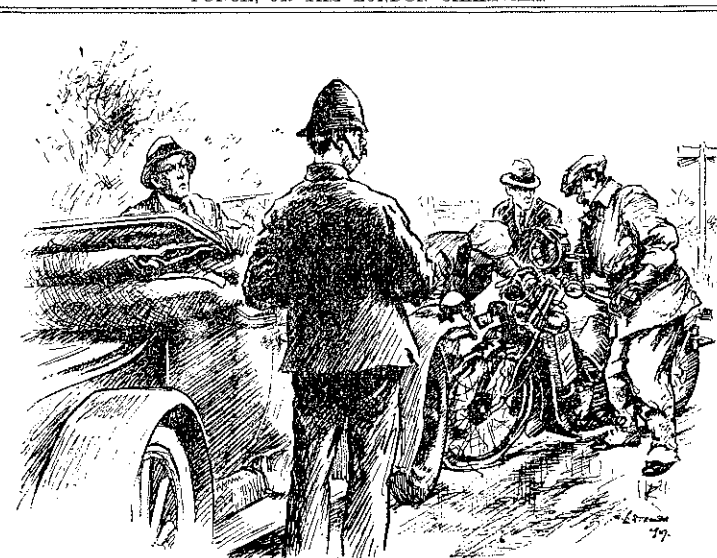
I note that the Law Society, and with all respect to that august body, no doubt with their eyes to their members pockets, are urging the Government to consider legal aid for civil in addition to criminal proceedings to all members of Society to the tune of £25, no matter what their incomes, but cannot see such a proposal promoting harmony in the community with Mrs. Bloggs being encouraged to sue at the drop of her hat.

I think that we should propose that every householder, be given 25 quids worth of vintage Scott, as a means of settling some of the bickering and strife of modern times.

In recent issues of the Journal we have had contributions from Canada, the States, Australia, New Zealand, South Africa, Rhodesia, France, Czecho-Slovakia, and the Republic of Ireland—no argument here, all differences settled by the one consuming interest in matters Scott.

The nights are beginning to draw in now, and with the article by Stan Greenway on plating, now is the time to start planning that overhaul and re-furbishing the old bike, with a spot of good fortune—it should all be completed in time for the Peterboro “Parade”—all those glittering freshly plated Scotts, should turn this into a real “Pageant”—what about it . . . see you then?

An article appears elsewhere in this issue headed NICKEL PLATING IN THE HOME WORKSHOP, which is written by Mr. S. Greenway. A very interesting, handy and informative article it is too. Nickel plating of the smaller articles is well within the reach of everybody, at a considerable saving in cost. All the commodities needed to Nickel plate, as explained in the article, are supplied by Mr. Greenway at a very reasonable price. For example, the standard Nickel Plating Kit costs only £1 17s. 6d., plus 4/6d. p.&p. He also supplies all accessories and any additional materials needed for a more adventurous project, including the anode and cathode bar set, either drilled and bent at 10/-d., or fully assembled at 15/-d. Full details, price list and order form may be obtained for an 8d. stamp from Mr. Greenway at 25 Pine Court, Cublington Road, Leamington Spa. He will also advise fully.



Village Constable, (taking notes, to motorist after head-on collision with motor-cyclist). "NOW THEN, WHICH OF YOU HIT THE OTHER FIRST?"

Whilst the humour may have changed from the days when the illustration first appeared, I feel sure that all members will appreciate this beautiful line drawing of a Scott “Standard” model of the early twenties, which we are very proud to say is “reproduced by permission of Punch”!

THE EASTERN RALLY OR PETERBOROUGH PARADE

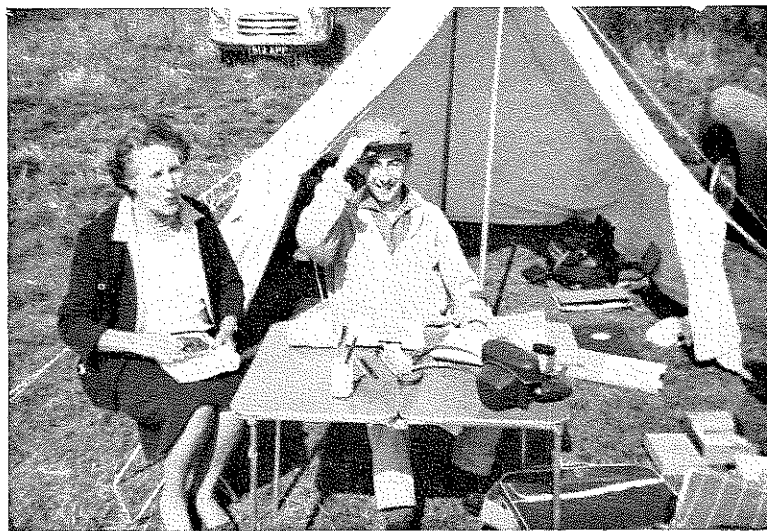
Provisional date is the 31st May, 1970. Offers of assistance to Doug. Wright, 10 Torrington Drive, Potters Bar, Herts. Camping weekend can be arranged if required. London and Midland Sections to note.

MEET THE MEMBERS (No. 2)

COLIN SMITH

Following service in the R.A.F., Colin was an enthusiastic member of the Leicester Query Motor Cycle Club though I shall *HAVE* to say it, often Rudge mounted. On moving to the Birmingham area in 1959, he promptly joined the Midland Section of the Scott Club, and on his first appearance was elected to the Committee and later as the Section's Treasurer. This resulted in "promotion" to the National Treasurer, a post which he held for several years. Still responsible for the Section's financial affairs, Colin has regularly been seen at the Rally and other events, collecting the shekels, and now cannot remember when he "saw" a Rally, as he has always been busy at the Control and the "Scott Shop".

Colin's Scott was very much a "bitsa", and pieces from about every model possible was utilised. His Replica tank was greatly coveted by a number, and I believe has now been exchanged for one of a later year, to allow the Rep. tank to grace a Replica now being rebuilt in the Midlands. Colin was a great "chair" fan, and his lightweight sidecar, boasted many modifications, including a very efficient heater for the body, which I think tapped off hot air from the exhaust pipe.



Colin Smith—as all Rally entrants know him—manning the Control Point.

In his early days Colin used to make the trip weekly from Reading to Chesterfield, and can recount numerous incidents though some of these were not so funny at the time. Such as when he saw the New Year in, tinkering with the magdyno at the roadside on one of his weekly trips, or the occasion when he utilised the steps at Wallingford Town Hall as a workbench at 4 a.m. in the morning, trying to discover where the spark had gone to. Or the time when competing in the Colwall Rally, his combo boiled and sprayed "Ginger" so that he could not play his uke except from the standing position!

The Scott because of a growing family, has now been restored to solo condition, and as the years and trips to the Island had taken its toll, the Scott is now in the throes of being re-built. It is now half-way through this stage, but whether it will emerge as a challenge to Midland's reigning champion (John Underhill's 1930 Flyer) remains to be seen.

CLUBMAN OF THE YEAR

(Thomas B. Ward)

We have received so many letters of praise, particularly from overseas members, for the assistance and advice given by our old friend, Tom Ward of Derby, that at the A.G.M. in May, it was unanimously agreed that Tom should be again elected "Clubman of the Year", and so retain the George Silk Shield for a second year.

I know that all members will join in our hearty congratulations.

A letter from Tom reads:-

"YOU DO KEEP GIVING ME PLEASANT SURPRISES! Nothing was further from my thoughts when I opened your letter and I thank the Committee and Members of the Scott Owners' Club most sincerely for their kindness in electing me "Clubman of the Year" for a second year.

I thank them especially for their congratulations—which I take it, is for managing to keep on doing my bit for *such a long time*."

Tom goes on to say that because of the manpower situation his work is somewhat restricted, but is continuing to manufacture small spares for the two speeders and to carry as many spares as possible in order as he says "to keep these remarkable machines alive."

Tom also mentions the development work being carried out at the Scott Works, and the improvements to the Shipley models by George Silk which he says are first class and very promising.

He is also in favour of members doing as much repair work themselves as they can—that way he says they can learn a lot, and more important **SAVE** a lot!

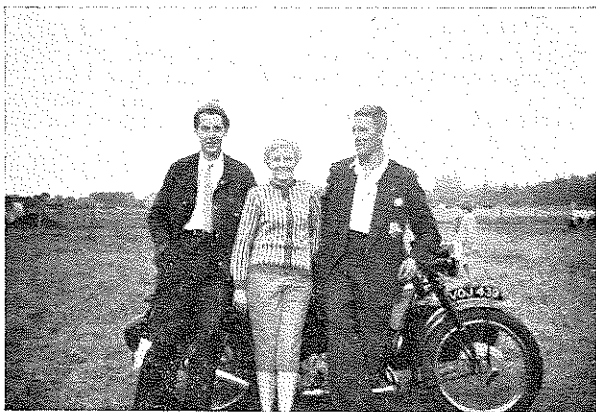
MEET THE MEMBERS (No. 3)

BARRY HARES

It is of course rumoured that the Barry is an abbreviation of Barrington, but we shall not dwell on that!

Started Scotting in 1956 with a new Birmingham Scott, but soon caught the "vintage" bug, and the Brum Scott gave way to a 1938 500 c.c. job, which was speedily re-furbished to such an extent, that for several years it took its class in the Rally and for four successive years, the Post Vintage trophy at the Tour of Birmingham. He must have had a twinge of conscience parting with the Brum Scott, as every Rally for the past few years he has scoured the field for a glimpse of his old machine, but strangely to date without success.

About five years ago, he acquired a 1930 two-speeder (with short steering head) which was then in very poor state, but was given the Hares treatment to such an extent that it has been an award winner again at the Rally and at Vintage M.C.C. events.



(left to right) Barry and Jill Hares, with Midlands Chairman Alan Cooper.

The 1938 model in the meantime has been relegated to the position of daily hack and so has lost some of its pristine glory.

Barry was one of the founder members of the Midland Section and with Jill (now Mrs. Hares) one of the staunchest supporters of all events and runs, Jill's 1100 was found very useful for "dumping" the grubstakes and unwanted clobber on runs!

In between rebuilding the Scotts, Barry has found time to make up the most perfect model of a Manx Norton ever seen, and which formed the subject of an article in *Motor Cycle* some years ago.

Barry has a brother, who although appears to be very bright and likeable, is somewhat "peculiar" in that he refuses to see the light or be converted, but instead clings to those old-fashioned bangers turned out at Hall Green, and has even been heard to state at Rallies of all place, that he prefers the Velocettes! Still—there's always hope that he will repent and see the error of his ways!

MORE ON U.6.

Billy Moore, so we are informed by his nephew, George Gill, never *willingly* rode a Sprint Special in a trial, the exception being the 1930 Scottish (which he made a proper pigs ear of!). U.6 appeared on two and three speed Supers, and on a very special 3 speed model, with T.T. tank, old gear box with the long lever, and a single down tube frame bifurcated near the engine so as to take a central carburettor. So, if anyone has *that* frame—that's it! So come on—own up! (As my old Troop Sergeant would say "Which of you 'orrible lot's got it now?")

RHODESIA: The Lord Malvern Rally

The route for this was rumoured to have been chosen by a drunken sailor, and maps were verboten, "Pa" Smith taking it easy in the chair, with daughter Sheila navigating the Scott Super. (New Zealander George Woodward ought to note that Neil appears to have cured vibration with his "mods" as the story should prove!) "Pa" ticking off the reference points from the comfort of the chair, saw what he swears was the largest dead puff adder ever, stretched out lifeless in the road, just as the Scott was slowly climbing a steep hill. The adder is alleged to have been at least four foot long and a handsbreadth across the back; its colours blending well with the dusty road. Sheila put the chair wheel across the tip of the beastie, being too intent on ignition and mixture control to have noticed it. "Pa" was just leaning over the side of the chair to admire the markings, as a very CROSS snake chose *that* moment to wake up!

Would anyone like to possess a single cylinder 250 c.c. or 300 c.c. Scott? Dick Thompson of Salisbury, Rhodesia can tell you just how to do it!

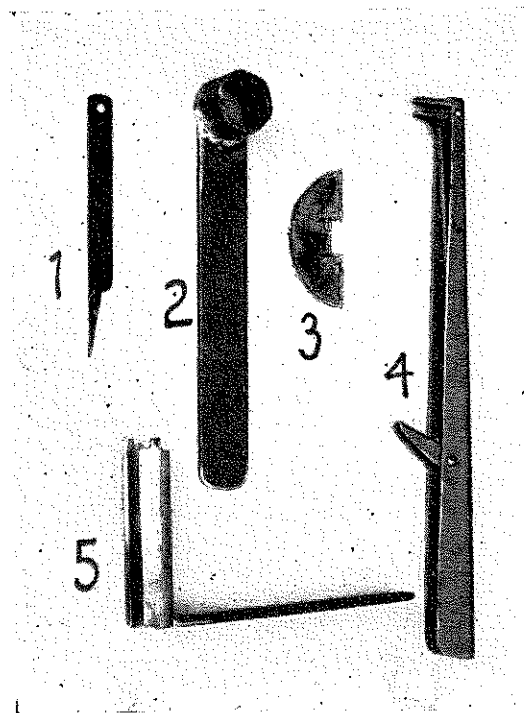
LEARNED THE HARD WAY

by Geo. Woodward, New Zealand

Like a woman the Scott takes an awful lot of understanding. Both are temperamental, sweet-tempered, bitchy, easy-going, hard to please, jealous, loving, hateful, co-operative and unco-operative, to mention only a few. The attributes that suit us we take for granted and apart from a perfunctory pat on the tank (or somewhere) give little recognition of her services.

However with the others we go to great lengths to point out the sins and omissions and do something about correcting them, or at least making it easier to cope with them. It is for the latter that I pen these lines, in the hope that other Scotters (but perhaps not other married men) may be helped to cope with the idiosyncrasies of their loves.

Like most men I have had to learn the hard way, and here set forth a few hints as to dealing a bit more quickly with our girl friend's foibles.



For instance—you may be screaming gloriously along and suddenly one of her lungs stop working. You are plunged into the depths of despair because you know that one of her plugs has filled up and you haven't any spares. Then you grin to yourself because you have remembered to bring your homemade plug cleaner with you, the one you made from a piece of hacksaw blade, as fig. 1 and also found, to your delight, that the thickness of the blade was exactly the gap you wanted in her plugs. Now a few minutes wooing and you have her tractable again, and to assist you with this quick return to sweet reasonableness, see fig. 2 which shows a plug spanner made from a piece of box spanner brazed to a handle, which slips in easily under her radiator.

But it is at home you have the most trouble. I well remember an overhaul carried out with loving care, after which I tried to woo her to behave sweetly to me. Maybe I shouldn't have kicked her so hard, but all I got was a loud whistle. She did start later, but the whistle became a screech and for fear of doing bodily harm I desisted. It took me a long time to discover that one of her transfer ports was not gastight and with the help of the small gauge in fig. 3, made from a piece of sheet metal, found her ports were not in line and, with the aid of an extra gasket where required, brought her asthmatical breathing back to normal.

And then another time when her front chain needed changing she was the bitchiest I had ever seen her. How many times I fished the chain link out of her gearbox tray I can't recall but after the first half-dozen I was ready to deny her a chain altogether and give her to the highest bidder. But, as all you clots know, you don't give up like that and I found a way of nailing the old girl to her responsibilities. Just take a look at the instrument at No. 4. This brought her back to her cake and milk! With her link gripped in the relentless jaws of the beak at the top and her chain held on her clutch sprocket, she was powerless to resist.

And then again when her Dowty forks became very sloppy I was rather chary of playing round with her legs, but decided I had to assert myself and do something about it. When I had taken the wind out of her I found her pistons were out of reach of normal spanners and evolved the instrument you see at fig 5, with which I could get comfortably inside.

Perhaps later I will tell you what I did to her legs but must close now with best wishes to all squires of Scotts, and with the hope that you will treat your spouses with the respect due—but not too much.

BLAZER BADGES

Graham Gardiner has had some beautiful blazer badges woven specially for us. These proved very popular at the Rally and were excellent value at 7/- each. They can still be obtained from Graham at that price, but please enclose postage (6d.) Order yours now from Graham Gardiner, 8, North Walk, BARRY, Glamorgan.

Philip H. Smith,
21 Margerison Crescent,
Ilkley,
Yorks.

Dear Sir,

I have noticed a few odd items in the September issue on which I may be able to assist. Mr. Woodward is troubled with odd noise, wear and vibration. My old mate Tom Ward will obviously be able to give him far more suggestions than me, (as he has handled thousands of engines in sixty-odd years), but for what it's worth—

If engine bearings and piston clearances are correct, vibration can be caused by variation in weight of LH and RH reciprocating masses, or also by compression ratio being higher on one side than the other due to incorrect machining of combustion space. But you can also get a "standard" type of vibration caused by horribly excessive piston weight, which is almost inherent. To cure this means redesigning the gudgeon pins, using titanium for preference, and with circlip retention instead of those weighty brass pads. But you must fit the circlips dead right—or else! This obviously means new pistons as well, to do the job properly. Normal replacements I have seen are unnecessarily heavy, and a smart lad with a lathe could do wonders on them. Those sawcuts on the skirts are also a gimmick dating from 1924, and serve no useful purpose. They do, of course, collect abrasive matter and act as a nice lap on the bores!

Primary chain wear, Mr. Woodward. Sprockets must be lined up properly—the tray can distort astonishingly, and throws the alignment haywire; check the box rails on the tray for parallelism with the crankshaft. Make sure sprockets are not hooked. Fit a chain oiler that has a twin drip, between the sideplates at the joints, and not just on to the rollers where it does no good. Renold Manchester will tell you all about this. Get their booklet on chain maintenance. With an adequate oilfeed, you will sling oil all over the place, and your pals with concrete paths will take a poor view; but your primary chain will be O.K.

Clutch jangling, Mr. Woodward. Excessive withdrawal can cause this, but only when the clutch is "out" of course. I fancy you always get a bit of this, but it should not jangle when "in". Gear primary drive? Alfred Scott used it on the Sociable, and a modern version would be the answer. But how you'd miss all those chains!!

Now Mr. J. W. Cuddihy, who is the fortunate owner of Tommy Hatch's 1928 TT machine. This photo was shown to illustrate an article which he mentions, and which I wrote under a nom-de-plume, in *Motor Cyclist Illustrated*. However, I should mention that the oil tank under the saddle is actually a chain-oiling tank, and the main tank is combined with the big fuel tank. On the 1929 machines, a one-gallon engine oil tank was accommodated under the saddle, by shifting the magneto under the main tank just behind the carburetter. Incidentally, regarding Castrol R which he mentions, I used this a lot for fast runs in the early 1930s, and it was ideal; but decoking was a real bind, and had to be done very frequently to prevent the rings from gumming.

Finally, on page 5 you give an extract from the 1922 Scott Trial programme. This is from an ancient manuscript, the work of a Scribe named Nivon (no relation of C. H. Wood, by the way!) You can read the whole of this saga in "The Greatest of all Trials", still obtainable from George Stevens (Advt.).

Yours sincerely,
Philip H. Smith.

MATHER'S MEANDERINGS

No doubt the Scott Owners' Club members can be divided roughly into two groups, the experts who produce gear driven oil pumps, experiment with reed valves, and airily recommend "Mavro" type oiling with Best and Lloyd pumps, and those like myself, of limited talents, who spend a whole week fitting a pair of mudguards!

However, some jobs which the experts seem to avoid, can afford some fun to we cheery bodgers, one of which is radiator building.

My unlovely hack Scott presented a problem when it was found that water cascaded from the radiator just as fast as it was poured in. My eldest son produced a scrap car radiator, and I decided to experiment. I shortened it, remodelled the header tank (tin shears and solder) altered the fixing brackets and finished up with a rather odd looking end product which gives excellent service. One word of warning, don't start with a scrap radiator, get a reasonable one from a car dismantling depot. A good pair of tin shears, a reliable blow lamp, a large and small iron, some good tin-man's solder and liquid flux, and you are in business.

On primary chains: With proper care these should last 8-10,000 miles. I usually change my combo chain every decoke, when in funds, but have done 8,000 miles with the chain still in reasonable condition. The vital factors being adjustment and lubrication. I proceed as follows:—

Take out both sparkling plugs, slack off outrigger bolts and gear box holding bolts. Tension and lightly tighten gear box holding bolts until there is no undue up and down play at the tightest point of the chain but avoid any suspicion of tightness which ruins chains and puts extra load on the gear box bearings. Next, tighten gear box bolts fully, recheck, and if all is well, finish with out-rigger bolts. Next turn tension nut anti-clockwise, until it is solid. Failure to do this will result in the rear chain pulling the gear box backwards and tightening the primary chain.

Lubrication: I have found oil to be almost useless, use any medium grease. I apply it with an old toothbrush, both inner and outer runs. Don't use a disulphide base grease, as the stuff spreads and stains clothing. Inspect the chains for tension after a few miles, if all is well, frequent adjustments should not be necessary. Finally a slightly slack chain is far better than a tight one. Do not let the chain run dry.

Oiling: I am no supporter of those folk who always quote "oil is cheaper than pistons" and then stutter off in a dense blue fog. First make sure your oil pump is O.K., if it floods or is temperamental, send it to an expert such as Ward Motors. Next use one grade of oil. I buy five gallon drums from Messrs. Dalton (Silkstone Oils) Belper, Derbyshire. They make a grade eminently suitable for Scotts called Supertwo SAE 40, two-stroke engine oil. I have been delighted with this product which I have used for several years. Drop them a line, five gallons is delivered, the bill follows later, £2 9s. 2d., a real saving on oils made primarily for dry sump systems with their many additives which I suspect serve no useful purpose in a total loss system, and probably help to "gum up works". Set the pump to deliver one drop per five pulsations, O.K. for fast road work. Close the adjusters one notch and check. One drop per six or seven pulsations is about right for town work, but real flat out stuff will need another notch above the fast road work setting, about one to four. Sorry there is no setting suitable for flat out blinding AND traffic crawling. I cannot recommend adjusting the pump when on the

move, although I do so on my sidecar outfit, rather dangerous in this day and age. Above all, check your pump frequently when starting out as the flow can gradually decrease over a period. Perhaps I have been lucky, but have had no real oil troubles in 26,000 odd miles on my combination, and certainly have never had a sudden oil pump failure in my Scotting career, troubles being invariably due to slaphappy, or lack of, adjustment.

Clutches: Scott clutches are inclined to jingle but make sure the clutch is lifting evenly. Careful adjustment of the pins is necessary here. Incidentally, do not stand in traffic with the clutch held out, get into the habit of snicking into neutral, it is much kinder to clutch races.

When clutches are lined with cork this was a necessity. Incidentally my old back has a cork clutch, very cheap and quite easy. Simply soak the corks in hot water, press into place and sand paper on a flat plate or finisher belt. Only one snag—clutch slipping in excess makes the corks swell and the clutch drags. A clutch takes time to bed down and is then best left alone.

A note on lighting: A Brum Scott can easily be converted to 12 volt giving a much better headlamp illumination. First obtain a brochure from Joseph Lucas entitled "Lucas fitting instructions for 12 volt motor cycle alternator systems."

This is free of charge. Also very useful is a Scott wiring diagram. One was shown in a back number of *Yowl*. A blue-print can be had from A. Miller and Co., for about 2/-. By suitable bending, the accumulator case can be made to hold two plastic 6v. batteries (not the small A.H. type). A new tightening screw will have to be made. If your rectifier is of 1962 or later vintage it will be suitable. The ignition coil will have to be changed. Second hand ones from old cars about 5/-. The capacitor housed within the distributor will also require replacing. Hunts supply one which fits under a screw on the carburettor drip tray. 12v. ones being too large to go into the plastic cap. I have found no need for a Zenor Diode the charging rate is too low during daylight running. Although changing the yellow and green alternator leads will give more amperage if needed. On headlamp I use a 50w bulb.

Finally—everyone seems to have their favourite brand of sparking plug. I have had every satisfaction with Lodge H.N. which seem suitable for all occasions.

James E. Mather.

RALLY REPORT

The next edition of "*Yowl*" SHOULD be a real bumper one, and will contain all news of the 1969 Rally, provided of course that all will play their parts, and forward details of their machines, or impressions of the Rally. There were several machines that had crowds around them all day—what about a few details for the benefit of those who were unable to attend on that day?

THE TOUR OF BIRMINGHAM 1969

"Pinky" with admirable foresight and prediction chose August 3rd as the date for the Tour, setting it back at least a fortnight, and for the first time for years, the Tour was NOT water-cooled. It did pour however before the event started!

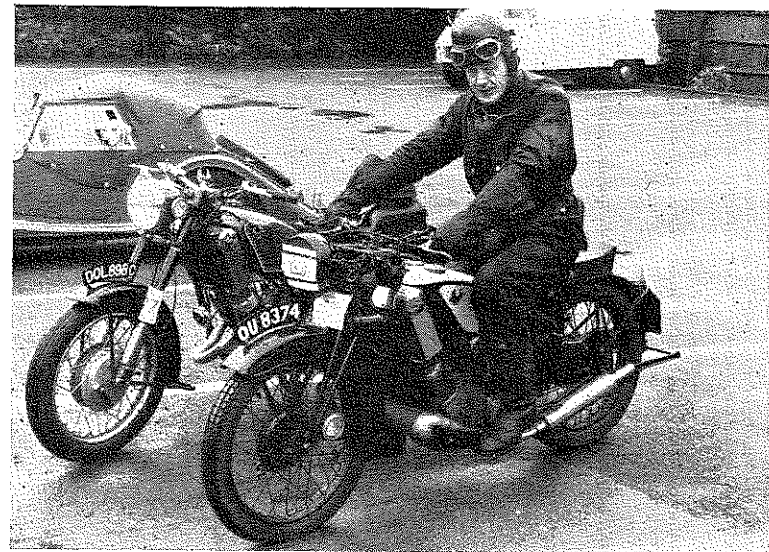
Scotts were well represented this year, and it can be safely said that our President's hopes were realised, for including spectators, there were more Scotts than any other make to be viewed by the crowd.

The oldest Scott on view was Derek Cox's 1914 model, which proved lucky on its third official outing, taking the Regent Challenge Trophy for the best two-stroke.

An interesting machine was that of C. Whittocks, a 1930 Scott fitted with washplate pump. (Though running on petrol for the event!!!)

Dennis Williams 1930 Scott (and an award winner at Banbury) was in close competition with John Underhill's model of the same year, but on this occasion the balance was tipped in John's favour.

Among machines belonging to local members were Alan Mitchell's 1930 flyer, which is a regular competitor at S.O.C. and V.M.C.C. events. Roger Ballard's 1929 Scott and my own Birmingham Scott. An interesting 1927 two-speeder was entered by member J. Joiner of Leicester.



TOUR OF BIRMINGHAM 1969: Alan Mitchell, 1930 Flyer.

The Club also gained a new member at this event—Mr. W. K. Cooper of Keynsham, Bristol, who has a 1937 Scott which he has owned since 1946, and who is a regular competitor in V.M.C.C. events.

Club members who received awards were:—

JOHN UNDERHILL—The Greaves Challenge Cup for the best Vintage Two-stroke.
DEREK COX —The Regent Challenge Cup for the best Two-stroke.
A. MARFELL —The Scott Challenge Cup for the best Post Vintage Scott.

Concours Judges included two well-known members, our Chairman Ron Mountain and Stan Thomas, who together with Felix Burke had a most difficult task. Our President Harold Scott also attended the meeting.

Scotts were entered by:—

J. Fearn 1928
D. Williams 1930
A. Marfell 1965
W. K. Cooper 1937
R. L. Ballard 1929
A. Mitchell 1930
J. Round 1928
J. Underhill 1930
C. Whittock 1930
I. Joiner 1927

NOTE: Just in case you would be tempted to join in next year's Tour, may we point out one great advantage—every Check Point on the Tour is a "Pub"! Need we say more—every one is open too, at the time of checking in!

BADGES AND REGALIA etc.

It is regretted that the new batch of machine and lapel badges were not received in time for the Rally, but these should now be in the hands of the Badge Secretary.

The new style binders (which take 30 copies of *Yowl*) can now be obtained from him at 12/6d. each.

New style terylene ties at 12/6d. also available, also Club Badge machine transfers at 1/6d. each.

Dave Bushell, 120, Farningham Road, Caterham, Surrey.

SEEN AT THE RALLY (No. 4)

The Massey "Brum" Scott, as those who have been fortunate enough to view it know, bristles with modifications that are really effective, and carried out with a real professional skill so that these merge with the machine. None are obtrusive or "amateurish" and so catch the eye, but here Tim Massey, describes one of the major modifications to his model.

Many times at Scott Rallies I am asked "Whatever made you fit an S.U. Carburettor on your bike?" I will try to answer.

When I first got my 1948 machine going, about 12 years ago, after much re-building, it was the first two-stroke I'd had in 45 years of motor-cycling. I soon discovered that two-strokes don't like small throttle openings.

I tried all I knew to improve matters with little success, the best results appear to be with a rather weak mixture at small throttle openings on the old type Amal carburettor.

The next step was to fit a Mono-bloc Amal which was done using a cranked manifold to reduce the inclination—if a straight manifold is used it is prone to flooding.

This was a slight improvement but the old trouble was still there—as soon as the throttle was closed—not shut—the mixture becomes rich and four stroking starts.

All the experts told me that two-strokes always did this, well perhaps they do, but I didn't see why mine should.

Next I saw advertised for 10s. an S.U. from a Speed Twin in *Exchange & Mart*. After getting this and having a look at it, I made a new flange cum-venturi. The new flange to fit the Scott three studs, and with no alteration tried it and ran it.

The slow running and slow pulling were much improved and the smoothness with which the motor responded as the throttle was opened was also an improvement. Also one could now "roll off" the power without that wretched "rat-tat-tat-tat" from behind—it two-stroked on reduced throttle.

When I got my Brum Scott, I didn't even bother to run it until I'd fitted an S.U. carburettor, this time I got THREE: one motor cycle and two car carburettors for 10s. from the Scrapyard!

On the Brum Scott I was able to fit the motor cycle carburettor after making a similar manifold as before—and to fit to the carburettor one of the oil damped pistons from the car carburettor. This has resulted in an even smoother performance and was well worth the trouble. I don't think this oil damped piston could have been fitted on the Shipley Scott, the bottom of the oil tank would be in the way—on the Brum Scott the division in the bottom of the tank allows this.

All this work has been interesting to me and has improved the running of the machine. Perhaps the speed boys wouldn't be satisfied with a genuine 75-78 m.p.h. (with air cleaner and not flat on the tank) but I think its O.K.

Petrol consumption appears to be quite normal, certainly no worse, it all depends how far and how frequently you twist your right wrist.

There is really no tuning to do with an S.U. if the correct needle is fitted. The needle for the Speed Twin was I think M.9, but I am away from my workshop and bike at present, so cannot check.

This carburettor on my Shipley Scott again with air cleaner and again with a checked speedometer gave 81-83 m.p.h., rather better than the Brum Scott.

The needle fitted to the Brum Scott may require a little work on its "thin end" to richen up the full throttle mixture, but it is stopping as it is for the present.

I have omitted to mention that the bolt holding the float chamber must be fitted in a new position which S.U. thoughtfully offer after it has been suitably angled to enable the float chamber to be fitted vertically. The old position must be plugged and the new one drilled and tapped.

Tim Massey,

Baldwins Gate,
Newcastle, Staffs.

Lt. Col. C. E. Bowden,
Norden House,
Corfe Castle,
Wareham,
Dorset.

Dear Editor,

As far as I know, the Scott Journal *Yowl* has described almost every Scott engine ever designed, but not any details of the Scott aero engine.

Can we please have its full history? Who designed it? Did it produce its rated H.P.? Was it reliable? What snags were found? Did it ever fly a "Flying Flea" for which I believe it was originally designed. Did it ever fly any other light aircraft? How many were produced and exist today? Has anyone got a Scott aero engine and prop for sale?

It seems a great pity that this nice looking little aero motor died—it should have powered a lightly loaded "dinghy of the air".

I remember seeing M. Mignet fly into the old Heston Airport in the 1930's with his early "Flying Flea"—it landed a bit like a brick, but flew quite well when in the air—as we all know it suffered from a longitudinal stability defect and was banned from flying after killing several experienced pilots. Later the defect was overcome and it flew well and without accidents in various guises in countries other than Britain. It should be reborn in England with fixed incidence planes and an elevator flap.

As far as I remember M. Mignet used an aircooled twin two stroke "A & D" when I saw him flying at Heston, something on the lines of the Scott aero engine twin two-stroke—what a lot of good things have died.

C. Bowden.

There are enough questions there for a real "Quiz" night at the next meeting so if anyone can give us the answers, don't keep them to yourselves! Let's have them on a post-card—we ALL want to know.

I am given to understand that only about six of the air-cooled aero engines were turned out. There was one at the Show Stand a few years ago, with prop. boss. Is it still in being?

FLYING FLEA REVIVAL?

New member, David Hughes of 14, Portfield Close, Buckingham has acquired a Scott aero engine complete, together with plans for a Flying Flea (the revised version) with second stabilising wing, and is now engaged in building a quarter scale model for air tunnel test, with a view to obtaining Air Ministry approval for a flying model. He tells me that these are still in production in certain Continental countries and in America and still in use in certain Clubs. From the Shipley publicity material it would appear that several were built in the mid-thirties using the Scott air-cooled twin engine and certainly did take to the air before the Ministry ban on the Fleas.

NICKEL PLATING IN THE HOME WORKSHOP

S. Greenway

This article is based on the use of the Standard Nickel Plating Kit, which comprises Nickel Salts, Metal Cleaner, Anodes, Pumice Powder, Comparator Papers, Filter Papers, Copper Wire. It is especially suitable for small parts, such as nuts and bolts, handles, badges etc., etc., but having a maximum capacity of 4½ in. x 4½ in. x 3 in. Providing care is used, professional quality plating can be done in the workshop quickly, simply and inexpensively. Due to the poisonous nature of the chemicals that would be required, cadmium, chromium and the alkali copper plating are considered outside the scope of the home workshop. With the modern nickel plating solutions, it is no longer necessary to prior copper plate parts. If a larger installation is required from that described herein, it is best that the solution be used cold, thus allowing the use of a plastic tank and a reduced electrical current.

The proposal herein contained for the heating of the tank is based on the assumption that mains services are not available at the installation. If a mains electrical supply is available it is preferable to use this for heating, employing either a boiling ring or a suitable electric element properly housed.

The construction of the tank is both simple and effective. Modifications can, of course, be made depending upon materials and facilities available if the basic principles and comments are not ignored.

Constructing the Tank

A six pint, eight inch enamel saucepan (obtainable from Woolworths) is used as the plating tank, which is supported on the wall on brackets 10 ins. above the bench to allow a paraffin heater to be placed underneath.

The anode Bar is made from ¼ in. brass rod formed into a square and firmly soldered together as shown in Fig. 1. For suspending the Anodes, 2 x O.B.A. brass screws are drilled ¼ in. dia across the heads and soldered securely to the centre of the two opposite sides. The remaining two sides are insulated by short lengths of plastic tubing to support the Cathode bar. To enable the electrical connection to be made, a further O.B.A. screw is drilled ¼ in. dia. down the head and soldered to the bar as shown.

The Cathode Bar is likewise constructed of $\frac{1}{4}$ in. brass rod, two lengths being bent and soldered side by side. Three O.B.A. hexagon brass nuts (with $\frac{1}{8}$ in. dia. holes drilled through across the flats) being soldered on as illustrated. Finally a screw for the electrical connection as described for the anode bar is attached.

IN NO CIRCUMSTANCES should non-nickel nuts, bolts or anode suspenders (which may be used in a modified construction of the tank) be permitted to come in contact with the solution.

The Electrical Equipment

A 6 volt motor cycle battery is used as the power source and should preferably, but not essentially be supported by a battery charger. The current is controlled by the simple expedient of a small bulb holder fixed on the wall adjacent to the tank and wired up as shown on Fig. 2. As the system requires 0.1 amps to plate each square inch, it follows that if 10 sq. ins. are to be plated 1 amp is required, therefore a 6 volt, 6 watt (1 amp) bulb is put into the circuit. This figure of 0.1 amps to the sq. in. is a maximum and gives about .001 inch deposit per hour. Should it be required to plate a large part and the current required would be obviously excessive from the source, a lower amps. sq. in. ratio may be used and a longer time given. All electrical connections should be well made and easily detachable. For the purpose of making and breaking the circuit, it is recommended that crocodile clips be used at the battery connections.

Preparing the Tank

The solution of Nickel salts is prepared as follows:—

1. Put 6 pints of warm water (100 degrees F. max.) in the saucepan (not aluminium and add 24 oz. of the salts—stir until completely dissolved.
2. Check specific gravity with a battery hydrometer. This should be 1.110 s.g. If it is too high, add water—if too low add more salts.
3. Filter the solution thoroughly to remove all suspended impurities.
4. Check the p.H. value (as described later) which should be 5.6 to 5.8. If it is too high add drops of clean battery acid and mix thoroughly before re-checking. If too low, sprinkle small quantities of Nickel Carbonate onto the surface and stir until dissolved. This should only be necessary if too much acid is added when lowering the p.H. value.

IT CANNOT BE STRESSED TO STRONGLY that the entire success of the Plant depends on absolute cleanliness when mixing, using and storing the solution.

Maintenance of the solution is necessary over a period of use as both the specific gravity and the p.H. value tend to rise. These should be checked and restored regularly by the methods described.

The Anodes—plates of pure nickel approx. 4 in. x 2 in. should be drilled for attachment to the Anode Bar and before placing in the tank should be covered in clean nylon bags.

Cleaning Routine for the Parts

For first class results, care should be taken in preparing the parts. In the case of polished brass or previously nickel plated parts no physical cleaning should be necessary. At the other extreme, when restoring badly rust-pitted parts, all pitting must be removed using a fine file. The parts will then require polishing, starting with a No. 120 Emery cloth and working down through 240 and 360 grades wet and dry paper (used dry) to a final polish with 500 grade. To facilitate this process, for high volume work, the use of a power tool would be advantageous.

Before cleaning commences the parts must be wired up on 24 gauge copper wire, preferably soldered to the part in some obscure location or firmly twisted around the part. From this stage onward the part must be handled only by the wire.

1. De-Grease. The special cleaner is mixed with warm water at a ratio of $\frac{1}{2}$ oz. to one pint. A four pint enamel saucepan is used to hold the solution which should be brought to near boiling point. The parts should be fully submerged and agitated occasionally for 3 minutes or so (This solution can be re-used).
2. Wash in a large bucket of clean water, agitating the parts vigorously. The parts should now be kept wet and kept hung in the bucket when not being processed.
3. Scouring. The parts should be scrubbed hard with pumice powder using a soft toothbrush. To ensure cleanliness use a wooden board as a base and a stick of wood for holding down the parts.
4. Wash, as in 2 above.
5. Acid Etch. The parts should be submerged in 20% Hydrochloric Acid solution for about one minute. The solution can be obtained from a chemist and should be stored in a wide necked screw top plastic container.
6. Final Wash. The parts should be washed thoroughly under a running tap for about one minute.

Plating Instructions

- a. Check Specific Gravity and the p.H. value of the solution and raise its temperature to 90-100 degrees F.
- b. Calculate the surface area of the part/s to be plated and put the requisite bulb (0.1 amps per sq. in.) in position. It is recommended that when plating a batch of small parts the surface area be equivalent to the area of the submerged anodes.
- c. Secure all electrical connections to ensure that the current flows immediately the parts are placed in the tank.
- d. Check that the current is flowing in the right direction.
- e. Clean the parts by the routine given above, attach them securely to the cathode bar and lower gently into the tank.
- f. During plating occasionally slide the cathode bar along the anode bar to agitate the solution and to release the bubbles that form on the parts.
- g. Check that plating is taking place by lifting the cathode bar slightly and observing the nickel on the wire. DO NOT lift the parts clear of the solution.
- h. When plating has been completed (from $\frac{1}{2}$ to 1 hour) the parts should be washed and dried prior to final polishing, the battery disconnected and the tank covered.

DO NOT ATTEMPT to plate Aluminium, Zinc or Stainless Steel parts

Checking p.H. Value

This is merely a test for the very small amount of acid in the solution. A piece of comparative paper is torn from the block, dipped into the solution and any surplus shaken off. A few seconds allowed for the colour to change and the test strip is then compared for colour with the chart inside the book. If the colour does not fall within the 5.6 to 5.8 range adjustment is necessary as described above.

Blanking Off

The simplest way to avoid nickel plating the screw threads on bolts etc. is to wire the parts so that the threads are clear of the solution. If this is not

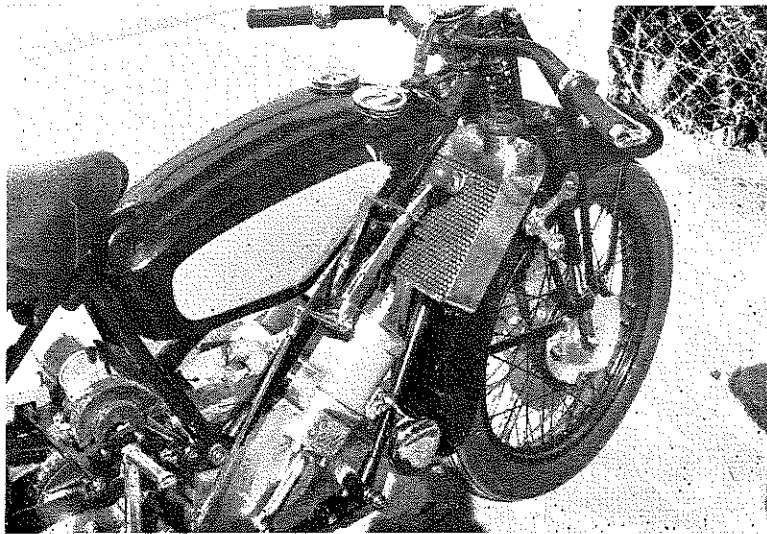
possible the parts should be "blacked off" with a piece of material cut from one of the proprietary self adhesive sheets (avoid the use of black tape). In the interests of economy, when plating parts such as lock rings etc. which are visible from one side only removing the anode from the back of the parts will reduce the deposits by 75%.

The construction outlined above, in conjunction with my Standard Nickel Plating Kit will give an identical, reduced size set up of the normal commercial nickel plating installation. Therefore, providing the polishing is carried out with diligence perfect, professional, quality plating will result.

ASSISTANCE REQUIRED

This beautifully restored 1927 Flyer is the property of Oliver Barrfit of Johannesburg, South Africa (P.O. Box 7912), who is the Chairman of the South African Veteran and Vintage Association. Oliver is short of an oil pump and complete exhaust system, though he appears to have the expansion box from the picture. If you CAN help, please contact the Secretary, Andrew Marfell.

In addition to the Scott, Oliver owns a 1913 Triumph and seven Cadillacs ranging from 1904-1947!!!



O. Barrfits (Johannesburg) 1927 Flyer.

ISLAND MEMORIES

Reg Summers

1936: Friday 12th June and time to start out for the Island, and on this occasion I made up a party of four including Charles Udall of Velocettes, with a young man named Bentley, Velocette mounted. He fell off on the tram lines in Liverpool, but fortunately did not bend anything seriously.

The usual routine was followed, but we moved about more than usual for the Junior, viewing it from Bray Hill, Governor's and Greg-Ny-Baa. On the way from Hillberry to the Creg, we went over a rough green road where I managed to fall off breaking the clutch lever in the process, which made things a little awkward until it could be brazed up.

The race was won by Freddie Frith (Norton) who raised the lap record to 81.94 m.p.h., with J. H. White (Norton) second and Ted Mellos (Velocette) third. People who these days think of an entry list of a hundred or more, may be surprised that the total for the Junior Race was 27.

Tuesday was an awful day and I was not feeling much better, spending most of the day in bed with hot water bottles and two eider-downs. I was not much improved by the Wednesday, but managed to get out with Bob Burgess of Velocettes, who fortunately was over with a car. The race however was washed out owing to mist so after going to see "No limit" for the first time, I went to bed early.

By Thursday I was much better and again went with Bob Burgess to view the postponed Lightweight from the Highlander. Visibility was good all round the Course and Stanley Woods (D.K.W.) led for lap 1 and 2, then A. R. Foster (New Imperial) on lap 3, Stanley again taking the lead for laps 4 and 5, but giving way to Foster and his New Imperial for laps 6 and 7. Tyrell Smith (Excelsior) was second and A. Geiss (D.K.W.) 3rd.

Thursday, 18th June saw the first Bicycle T.T. which was held at 5 p.m. after the postponed Lightweight Race. This race was held on roads open to normal traffic. There was an entry of over a hundred riders with a massed start. I went half way up the rise from the bottom of Bray Hill and left my Scott in a side road. People in cars left them on the course and so caused obstructions.

The start was a wonderful sight, the hundred or so riders came over the top of Bray in a huge bunch, sped down and around the bend at the bottom. They were faced by a few parked cars and had to reduce the width of the bunch. The result was chaos, pedals caught in wheels, handlebars in handlebars and riders fell off in all directions. Ten of the riders were taken to Hospital, five being detained.

From Bray I went up through Baldwin and Injerbeck to the Bungalow and down to Sulby to see the riders come through. Here someone had broken a chain which brought down a complete bunch. From here back to the Bungalow and then to Kate's Cottage. Some of the riders had never seen the drop down to Creg-Ny-Baa, so didn't know what to expect and they bounced off the sandbags.

After that excitement, I went up the mountain with the Velocette crowd where they did some carburettor setting on the Mountain mile. My job was to wave a handkerchief when it was safe to go. This was possible as the weigh in had been postponed for the Senior until 9 a.m. on the Friday morning.

So to the Senior Race with an entry list of 24. (Even the lightweight race had 34.) I went to the top of Begarrow about 12½ miles out, the very fast left and right bends before the drop to the 13th milestone. It was an excellent race with Jimmie Guthrie (Norton) leading all the way to win from Stanley Woods (Velocette) by 18 seconds with Freddie Frith (Norton) third. The speed was a record 85.8 m.p.h. Fastest lap was by Frith—26 minutes 2 seconds, speed 86.98 m.p.h.

The rest of the week I spent recovering from the excitement of the week, returning on the Sunday midnight boat, riding straight to work on the Monday morning.

For record purposes the Manx Results were:-
Junior: A. Munks (Velocette), J. H. Blyth (Norton) and W. A. Rowell (Norton).
Lightweight: D. Parkinson (Excelsior), F. R. W. England (Python) and F. J. Hudson (O.K. Supreme).
Senior: A. Munks (Norton), J. H. Blyth (Norton) and K. Bills (Norton).

(To be continued)

CONGRATULATIONS

To those members of the Club who got us such a nice "write-up" in *Motor Cycle Sport* for their sportsmanship in assisting their correspondent when he was unfortunate enough to run out of petrol, in the Isle of Man.

To the Scott Owners Club Team in the A.C.U. National Rally, even though their efforts were sabotaged by the "Midlands Mad Monk" (They should have known better when they knew that he was the only man living to have whiskered the plugs in a Vincent!)

To the bloke who convinced the new managing director that work on his Scott forks and wheel bearings WAS in the national interest when performed in the Company's time, and in any case was testing the accuracy of the lathe in question!!!

To George Silk Jnr. (Silk Engineering and Silk Crank fame) F.T.D. at Darley Moor at 102.6 m.p.h. with his Scott special.

AN URGENT S.O.S.

The only item that is preventing a beautifully refurbished 1914 Scott from participating in events, is a 26in. x 2½in. beaded Westwood pattern rim.

CAN ANYONE HELP? Offers to D. K. Rhodes, The Warren, Raith Drive, Kircaldy, Fife.

Not so urgent, are XL—All saddle, mudguards, toolboxes, leg shields etc., but these are also required.

MURPHY MOTORS

Ted is still in business, but has left his old address in Sutton Common Road, and now occupies lock up premises at the rear of No. 71 Sutton Common Road (by Sutton Engineering). This is for callers only, weekdays up to 6 p.m. and Saturdays 11 a.m. to 4 p.m.

CLUB FIXTURES

- Midland Area: Club night—first Wednesday of each month at the Forrest Inn, Lickey End, Nr. Bromsgrove. 7.30 p.m.
- Sussex Section: Join in the combined meeting with the Vintage M.C.C. at the Limeburners Inn, Billingshurst, held on the last Tuesday of each month at 7.30 p.m.
- N. E. Section: Last Tuesday of each month, 7.30 p.m. at the Vane Arms, Longnewton, Near Stockton-on-Tees.
- London Section: The Red Lion, Whitehall is to be demolished so the November meeting may be the last to be held there. (No meeting December). A new Headquarters has been fixed at the Red Lion, Stoney Gate. (About five minutes walk from the Old Red Lion). More details as soon as possible).

SOURCES OF SUPPLY

Scott Motorcycle Co., 558 Bromford Lane, Stechford, Birmingham 8.
Salamander Motorcycles, 229 Bradford Road, Stanningley, Pudsey, Yorks.
Sam Pearce Motorcycles, St. Marey's Street, Bridgnorth.
Tom Ward, (Ward Motors) 59 Wilfred Street, Derby.
Murphy Motors (still in business, though postal address not yet known) have moved into lock-up premises, (near his old address) in Sutton Common Road, Sutton, Surrey. Callers only for time being.

Ken Lack, 5 Norton Lees Square, Sheffield 8. For transfers, packings, overhauls, etc.
Silk Engineering (Ward Motors, Derby) for "conversions" "Silk cranks",

LUBRICATION PROBLEMS?

Silk Engineering (sole distributors Tom Ward) have now developed an improved version of the old Mk. 2 "Best & Lloyd" pump. John Hobley turned up at the Rally with one fitted to his "Brum" Scott. The price is well below that of a new Pilgrim, but we hope to have more details of the new pump for our next issue, so we will leave it until then.

A SCOTT WITH FUEL INJECTION

KYL 102—a 1950 Scott fitted with Phillips (?) fuel injector, was seen at the Rally, but was unable to contact the owner. Can only hope that the owner will forward details for our next issue, so that it can be compared with Tim Massey's experience with the S.U.

FOR SALE AND WANTED

FOR SALE or Exchange "Brum" parts. Scott Squirrel horn. 1950 crank-case dynamo. Pair new Hepolite L/S + .020in. pistons. Robert Kerr, 4 Urmston Rd., Liscard, Wallesey, Cheshire.

FOR SALE: NEW 1 pair (L.S. 498 c.c.) pistons 2 5/8 + .020. £6 10s. New (but slightly shop soiled) 2×R.H. 2 5/8 + .020. 30s. each. New Rings 2 5/8 + .010, +.020, +.030, +.040. 2/6d. each. Also standard 2/6d. each. All items PLUS postage. (below.)

WANTED: Oval petrol tanks for Veteran, 2 speeder, and Sprint Special. Light switch for Reynolds Special. Narrow pattern Super Forks and front wheel. Glyn Chambers, 80 London Road, Knebworth, Herts.

FOR SALE: Transfers Varnish fixing: 2/6 each (5 for 10/-). Best quality engine packings 7/6d. per set. (State engine number.) Water head rubbers 3/6 pair. Big end roller plates 9/- each. Kick start pawls 12/6d. each. Oval tank vyanide covering 5/6 piece. K. W. Lack, 5 Norton Lees Square, Sheffield 8.

WANTED: Early copies of "Yowl" for Rhodesian Vintage M/C Library. Good price paid. N. A. Smith, 39 St. Andrews Road, Salisbury, Rhodesia.

WANTED: Early copies "Yowl" (first eleven issues). John Underhill, 82 Deansway, Ash Green, Exhall, Coventry.

WANTED: Loan of single seater sidecar (to enable test to be passed) Scott fittings. K. Hazell, 28 Felden Close, Garston, Watford, Herts.

WANTED: for 1927 3-speed Super: Rear wheel, complete or parts. Mag platform. Wobbly walking stick gear lever (or loan for copy) air inverted levers. Clutch lever, anti-clock magneto. Tool box. Chain guard. Outrigger sprocket. Cash or exchange many Flyer parts. K. B. Brettell, 151a, Preston Hill, Kenton, Harrow, Middx. (Phone: 01-204 1053.)

RALLY SOUVENIRS

The Midland Section have a few Rally badges left over, so if you would like a souvenir button—send your 2/- off to the Midlands Secretary. If you're feeling generous, you can stick in a fourpenny stamp to cover postage!