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THE JOURNAL OF THE  
SCOTT OWNERS' CLUB

# Scott

## OWNERS' CLUB

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(continued on back page)

**TO SCOTT OWNERS EVERYWHERE**  
**A MERRY CHRISTMAS, and**  
**HEALTH AND GOOD FORTUNE**  
**DURING 1976.**

**RALLY EDITION**

The January edition will again be our Rally Edition, so do please forward your contribution as soon as possible.

**CLUB SUBSCRIPTIONS**

At the last Annual General Meeting, it was decided that in order to assist in planning annual expenditure, the financial year should start in January, not April as at present.

Unfortunately because of escalating prices, subscriptions have also to be raised to £4 per year. This may seem excessive, but when one considers postage, a large item in a club such as ours, has risen about seven fold during the time the Club has been in existence, the increase is not too bad and membership will work out at just over one pence per day. If you renew subscriptions *before* April, you can deduct the unexpired portion of current subs from the figure, i.e.,  $62\frac{1}{2}$  pence making  $£3.37\frac{1}{2}$  due in January.

**THE GRAND PRIX SCOTT WITH PARTICULAR REFERENCE TO  
THE RACING MODEL OF ALAN LOMBARD HOWITT**

When the Scott motor-cycle first became commercially available in 1908 it was way ahead of competitors and up until the first war remained so. But by the mid 20's the Scott superiority curve had drooped, passing on the way down the ascending curves of other makes, who even if not possessing the excellent frame and forks design of the Scott did not have the drawback of overhung cranks to restrict development of their power outputs.

This drawback must have been on the minds of the Scott Company for at the end of the Vintage period there appeared a new Scott with vertical engine fully supported crankshaft assembly and side primary drive. An example was pushed out for the T.T. but hastily pushed back again when chronic vibration shook the rider's teeth out.

The Scott motor-cycle continued as before with its overhung cranks, taper fitted into the central flywheel and the primary drive setting off from as close as possible to the engine centre line. Although beloved by enthusiasm blinded Scott diehards, it was still very evident to the Scott Company that if they wished to compete on an equal footing with other

motor-cycle companies their overhung crank design was a distinct drawback, especially when coupled with the much heavier duplex framed machines introduced in 1926.

Over the depression period all was relatively quiet on the Scott front, but in 1934 their pent-up frustrations exploded in the form of the Grand Prix Scott, which was only one of many exotic, if impractical, designs from the pen of Mr. Cull, a fresh new engineering graduate who was evidently seeking outlets for a head full of ideas.

From a study of the basic layout of the Grand Prix Scott it quickly becomes evident what general form the design directive took from the Scott motor-cycle company to their fresh new designer.

1. To design a machine that whilst retaining the basic looks and characteristics of a Scott should be competitive with machines of a comparable type, price etc.
  - a) This machine should if possible retain the overhung crank layout, and all its inherent benefits, but in an improved and strengthened form.
  - b) It should also use existing parts wherever possible, including the main crankcase casting and parts which have proved satisfactory in service such as bearings and connecting rods. Block, pistons, etc. should be left unaltered on this new strengthened bottom end, although a detachable alloy head should be incorporated on the block, the new assembly interchangeable with earlier long stroke blocks.
  - c) The magneto is to be mounted on one crankcase door and driven through right angled gears from a crank driven disc. This will obviate the much criticised magneto drive chains. (I can find no evidence that this was ever used on standard road machines).
  - d) A variable delivery oil pump should be incorporated in the opposing crankcase door and be coupled to the engine throttle by split cable. It should be adjustable to suit the demands of the engine on which it is mounted, and various road conditions. Feeds from this pump should be taken to the cylinder walls on the T.T. Replica models as well as feeds to the normal main bearing etc. feeds.
  - e) A four speed gearbox is required having an incorporated foot change mechanism with no provision for a hand change option. This gearbox will be standard on the De Luxe sports model (i.e. the existing model type T.T. Replica) and will be interchangeable with the Scott three speed gearbox without having to change the existing clutch or under-tray. (Note: the four speed gearbox became a £5 extra option on all models before production was commenced).

This is something like the dictum would have gone, I think to Mr. Cull from his employers, and which resulted in what is commonly known as the Grand-Prix Scott although in Scott literature was called the T.T. Replica for 1934, the engine only being called the "G.P." type.

For Mr. Cull the limitations must have been very tight to produce a stronger overhung crank layout in the confines of a standard Scott crankcase. Basically his method was to beef up the crank discs considerably and rather than weakening the crank-pin area by drilling and tapping it for the big-end retaining screw he made the crank-pin solid, threaded on the outer extremity for big-end retention by a thin nut.

Because the big-end inner roller plate was designed to be clamped axially by the big-end inner journal bush, a cut out was necessary in the edge of the crankcase door aperture to clear the crank/bush/inner roller plate assembly. This in turn necessitated a completely new and larger eccentric crankcase door which bolted rather than being clamped into position.

The main bearing bushes were the only standard items in the main bearing arrangement, the major change being the parallel cranks replacing the tapered variety with a 0.001in. interference fit in the central flywheel, which appeared to have been machined from a standard taper fit crank type. Both sprockets are bolted to this flywheel.

The usual simple and quite satisfactory I think, single spring type of packing gland was replaced by an amazingly complicated affair designed to achieve amongst other things a direct feed to the big-end bearing, rather than the normal splash method.

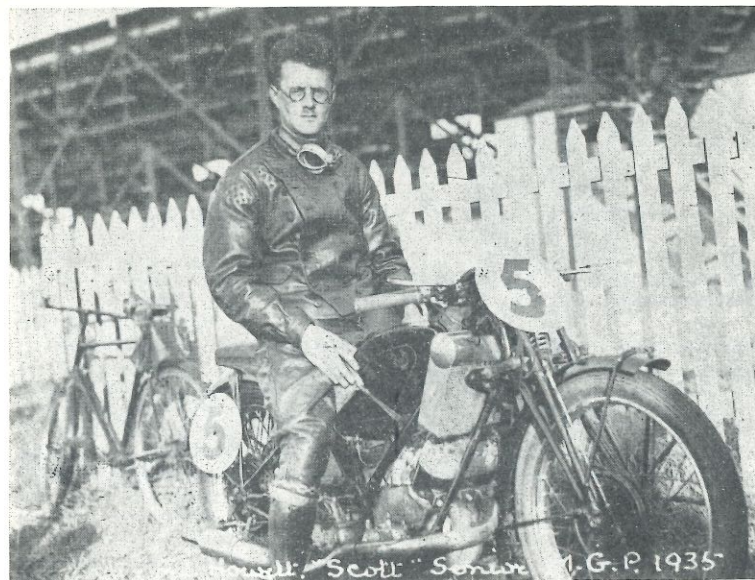
From quite standard brass elbows mounted in the normal tapping in the crankcase above the main bearing housing, the oil was conducted along a tortuous route consisting of minute drillings through most of the crank assembly components. It began by entering the main bearing cup, which was secured in the crankcase by six 5B.A countersunk screws rather than clamped by shroud rings as in the normal set-up, and into the packing gland in the usual way, but instead of passing straight through into the jostling main bearing rollers, it takes a sudden unexpected turn towards the crank axis, and, with a surprised look on its face disappears into a sleeve which is interposed between the packing gland and the parallel shank of the crank. Many of the drilled passages are in batteries of three with small common manifolds at either end to prevent any chance mis-alignments cutting off the oil supply, the three from the packing gland connect with the three in the interposed sleeves and from thence into the drilling in the crankshaft itself. A slot is provided in the outside face of the crankshaft extending the oilway inlet radially around the shaft to allow for slight misalignment.

Once more a right angled turn is taken and the oil travels outwards axially along the crankshaft to the crank disc. A 45° turn and we have the oil travelling radially outwards along the crank disc, with some help from centrifugal force. Between crank-pin and big-end bush the oil crosses the last set of three holes (one large in the centre flanked by two minor ones for some reason) and is at last, panting, delivered into the big-end rollers, who we hope have not starved whilst waiting.

As in the standard layout the main bearing bush is pressed hard up against the crank disc, but rather than being secured in this position by a left or right hand threaded ring, a pressed steel plate slips on after it. This plate is kept pressed home by a sleeve which is interposed between the packing gland and crank shaft, the sleeve being closely followed by a distance piece, the axial width of which determines the crank axial end float.

All these components, the main bearing, disc, sleeve and distance piece are clamped in between crank discs and central flywheel by the usual draw bolt which on the G.P. had grown to  $\frac{1}{2}$ in. diameter. Once the end float of the crankshaft assembly had been set by the correct thickness distance piece there was no change by disassembly and reassembly as there is on the tapered crank type on which the end float is adjusted by shims.

The sleeve and plate are keyed, by courtesy of Woodruff, to the central shaft, whilst the packing gland is prevented from rotating by three small ears bent up from the pressed steel plate. The theoretical engineer in Mr. Cull obviously objected to a single spring providing the sealing pressure for the packing gland in the normal layout so he substituted three small springs between plate and packing gland to provide a more even pressure rather than the unavoidably one sided pressure from a single spring. Small sockets were machined in the outer surface of the thick walled packing gland to receive these small springs.



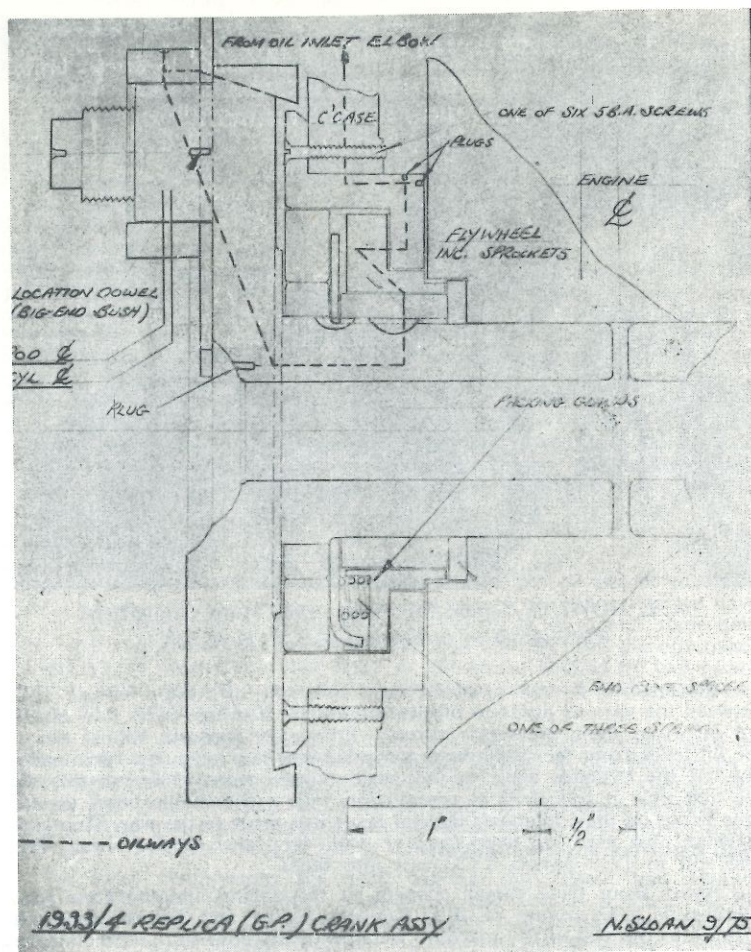
**A. L. HOWETT, Grand Prix Scott—1935 Manx Grand Prix.**  
Photograph by permission of S. R. Keig Ltd.

Presumably it was assumed that sufficient oil would escape from between the various joints to lubricate the main bearing rollers now cruelly cut off from their previously directly lubricated position. Whilst two of the oil leads from the swashplate pump led into this maze, the two remaining fed the cylinder walls in the position used from 1927, but this was the first time it was used in conjunction with a detachable head, the last time being on the Clubman's Special Scott just prior to the war. This latter machine also used the deep transfer ports first used on the Grand Prix, and still in 1939 having TT33 cast into them.

Apart from these major changes to the engine and the four speed gearbox as a £5 option on T.T. Replicas Flying and Touring Squirrels, changes to the rest of the machine were relatively cosmetic and dictated by fashion rather than engineering necessity. Two of these 1934 bolt on jollies were incorporated in the racing version in the shape of the automatic spring up rear stand unit actuated by the cased clock spring on the nearside of the rear wheel centre and the leather lidded tool box the upper surface of which followed the shape of the rear mudguard underside.

As is so often the case the exceedingly thin line of balance between the design/development, and the sales side of the company was upset by the dominance of one of them, in this case the latter. The Grand Prix Scott was rushed out for the 1934 season virtually straight from the drawing board.

Perhaps if balance between the two departments had been achieved and a reasonable development time allowed to thrash the bugs out of the



new machine it may have been a success, but I think not.

My experience of the Grand Prix Scott revolves around the example illustrated which was produced by Scotts for Alan Lombard Howitt to use in the Grand Prix of 1934.

It is basically a Grand Prix model with certain modifications to make it more suitable for racing.

It appears that this machine is very similar to that used by Tommy Hatch in the 1933 T.T., but known as the Reynolds Special as Scotts by then had ceased to field works racing machines. The only obvious changes are the use of a four speed gearbox in place of the Hatch three, a semi-downraught T.T. carburettor rather than the horizontal type of Hatch, and

the normal handlebar levers replacing the inverted type on the Hatch entry.

When I purchased the Howitt machine several years ago there were two crankcases with it one 1934 and one 1933 according to the serial numbers. Now, although the parallel crank engine was introduced for the 1934 season at the end of 1933 giving a couple of months when an ordinary customer could buy one, does it not seem possible that this crankcase could have been ex-Hatch? I have tried to obtain engine serial numbers from the motor-cycling bodies governing the T.T. and G.P. races, but records were not kept, so I suppose we will never know.

The most comprehensive description of the Hatch machine, which tallies to some extent with the Howitt is in the 'Motor cycle' of the May preceding the 1933 T.T. It includes a couple of sketches and a photograph of the Hatch machine showing it to be virtually a sister machine, albeit a year older sister, to the Howitt and incidentally Noel Christmas machines for the 1934 Grand Prix.

It is useful to use this report as an itemised list taking each component of these Scotts for comparison not only to each other but to what was actually produced, for the report I think is most suspect in authenticity.

Beginning with the frame which it was reported had been designed for better weight distribution, there are differences to the standard 1933/34 Scott frames. When I first examined it the only obvious differences I could find were the brazed-on lugs for the rear set footrest hangers (identical lugs to the rear brake reaction plate lugs) and a slight deviation from a straight line of the two front down tubes, which I was rather dismayed at, as I have always been of the opinion that once a Scott frame has to be straightened it will never again be the same as one which has remained straight from new.

I whipped the frame up to A. E. Oliver, the Ex. Brough Superior chief frame builder, who after checking with his primitive jigs pronounced it as good as any frame he had ever checked. This caused me to go into the differences between this frame and a contemporary Scott frame and found to my relief that these two tubes had been shortened by  $1\frac{1}{2}$  in. whilst still retaining identical lugs at either end. This of course would mean that the tube holes in these lugs, designed for tubes  $1\frac{1}{2}$  in. longer, would be slightly out of line causing a slight 'S' bend in each tube, and the reason why it is so difficult to get the radiator in and out. I never did check it properly but presumably there were slightly bent tubes elsewhere in the frame to compensate for lower rails laying either side of the crankcase being higher at the front, and so at a steeper angle than usual.

It was satisfactory to use standard lugs either end of the two front down tubes then I imagine the same would apply elsewhere on the frame.

The front forks were, according to the *Motorcycle* report a strengthened version of the standard (Webb) forks' but compare as I did with a pair of standard Webb forks I could not discover where the extra strengthening lay.

Like the frame they were in what appeared to be the original un-touchable Scott stove enamel, and dead true. The bushes, spindles, nuts etc. were replaced by our one and only Ken Lack who proudly told me he had improved upon the original by using stainless steel hexagon bar of A/F instead of Whitworth stock and then made them all again when I explained diplomatically that improvement was not what I was after. We are friends again now though.

Both wheels had rims by Jones, which I believe were of lightweight high tensile steel specifically for racing purposes, the front to take a 3.00 x 21 tyre and the rear a 3.25 x 20, both with security bolts.

The rear wheel was standard Scott, but the front had a most desirable difference in the shape of an 8in. diameter cast ribbed brake drum by Enfield as was of course the rear, with identical cast aluminium shoes to the rear brake.

Both mudguards, as can be seen from the photograph were standard steel blades with the usual  $\frac{1}{4}$ in. x  $\frac{3}{8}$ in. O.D. tubular steel stays running over them and attached by small clips running longitudinally along the axis of the mudguard centre line.

I was at first puzzled by two small brazed on eye tabs on each side of the rear stays, but it eventually dawned that they were the actual attachment points for the machine racing numbers, a most satisfying realisation.

Writing of racing numbers reminds me of the visit to the North Wales house of Mr. Howitt, when after a long chat on his racing experiences with the Scott he presented me with linen racing numbers, black on yellow, which he had tied to his back during the Grands Epreuve of 1934 and '35.

When he first produced them they were packed in a steel box also containing around a dozen 14 mm. Mica insulated sparking plugs each in its own steel box marked "Racing" and "15/-".

Evidently the 1934 race had been one of the first times 14 mm. plugs were tried out as a replacement of the standard 18 mm. type.

Unfortunately they were a total failure and the 18 mm. type were reverted to, but he made me a gift of these early failures, which will now remain with the machine as interesting historical trinkets.

Although in the "*Motor cycle*" report "the radiator presents a larger cooling area for improved cooling", I am sure there are no differences from the standard 1933/34 radiator apart from the usual Northern Radiators plate, but stamped TT1-33, indicating originality, and backed up by a left-hand, (pit-side) filler cap. This cap is curious in the fact that it is of the type used on Norton oil tanks, and, presumably because it was designed for oil tank use, is mainly of ferrous metal.

In case you are not sure what a Norton oil tank filler cap was like, it has a blade running transversely across the top which is attached to a threaded portion running down through the centre of the cap, and when screwed down expands a trio of fingers which engage under a lip on the filler neck and pull the cap down upon its seating. There is a small hole in the top of the cap covered on the inside by a small spring loaded brass cap, which perhaps is the "steam valve" referred to in the "*Motor cycle*" report, and which enables the cooling system to run pressurised. It is almost certain that no overflow pipe was fitted, so presumably when the system reached a certain pressure a jet of steam and boiling water would escape through the pinhole on top of the cap. Hardly a satisfactory method I would have thought, so on having the radiator rebuilt I have left the later addition of an overflow pipe until I have worked out how the system was originally supposed to have functioned.

The fuel tank fitted to the normal road versions of the 1934 T.T. Replica was the usual two compartment affair containing both petrol and oil, but crowned by a pair of pretty aluminium quick action filler caps. On the Howitt racing machine only one cap of this type is fitted as the tank, total capacity  $4\frac{1}{2}$  gallon, contained just petrol in its single compartment. By the aesthetically appealing bulge on the top of the tank it would appear that a bomb has gone off inside it, but I suspect that capacity rather than aesthetics dictated the need for this bulge.

Like the separate  $1\frac{1}{2}$  gallons oil tank which lives under the saddle, the fuel tank is in excellent order, and both have an "M" stamped in a small blib of solder on the underside. I think I remember seeing this on normal

production Scott tanks as well, so perhaps it was just to pinpoint the identity of the chap who made the tanks.

The filler cap closing the oil tank is once again of a different pattern (but I would lay a very large bet that all three were original) being of the type used on slightly earlier Scott T.T. Replica model petrol tanks and I have also seen it on Brough Superior tanks I believe. It has a plain bar running transversely across the top of the cap connected by a short shaft to a spring steel strip on the inside.

Moving the bar through a small arc caused the spring steel strip to engage with two pins projecting in from the filler neck and springing the cap downwards onto its seating.

The oil tank is retained in position by steel strips attached to the tank by  $\frac{1}{4}$ in. bolts into captive nuts in the tank walls and to the frame by the lugs normally employed for magneto or mag-dyno attachment.

The saddle on the racing version was a "Dunlop Drilastic" the rear end of which was supported by springs attached to specially shaped studs brazed to the saddle tubes, but the front from contemporary illustrations, and from the incomplete saddle underframe I got with the machine when purchased appears to be supported by a horizontal spring blade projecting forward from the normal saddle mounting lugs on the frame. I have rebuilt this front support as I think it should have been, but have no way of checking whether it is right or wrong (some nights I lay thrashing around until I wake up screaming, "my front support is incorrect" etc. etc.).

The basic engine layout I have covered, but the accoutrements thereon are most interesting in themselves.

The bevel driven racing magneto on the nearside crankcase door is attached through the normal  $\frac{1}{4}$ in. B.T.H. base mounting holes, to the crankcase side, rear of the door. The spigot on the nose of the magneto registers in the hole at the rear of a cast aluminium box which is part of the crankcase door proper. At right angles to this hole and the gear projecting into it is the mating gear driven by the normal disc on the end of the crankshaft.

I have seen other Scott produced bevel driven magneto layouts similar to this, but this is the only spiral bevel as opposed to straight cut bevel I have seen.

The mesh between the two bevels is controlled by shims in between the magneto spigot and cast box aperture, a seal also having to be made at this point to retain lubricant in the box.

The peculiar thing is that the only way the magneto is kept in relationship with the box and so the gears in correct mesh is by the two  $\frac{1}{4}$ in. bolts attaching it to the crankcase side, and at right angles to the spigot axis, most strange.

On the opposing crankcase door is mounted the infamous Scott variable delivery throttle controlled oil pump, in other words the swash-plate pump. This is not just your common or garden standard pump, but a special one designed for use with the G.P. engine, incorporating a larger crankcase door to fit the G.P. crankcase.

The actual pump which was missing when the basic machine was obtained was traced to the damp earth floor of George Stevens shed, dismantled, rusting and with a few small parts missing forever. He had borrowed it some years previously for the article mentioned later and had forgotten about it. Through George I managed to purchase it from the owner, who also luckily had the original oil tank as well.

As with the magneto it is driven via a crank pin driven disc which meshes through a speed reducing worm to the main wobble plate shaft

running at right angles to the engine crankshaft.

The layout is basically the same as the standard pump, but variations in the five plunger bore sizes depending whether they deliver to the crankshaft feeds, cylinder bore walls, or in the case of the fifth plunger to the dial on top of the pump indicating, as far as I can see, whether this plunger only is delivering oil at the correct pressure. When it has completed its task of moving round the indicating needle it appears to descend into the body of the pump for internal lubrication.

Presumably the theory is that if the plunger is pumping then the other four, having the same chance in effect will be doing so as well. However, I have seen plungers seize in their respective cast magnesium tubes, causing not only major damage to themselves and the pump, but to the engine waiting in vain for its quota of oil. No doubt the dial on the indicator was still indicating all was well right up until the last desperate moment.

George Steven wrote an article in "Yowl" some years ago now using a photograph of this actual pump dismantled, so I will not dwell any further on this product of a hydraulic watchmaker.

The third and last engine accessory is the carburettor which is an Amal T.T. properly made for a Scott engine with integral three hole flange, a rare item indeed.

When I purchased the machine the correct twin float chamber, again as used on Clubman Specials, was missing, and the last genuine one I had seen was on a Clubman Special some while before to Bill Peake who then lived in Hendon, North London. I was offered several of the home-made variety spliced together with varying degrees of talent using a right and left hand float chamber.

Although with one of the better made examples it should not have been possible to see the join (as the saying goes) but I would have known it was there which to me is just as bad, so when Bill Peake generously agreed to let me have the original example the problem dissolved.

There was no sign of an exhaust pipe when I picked up the machine, but after a little researching I was reasonably certain that it was of the 2in. Replica type, *except* that it was right handed instead of the normal left hand of the earlier hand change Replicas.

After much head scratching and searching I located an unsuspecting pipe bender in Surrey who turned out some most sensual curves for formula one racing car exhaust systems. He agreed to do the job for me and made a fine job going only by the photograph, but with the bare frame and engine close by for jiggling purposes. If you look closely at the photograph you will see a join in the exhaust pipe approximately opposite the oil pump.

This I have presumed is the classic 26in. point along the exhaust pipe measured from the exhaust manifold flange face, and have had the pipe made in the same way complete with wandering extension and drooping silencer for road use, or practise sessions!

I count myself extremely lucky to have got my exhaust pipe made, as the chap who did it became a neurotic wreck when ever the word Scott was spoken after that, and refused to talk about it when I suggested he made a batch for the S.O.C.

One last point before I leave the engine, concerns the crankcase material which according to the "Motor-Cycle" report was of magnesium alloy.

Perhaps this is what the idealistic designer intended, but I think it must have gone by the board for some reason or another, as both the crankcases with the machine are, I am sure, made from the standard aluminium alloy.

The other major item of interest on the Howitt machine is the four speed gearbox, which I don't want to say too much about as I have already started a separate article dealing with this frustrating unit. The one on this machine had been modified to receive a kickstarter by the substitution of an extended layshaft with squared end. After competing in the 1934 Grand Prix, Alan Howitt, believe it, or believe it not, hitched a sidecar on this Scott and used it for family transport, until 1935 Grand Prix time when he removed the sidecar and had another go.

Knowing the reputation of the four speed gearbox I asked Alan Howitt what troubles he had experienced during his year and a half ownership.

He looked surprised and asked whether the gearbox on his machine was different to any other Scott at that time, as he had never looked at it closely. Ah well, I don't expect he carried any tools either when using it as family hack. In the Grand Prix of 1934 Howitt failed to complete a lap as the engine seized solid because of some defect in the legendary swashplate pump I believe.

Noel Christmas on a sister machine, the one on which he was snapped whilst flying, was reported in the same sentence in *Motor-Cycle* to have "twisted his crankshaft" nasty.

In the 1935 G.P. Mr. Howitt did much better completing two laps before melting a piston.

It was reported in the *Motorcycling* of this year that "A. L. Howitt on his Scott accelerated so quickly away from the start he was able to change up before the end of the stands."

Presumably other makes were unable to achieve this feat, or could they just pull a higher gear.

News of the G.P. Scott in competition then rapidly fades, Noel Christmas got wise and took to Velocettes and Alan Howitt went back to his sheep farm.

The owner following Mr. Howitt was a Mr. Norman Roffey who reputedly raced the machine at Brooklands and Donington up to the war, but I have never been able to trace any records of this.

So ends the rather short story of the Grand Prix Scott, not one of Scotts most successful models, but full of interest I think.

N.S.

## TEES/TYNE SECTION NEWS

The Tees/Tyne Section Annual Dinner will be held at the Dudley Arms, Ingleby Greenhow, Nr. Stokesley on Tuesday 16th December. Time: 8.00 p.m. for 9.00 p.m.

The Section invite all S.O.C. members and friends, and as we have now moved our venue into Yorkshire we will be very pleased to have members from a little further afield, join us—Humberside, Leeds/Bradford, or perhaps even Sheffield? We'd love to have you with us, so if interested please drop me a line.

Bill Peake

## OBITUARY

It is with deep regret that I have to report the death of Hilary Watts, founder and editor of the *South African Motorcycle News*.

Hilary was well known in Scott circles, and a staunch supporter of the marque. He will long be remembered for his ride in the 1947 Manx Grand Prix, when he rode the late Philips Smith's much modified 1928 flyer.

Following service in the Royal Armoured Corps, he took up a post with British Cycle and Motor Cycle Industries, and was always an active competitor riding on most racing circuits in Europe and the Isle of Man.

A bad crash during the 1948 Dutch Grand Prix saw Hilary being taken to a mortuary, where he was found to be alive and so rapidly transferred to hospital.

Hilary later became quite a trials enthusiast, and could handle his Greeves with the best.

He organised the first Buffalo Rally, which is now a South African institution.

Hilary passed away in the Groote Schuur Hospital, following an operation on the 8th September, at the age of 59. Hilary had led a very full and active life, but we in the Scott Club have lost another of our staunch supporters.

To his wife and his daughter we wish to convey our condolences.

## GEORGE SILK SENIOR

Words cannot convey how sorry I am to have to tell you of the death of George Silk. The suddenness of his death coming as an even greater shock.

George was not great in stature, a standing joke of his was how he had had to convert "Cobber" (his two-speeder) in order that his feet could touch the ground—but he was great in character and heart. His ever ready willingness to help others, proved his undoing. He often worked until 2.00 a.m., fettling little jobs for others, and in the end this proved too much for even big-hearted George.

No one in the club helped overseas members more than he, for having had a spell in Australia, he appreciated their difficulties regarding parts and spares.

He was a founder member of the Club, and the chairman at the time of the first National Rally at Stratford-upon-Avon. He held other positions on the Committee over the years, often suffering financial loss in order to give time to the Club and dealings.

A life long Scott fan, and a staunch supporter of all events, George will be sadly missed, and I cannot believe that we shall never hear again his engaging chuckle or his "Digger" drawl.

To his family we send our condolences.

## JOHN LLOYD

A third blow this month, with the news of the death of John Lloyd of Johannesburg, following an accident at his home. John was a great Scott enthusiast, who regularly kept in touch with members here. His passing will leave a real gap in Scotting activities in South Africa, and our sympathy goes to his family.

## RHODESIAN NEWS

I'm sure that all readers must have marvelled at the journey described by Neil Smith, through Mozambique, Swaziland and South Africa to take part in the Durban-Jo'burg Run this year, but it was at a cost, for Neil went down with a bout of tick fever just after his return. He has now recovered, but his recent move to Fern Road is not allowing him much rest.

We would say without hesitation that his ride—nearly 3,000 miles, ALONE through four countries on a machine nearly 48 years old, is the finest vintage feat we have heard in recent times. To have tackled it in company would have been a feat in itself, but unaccompanied through territory with such political upheaval as Mozambique in recent times, was one that few would have tackled.

Neil certainly has confidence in his old three speed Super Squirrel and the fact that only one plug change was necessary during the trip bears out the fact that it must be in really good shape.

To mark the occasion, we are hoping that Bill Peake will design a certificate that will show our appreciation for Neil's effort, and one which we can all sign as a means of congratulating him for such an epic ride.

## OH-WHAT-A-BEAUTIFUL-D-(J)-AY!

Friday, 25th April, 1975, and a bright, beautiful morning as scores of Vintage motor-cyclists awaited a send-off by the Mayor of Durban for the beginning of their two-day trek up to Johannesburg. Late comers had brought the list of numbers to 114, and of these a full 100 were just raring to get started on this memorable event.

To re-cap, the Durban to Johannesburg Trial is held annually (one hopes) to commemorate the wonderful series of road races . . . "The Durban-Jo'burg" or more commonly . . . "The DEEJAY" which were run during the years from 1913 to 1926. Regarded universally as the toughest race anywhere in the whole world, the history of the races is dominated by the names of South Africa's greatest motor-cyclists and it is in tribute to these men and their wonderful machines, that the present series of "Trials" is dedicated. Wherever possible the route follows that used in the old days, but often, nowadays, a motorway has hidden the old rough track and nowhere can one see the farm gates that used to span the "road", even into the "twenties". In spite of all the "improvements" though, the 400 mile journey is still a hard test for machines, none of them are younger than 1936, and for men. Some of the latter are now in their seventies (!) and Jimmy Goodwin, grand-daddy of them all, says "It's tougher now than in 1927. All you had to do then was ride as hard as you could, whereas nowadays you have to use a stop-watch to keep within your scheduled speeds."

The minutes tick away—there is a gout of blue exhaust smoke from the man next ahead in the queue—and, finally, down comes the starters flag and we are away on the fifth DEEJAY Trial. Trickling quietly through the early Durban traffic we seek out the West road and head for Pietermaritzburg trying to maintain an exact 36 k.m.h. (without benefit of a speedometer) for the first eighteen miles. Shortly after Kloof we cut off



**MYSTERY PIX: Who is the rider, and what event? Some suggest that it might be a youthful Titch Allen! Photograph supplied by Dennis Rayner.**

to the north and for the next hour we follow the 1000 Hills road via Botha's Hill and Drummond to Cato Ridge. It truly IS a lovely day and the countryside is glowing with "all the green of Oireland". The roar of traffic on the Freeway has died away, as very little else seems to use the old road, it is quite easy to feel one has gone back forty years into history. The bike is pulling well and the swooping curves are sheer delight. All too soon the section finishes and, for a short spell, we rejoin the main road. Then, a swing to the left, and we're back on the old road as far as Pietermaritzburg and a stop for fuel.

On to the old Howick road, past Howick Falls, klip-klopping across the Lions River, past Michaelhouse and climbing, climbing all the way to Nottingham Road. This is a lonely route, other riders seldom come into view unless broken-down or way off schedule, but I always find it sheer delight as the bike and I both sing along in the morning sunshine.

The Freeway again, a burst of throttle to Mooi River and that final swoop down Griffins Hill into Estcourt, where a really excellent lunch has been prepared at the hotel. (Colin Oakhill, trying to make up time after dealing with a broken push-rod on the 1911 Rudge, skips lunch in favour of reaching Newcastle before dark. But, would you believe it—he actually had a spare push-rod in his glory-bag ready for use!).

More main road stuff follows, up past Frere and the Churchill cairn, through the Drakensberg over Colenso and to Ladysmith. This is when the Scott decides to break a spark-plug. My spare, unused for years, is packed right at the bottom of my gear and by the time I have it fitted and everything stowed away I've lost half-an-hour! Frenzied yowling up the rest of the way enabled me to recover some time, but I passed through

two time-checks which resulted in 2,000 marks lost and put me down amongst the "naughty boys". From Ladysmith up to Newcastle a bit of a breeze down the Biggarsberg must be worrying the smaller and older bikes and at a road-block where some re-surfacing was being done I saw two energetic types shoving their 2½ h.p. (*NOMINAL*) Douglas up the slope. And so to Newcastle. Bedlam is the only description. The filling station is packed with regular customers filling up for the weekend when 100 mad motor-cyclists pitch up for their ration! Eventually Clerk of the Course, Peter Anneck-Hahn, had to leave his post at the Check-in desk to do some traffic marshalling. Oh—the joy of a cold beer and a hot bath at the Holiday Inn, and then, Oh—the JOY of a party put on by Mobil, where many a rider for the first time discovered the restorative powers of Black Velvet! (Full marks, MOBIL).

Saturday dawned to, once again, a beautiful day. Clear sky and no early mist. Aha—Now for the climb to Majuba! The pot-holes in the road must have been as bad as they ever were, and one unfortunate went end over end to finish with a bent machine and a broken collar-bone.

Up one long hill and down the next for hour after hour through Standerton and Greylingstad, past Heidelberg and finally to the outskirts of Johannesburg for the finish in a blaze of glory at City Deep. Except for the inquest another DEEJAY has finished . . . and, once again, as always, the "Best Yet". Now to plan for NEXT year!

A feature of this year's event was the "turnout" of competitors. Many are now looking most "professional" in Nylon riding suits (which some of the girls fill MOST adequately). Joe Openshaw was sporting a full suit of leathers, and generally the impression was given that these riders were fully prepared for anything the weather man might bring (all of us have some fear of another "snowstorm" event—but it wasn't to be, this time).

Apart from that one duff plug the old Scott gave me a trouble-free run—but some 30 others were not quite so fortunate, like Rhodes on the bastard Ariel F.N. which misfired for some time and finally seized its magneto and Alan Wolmarans who had similar problems. He got to within 4½ miles of the finish, stopped to help another rider and then found the insulation had melted on his magneto—Kaput! John Badger, broken wheel spindle, and Mick Van der Linde, siezed wheel bearings, both had to pack in, but Piet Van der Merwe, arriving at Newcastle with a broken gearbox on his Harley-Davidson, found another similar machine and had the box off it and fitted to his own whilst we were all guzzling at the Mobil party! The rare little Connaught two-stroke, after a change of spark plugs, smoked heavily but was pulling well on the hills, whilst another "polluter" was Oliver Barrett (Dad) who lost an essential part of his oil-pump, filled the Scott's tank with oil to make a strong petroil mix and then, having fitted temporary parts to the pump, continued on his way. Alas, from being in his usual place amongst the first five, Oliver dropped to the sixties and joined the "naughty boys". In contrast, one who did NOT have troubles was Italo Benetti. Before the event he fitted new piston rings to the Moto-Guzzi, got it nicely tuned and locked every nut with Seelastic. His downfall came at the road-block before Newcastle . . . whilst the solos trickled through the snarl up, Italo's sidecar outfit just had to wait for the traffic to clear. Finally, a note on Cyril Richmond—known as THE most sporting rider because he's always helping troubled competitors. This was Cyril's turn . . . the night before the start he found the cylinder coming apart. Only one thing to do—out with the welding torch (!)—Cyril got to

the start O.K. but leaks soon developed. At the first garage he borrowed an electric drill, made a few holes and sewed the engine together with wire. That didn't last long, so he wedged a screwdriver in to hold the bits down and finally drove in a huge carpenter's wedge between a frame tube and the cylinder head. Alas—to no avail . . . Cyril's ride was over.

And finally, finally, (because the Editor is pressing me) congrats to cute little Barbara Wenman, after riding for only five months she achieved a very creditable 35th on the Triumph (to Dad's obvious delight!) WE shall have to WATCH these girls—Betty Nettleton was right on the Leader Board—they'll borrow your bikes—they'll win your awards—they'll finish up with your back teeth . . . and no shame!

**Abridged Results:—**

1 Geoff Palmer (59)	Schlesinger Vase — Geoff Palmer
2 S. Lange (88)	VVC Trophy — Steve Lange
3 Barry Broadly (68)	RMC Trophy — Barry Broadly
4 O. Barrett Jun. (64)	Lawson Trophy — Godfrey Williams
5 B. Lange (85)	Valvolene Trophy — Brian Lange
6 Betty Nettleton (96)	Castrol Trophy — Oliver Barrett Jun
7 R. Lange (87)	Scott Trophy — Oliver Barrett Jun
8 D. Lange (86)	Percy Flook Trophy — Betty Nettleton
9 Du Toit (25)	Ladies' Trophy — Betty Nettleton
10 D. Brodie (69)	Ferodo Trophy — A. Welkman
11 A. Lange (84)	Osborne Trophy — Colin Oakhill
12 J. Mahaffey (45)	TTC Trophy — Doug Berry
	Duckhams Trophy — Colin Oakhill
	Bernardi Trophy — Jimmy Goodwin (Oldest rider to finish)

**DURBAN-JO'BURG COMMEMORATIVE RUN, 1975**

Scott entries this year were:—

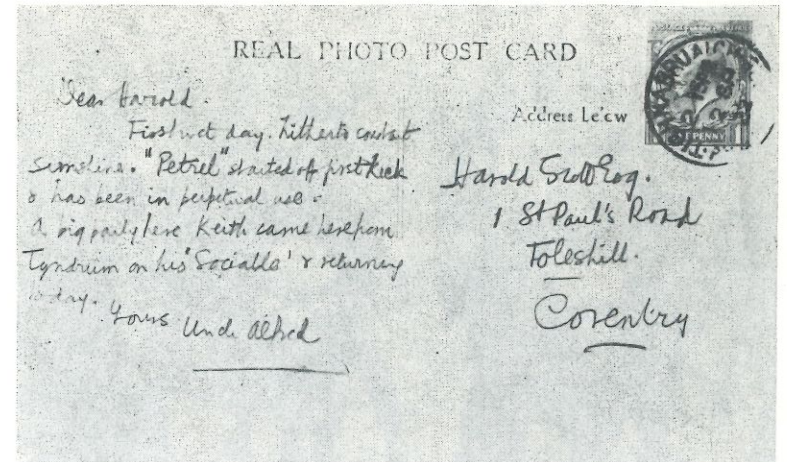
V. C. Lyons	1933 Scott	R. Le Roux	1927 Scott
O. J. Barrett (I)	1929 Scott	O. J. Barrett (II)	1927 Scott
N. Smith	1928 Scott	W. H. Van Dongen	1930 Scott

**ALFRED SCOTT ANECDOTES — No. 2**

Norman Scott, brother of Alfred, had a son Jimmy, who was a great favourite of Alfred's. They got along well together, and as I also was a close friend of Jimmy's, the three of us were often together, after working hours.

During World War 2, a friend of mine, Dr. Carleton Coon, Professor of Anthropology at Pennsylvania University, who had friends in Spanish North Africa and spoke Arabic fluently had just returned to Gibraltar from a trip concerning North Africa.

Carleton went to the Gib Hotel and asked for a room—no luck—every one was full. After some talk and explaining, he elicited that there was one bed unoccupied, in a room that a British officer had, who was also just back from North Africa. Maybe he could use that. So up the stairs went Carleton, and quietly went to sleep. Next morning, the two greeted each other, and tried to find a common interest. So Carleton asked Jimmy if he



Petrel started "first kick"—so says Alfred, which should end speculation as to how his marine engine was started!

knew an Alfred Scott, seeing that his name was also Scott. Carleton went on to say that he was a very close friend of mine, and that his father at my request, had obtained 'Pyrex' discs with holes in them, from Corning Glass Co., for Alfred Scott's spark plug inventions. This was a joint venture between Alfred and myself. Well, you can imagine that after such an introduction, they had to go down to the bar-room, and celebrate their common friends!

Although Gibraltar was a long way from Bradford, Alfred's name joined these two soldiers together.

Leslie A. Runton.

**COVENTRY VETERAN AND VINTAGE PARADE, 1975.**

This event saw an entry of three Scotts, (Stan Greenway having deserted the Clan on this occasion to turn out with a 1921 Cyclotractor, and it would have served him right if he had got his beard entangled with the roller drive to the front wheel!)

The Scotts comprised of the two 2-speeders ridden by J. M. Heanes and Peter Godwin of 1926 vintage, and last, but certainly not least, the 1930 Flying Squirrel owned by John Underhill.

Anyone knowing the latter machines must know that any Scott award would go to one or the other, and on this occasion, John Underhill's bike had the edge, and so took the Scott Award.



Just to prove that Banbury does NOT have all the rain! Klaus Krekschumar at the start of a Rally in Germany. Note the water-cooled DKW in the background.

#### CAN YOU HELP?

Glenlough,  
Stoney ford,  
Lisburn, Co. Antrim,  
N. Ireland.

Dear Mr. Marfell,

I have a blind and paralysed friend who would greatly love to have news about Scott motor-cycles. We are at present reading a book about the Scott Motor-cycle and I found your name in the bibliography as being the Hon. Sec. of the Scotts Owners' Club. One of the things my friend would dearly love to hear would be a tape of the Scott in action. Is there such a thing? Or if I send you a tape cassette could you possibly make a tape of the particular noise which he hankers to hear?

Mrs. S. W. Brown.

*(We had hoped to make a tape at the Rally, and include a few words from our members, but the necessary recorder was not forthcoming at that stage. However, this will be done at the first opportunity and I am sure that our President will be the first to send his greetings, at our next gathering, but if anyone can help in the meanwhile, I'm sure that Mrs. Brown and her friend would be most grateful.)*

#### THE 1975 WINDMILL RALLY AND INTERNATIONAL RALLY.

Seeing your request for reports in the current *Yowl*, I thought I would let you know that I attended the Windmill Rally in Kalterkirchen near Hamburg and had an enjoyable run with the 1914 Scott.

Unfortunately the first dozen of us were mislead on the Sunday Run as the arrows from the previous day's route were not removed and we followed the wrong directions for some ten miles and in the end I re-started the run, and although finishing in time, lost quite a lot of time at the re-start. Also I had to run at an average speed of 15 m.p.h., which was far too slow for the Scott.

However it was an interesting week-end and I had the pleasure of staying with a motor-cycling family whilst I was there.

On returning from Germany, I went the following week-end to the English International at Harrogate for another enjoyable week-end.

Since altering my gear ratios, I am now able to climb most of these events "mountains" but still did not make the 1 in 4, or was it 1 in 5? Pushing even a lightweight Scott up 1 in 5 is nigh on impossible. I finished however, somewhere, and on the Sunday was runner-up in the Concours to Walter Green's perfect B.S.A.

The following week-end I should have been at the Northern Rally, but could not get away on the Friday, so I competed in the 1st Scottish National, winning the Veteran Class and also overall winner. How's that for participation?

The forks of the poor old girl suffered on the Harrogate 'do', as a rough track of some five miles was included, and to me this is stupid for Veterans and in my opinion proves nothing—I have now semi-retired from Rallies for a year or so, as I have won all the Rallies in Scotland and feel that other lads need something to aim for—however, the Scott will still yowl along on good days in social runs and I hope to attend future Northern Rallies.

Keith Rhodes.

PS. I should also say that I have three cars to restore as well and hope to get some time to start on these which include a 1922 Rover 12, 1935 Austin 7, and 1937 Riley Sprite!

In passing I would like to praise the effort of member Tyler from down South who dismantled his 1913 Scott, brought it all the way to Scotland in the back of his car, assembled it to ride in the Scottish National—dismantled it again and deposited in on the back seat of his car—how about *that* for enthusiasm?

A great effort by one of our older members—puts some of the young ones in the shade.

#### RALLY PHOTOGRAPHS

Clansman Paul Myatt has again supplied a large batch of photographs taken at the 1975 Rally for our next Rally Edition. He says that if he has a choice—he prefers one large illustration to several small ones. What do you say? I thought that it was one way of showing more of the machines that made up the Rally, but now is the time to say which you prefer. It IS your magazine.

#### SEEN AT THE T.T. RALLY

The two-speeder is the 1910 Scott belonging to Eric Curtis. The restoration of this bike was covered in an article in *Yowl* of January 1973. My photo was taken at the V.M.C.C. Isle of Man Assembly in Douglas, June 1975. I have just received a letter from Eric saying that although he has finished the restoration, he has not yet "bothered to start the thing up!"

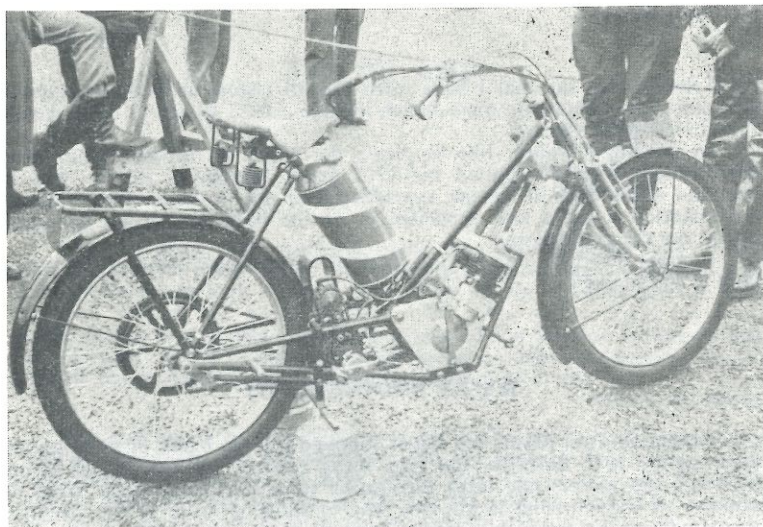
The other two photographs I received from Chas. Hughes of Watchet. The photographs were given by someone else to Chas.

Coincidentally the bike also belongs to Eric Curtis and is his 3-cylinder Scott. I have not seen these photographs before, but I suppose it is possible that they were the ones used in the 3-cylinder write up in *"Motor Cyclist Illustrated"* of 5/62 which I have not seen or John Griffith's "road test" in *"Motor Cycling"* of 6.11.58.

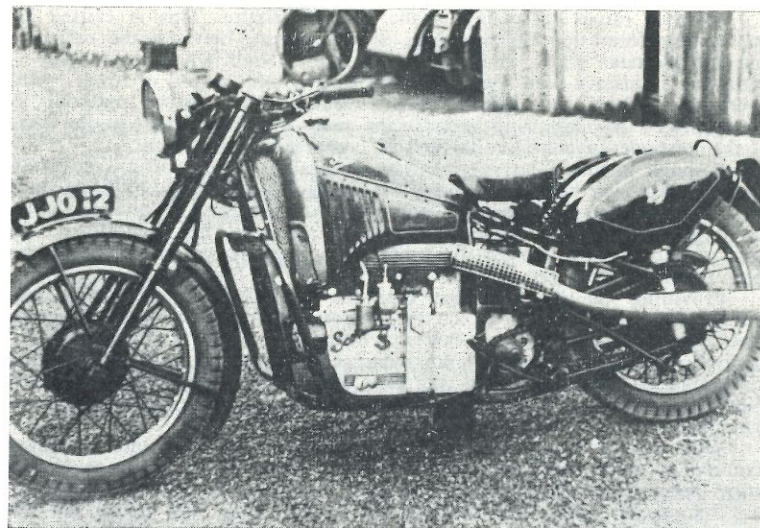
Eric Curtis used it from time to time about twenty years ago—his comments "my heart had teeth marks after negotiating some bends". Apparently its reputation for cornering is not good.

When John Ellis had the bike he had it converted at the Scott Works to Dowty's and the sprung rear wheel. This bike is No. 8 of the ten which were made.

Paul Myatt.



T.T. RALLY 1975: 1910 Scott owned by Eric Curtis.



Another from the Curtis Collection. The 3 cylinder Scott, converted to Dowty forks by John Ellis. The last surviving Three?

#### TECHNICAL FORUM (Part 4).

Stan Thomas.

We said at the very beginning of our article, that the quantity of oil required increased above the corresponding proportional increase in engine speed, whilst the Pilgrim pump's delivery actually decreased in proportion to an increase in its operating speed. Hence the reason that having adjusted to provide adequate delivery for fast riding. Far too much oil is provided when riding speed is reduced.

However, the cause of seizure (other than above, cannot be overcome by merely increasing the volume of oil, and is again a design problem.

Because of the unequal mass of a deflector piston, when this type of piston is heated, it will distort, with the results all too often experienced. Normally, a piston is oval turned, giving a smaller diameter across the gudgeon pin axis, to compensate for this effect, so that when the engine is a normal working temperature, the piston is "distorted" to a true circular shape.

However it is difficult to machine a piston to allow for this if it is of a deflector design.

I once heard of an owner putting his block on the gas cooker with the flame up the exhaust to simulate "running" and then lapping the piston to suit! He claimed that after many hours of careful work he never seized up again, although the pistons were noisy when cold. Obviously, he had eliminated, to a great extent, the high spots caused by distortion.

Another cause of seizing is the carbon seizure. This is caused by the carbon formation on the sides of the piston, between the deflector and the cylinder walls, and usually manifests itself when the engine is extra hot, ie after a high speed run following a long period of lower speed operation. When the piston seizes, usually the piston material is blurred over the rings, and because the rings are then firmly in the base of their grooves, a considerable loss of compression will result.

Perhaps it would be pertinent to discuss the actual fitting of piston rings. Do not ever fit rings intended for a larger bore engine, by filing their ends down to "re-gap" them. Piston rings are designed to give an equal radial pressure on the cylinder, and using a larger ring filed down will upset this characteristic. On the other hand, perhaps we could dispel the myth regarding ring gap.

Providing the gap is no less than the *minimum*, an extra large gap will not have any adverse effect on compression or performance. Because checking ring gaps was the easiest, cheapest and more often than not the only "technical" operation an owner could perform in days gone by, the legend grew up that if the ring gaps were a few thousandths too much they were scrap. In point of fact, it is not unusual for some tuners to remove the top compression ring for racing purposes.

With regard to piston and ring lubrication, the amount of oiling required is quite small, provided adequate dispersal of lubricant in the petrol takes place. The situation in the Scott Engine is quite ideal, i.e. neat oil on the mains and partially on the big ends, and petroil on the pistons and rings. However the transitional period for oil disolvement is quite small, and in any case, the resultant petroil is carried immediately by the gas flow into the transfer ports etc. This causes an unequal distribution of oil between the cylinder walls and the piston, and unfortunately it is the exhaust side which receives the lesser amount.

The use of stuffing blocks, as described earlier, does however promote greater turbulence and greatly assist lubricant distribution.

There is little modification that can be performed to assist lubrication, except for putting a very slight radius on the edge of the piston rings, and relieving very slightly the exhaust port bridge.

This concludes our brief look at Scott Engine lubrication, although of course it is hoped the article will promote further interesting reading in "Yowl".

#### DESPATCH OF SPARE PARTS etc.

The postage on spare parts despatched under the Spares Scheme is extra to any prices quoted, as the gross weight when packed may be appreciably greater than the nett weight, if it is to travel safely.

Would members please state if they require the goods insured, particularly if they have to travel overseas. In cases where a Customs Declaration has to be made, it should be borne in mind that the full particulars are required on the form and that it is stuck on the outside of the package for the Post Office to accept it.

Insurance for overseas postal packages is 50p for a limit of £70.00 which seems reasonable. The maximum weight for such parcels is 10 Kilogrammes (22.4 lbs.).

If packing cases have to be made we will have to charge for them. Sorry lads—but it's all due to inflation!

#### FOR SALE AND WANTED

(A free service to Members)

FOR SALE : 1 gearbox 3 clutches, 1 cylinder head Piston 596. 1 carburettor. 3 outrigger bearings. 4 kick start cranks. 1 voltage control box. 1 undertray. 2 brass licence holders. Pair transfer port covers, also shields, engine bolts, twistgrips, hooters, speedo, chains, oil pipes, sidecar fittings and other small items mostly used. Also carb & kick start for Norton (old type) large breast-drill, Battery charger. Offers to :— G. Head, 1 Shabshall, Morants Court Road, Dunton Green, Sevenoaks, Kent.

WANTED : 2 speed 498cc or 596 Super Squirrel. Complete or in pieces, with all major parts in reasonable condition. R. H. Castley, Greylag, Rectory Road, Coltishall, Norwich NR12 7HW.

WANTED : Vintage carb. 1 3/16in. or larger required for racing Scott. Exchanges etc. Roger Moss, 42 School Lane, South Croxton, Leics. Tel. Gaddesby 475.

FOR SALE : Original 1949 Scott 95% complete, last used 1961, running but some little attention required. Buying vintage car, £325. Geoff Lee, Arlyn, 4, Brickwall Lane, Ruislip HA4 8JX. Tel. Ruislip 36757.

FOR SALE : Loop type crash bar, suit post war or 'Brum Scott, £3. Good r.h. pipe, £12. '49 front wheel less brakes, £8. Craven pannier set & top carrier, £16. Handlebars 1in., £2. Clubman's tank less fillers, £10. L/s Rods, £5 pr. L/s pistons, £1 each. Duplex Pumps, £3.50. Perfect undertray, £7. Post extra. Geoff Lee, Ruislip 36757.

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

WANTED : By new member to complete 1935 Scott. Pair of original forks. P. M. Collins, Iver House, Firs Road, Kenley, Surrey. Tel. 01-660 8736.

WANTED : Hub & brake or complete wheel to fit Webb forks. Also medium close gears, BTH magneto & lightweight Webb girders. Have few odds & ends for exchange. J. W. Wilcox, 3 Eastfield Road, Brixworth, Northants NN6 9ED. Tel. N'pton 880708.

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

*Sussex:*

(Contact Editor).

*New Zealand Section:*

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

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

*U.S.A. Membership:*

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

*Southern Africa:*

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

#### CLUB FIXTURES

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

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

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

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

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

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

#### THE SHEFFIELD SCOTT CLUB

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

#### SOURCES OF SUPPLY

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

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

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

Ken Lack, 5 Norton Lees Square, Sheffield 8.

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

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

#### CLUB BADGES AND REGALIA

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

#### YOWL BINDERS

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

#### THE HISTORY OF THE SCOTT

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