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THE JOURNAL OF THE
SCOTT OWNERS' CLUB



OWNERS' CLUB

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MONTHLY CLUB FIXTURES

Midland: The Hop Pole Inn, Bromsgrove, 1st Wed. at 7.30 p.m.

London: The Red Lion, Whitehall, S.W.1, last Sat. at 7.30 p.m.

Tees Tyne: Three Tuns, Sadberge, Darlington, last Tues. at 8.00 p.m.

Humberside: King William IV, Cottingham, 3rd Fri. at 7.30 p.m.

Sussex: The Limeburners, Billinghamurst, 4th Tues. at 7.30 p.m.

COVENTRY VETERAN AND VINTAGE PARADE

Harold Scott writes:

"The event was held in beautiful sunshine this year. A total of seventy-eight Veteran, Vintage, Post-Vintage, Post-War and Racing machines gathered together at Coombe Abbey, Coventry on Sunday, 22nd August, 1976.

Especial congratulations to John Underhill, whose 1930 498 c.c. 'Tourer' took the Best Vintage Scott award; and to F. J. Nicklin, who took the Best Post-War Scott award, with his 1948 596 c.c. 'Squirrel'."

ERRA-TA-TA-TA-TUM!

Mrs. Rosemary Westacott of Sevenoaks points out that the July 1976 *Yowl* article "Pageant of Motoring" contained two small errors: her husband is Nigel, not Noel; and she cleaned his (?dirty) 1948 Squirrel, not he, as suggested. The record is now clean, sorry straight, Mrs. Westacott.

THE SCOTT DYNASTY

George Stevens

The Scott family settled in Bradford in 1834, when the Rev. Walter Scott took the post of President and theological tutor of a newly-built college for Dissenting ministers. He was a Scottish minister who had for twenty years worked at the church in which he was ordained — Rothwell, near Kettering, Northants. In that time he had married, and his wife Charlotte (1790-1865) had borne several boys and a girl. The first son (1822-1880) was named Walter, in the family tradition; a daughter, Mary, was born the next year (1823-1880); followed by three more boys; Colon Silas (1827-1909), James Somerville (1829-1851) and Caleb (1831-1919).

While at Rothwell, the Rev. Scott was largely responsible for training about a dozen young men for the ministry, and also organised a petition to Parliament for the release of a missionary imprisoned in British South America, where he had been fighting the slave trade. His work was rewarded when the new "Airedale College" for ministerial candidates was opened at Undercliffe, Bradford and he was appointed the first Principal. He moved in with his wife, children and fourteen students: thus the Scott family joined the many other Scottish settlers in fast-growing Bradford, already the home of the worsted trade. (In 1800 Bradford had one spinning mill and a population of 13,000; by 1850 there were 129 mills and 103,000 citizens — a figure which rose to 280,000 by the end of the century. New dyeworks were set up; a great iron smelter appeared at Low Moor and Railway came to the town in 1846).

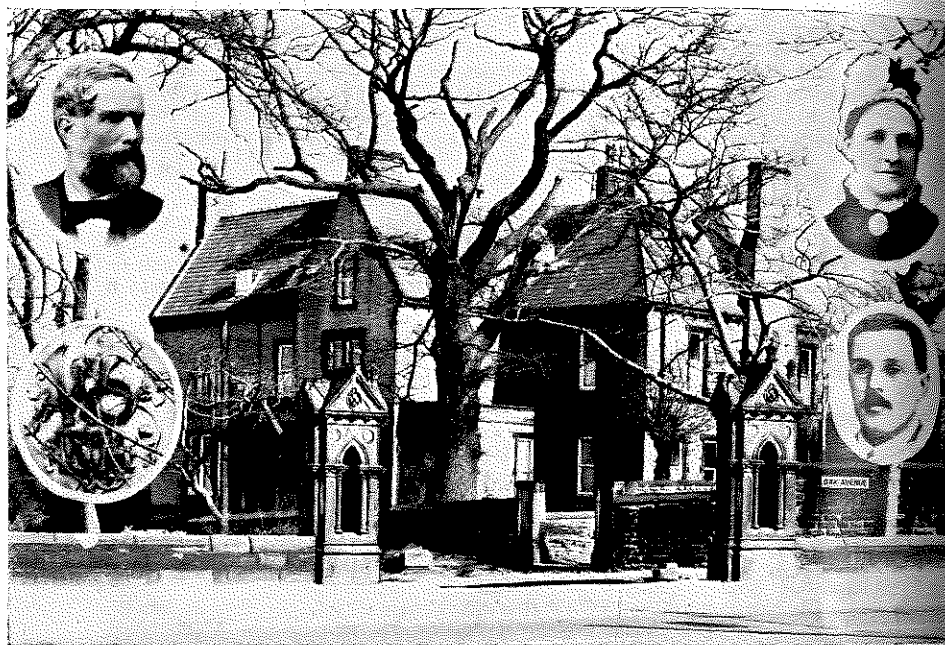
Scott's sons were sent to Silcoates School, Wakefield — Caleb and James returning to Bradford to study under their father for the ministry; Walter and Silas entering the worsted business. One of the largest and most successful of the wholesale 'stuff' (worsted) trading firms was that of Milligan, Forbes and Company, founded in 1831 by Robert Milligan — a Scot who became the first mayor of Bradford on its incorporation as a borough in 1847 — and his associate, Henry Forbes, who was similarly honoured in 1849 as the third mayor of Bradford. (The second mayor was Titus Salt, a mill-owner who devised a method of weaving alpaca, grew immensely rich from its production, and built the model mill-town known as 'Salt-Aire' on the River Aire at Shipley. Sir Titus, like Milligan and Forbes, strongly supported Airedale College and was for a considerable time its treasurer).

Walter Scott (junior) joined Milligan, Forbes and Co. as a young manager, learned the business, and was sent to Manchester in the early 1850s to superintend their trade at Sale Moor. He returned to Bradford regularly to join his brother Silas, and their ageing father, on the same Committee Boards as Sir Titus Salt — both for Airedale College and the Bradford Mechanics Institute. The Rev. Walter Scott died in 1858, aged 80.

On November 5th, 1857, Walter Scott married into the Forbes family, taking as his bride Jessie Forbes of Paisley. He remained at Manchester, where he was now in sole charge, and set up a home at Beech House, Old Trafford, where his first son was born on 5th April, 1859 — and christened Walter, of course! (He became a London doctor and lived until 1931). The second son arrived in 1860: Arthur Forbes Scott, who became an engineer, and who plays an important part in the 'Scott' story. In November, 1861, James Henry Scott was born: he later contracted tuberculosis and died aged only 21, at Davos-Platz.

In 1862 Robert Milligan died. Walter Scott was left, virtually, in charge of the firm of Milligan, Forbes and Co., and moved back to Bradford where the Company had its headquarters at Hall Ings. His wife, Jessie, moved into a Bradford house, with her family and servants, and in 1863 gave birth to her first daughter — Eliza Charlotte (1863-1923), another member of the family who comes into this story frequently.

The decade that followed was the great period of Bradford trade, when all went well and almost every year saw sales larger than those of the year before, mainly due to a commercial treaty negotiated by one of Walter Scott's business contemporaries — Sir Jacob Behrens. Scott's family grew along with his business, and by 1872 Jessie had borne six more sons and a daughter who died in infancy. These were: Herbert (1865-1943), a mill-owner directly in touch with Alfred Scott's work all his life (and father of the Scott Owners' Club President); William Ernest (1866-1934), for some years Deputy Minister of Agriculture in British Columbia; Charles Edward (1867-1916), a lawyer who lost his life as a Lt.-Col. in World War I; Ethel Mary born and died in 1868; Norman



"Oakleigh", the Scott family home, at 23 Oak Avenue, Manningham, Bradford. Captioned are top left: Walter Scott (1822-1880), father; top right: Jessie Scott, nee Forbes (d. 1882), mother; and bottom right: Alfred Angas Scott (1874-1923), himself. (Photo courtesy George Stevens.)

(1869-1938), a textile dyer; Harold Wilfred (1871-1898), tragically drowned off Salt Spring Island, British Columbia, trying to save a friend; and Geoffrey (1872-1954), a fruit farmer in Salt Spring Island.

Such a large family obviously needed a large home, and when, in 1870, a public park was opened at Manningham, some of the adjoining ground was sold for building. Walter Scott bought a plot opposite the park gates, and had a fine stone house built in the grand Victorian manner. In the Spring of 1874, the Scott family — Walter, Jessie, nine boys and a daughter — moved into 'Oakleigh' with their servants, who were also — of necessity — increasing in number. Shortly after the occupation of 'Oakleigh' Jessie suffered yet another confinement, and gave birth to twins. They came into the world on 5th October, 1874, and were named Frederick Angas ('Angas' after the lass Caleb Scott had married) and Frank Lewis, fractionally the younger. Their parents had second thoughts, however, and at the Baptism they decided to change the 'Frederick'. The older twin was re-named Alfred: Alfred Angas Scott.

With dutiful servants and a well-stocked cellar downstairs, the lively presence of growing boys, a girl and playfully romping infants in the great nursery upstairs, one would imagine Walter and Jessie enjoying their prosperity and the comforts of this fine new home. Unhappily, life for the Scotts was no such bed of roses. Walter suffered agonies from an internal disorder which his physicians diagnosed as 'neuralgia of the stomach' (an ulcer?), while his wife — after her last confinement in 1878 — lost another baby daughter. Poor Jessie! Weakened by bearing fourteen children in nineteen years, she was slowly succumbing to consumption.

Despite his affliction, Walter Scott's death at the age of 58 — in April 1880, from 'sheer exhaustion' — was unexpected. His funeral was attended by 'a large number of leading gentlemen of the town', including his M.P. Scott had been well known and widely respected in commercial circles, was Vice-President of the Bradford Fever Hospital and a member of several committees. His will, carefully drawn up in 1876, left almost £40,000 to his wife and children (with provision for their upbringing and settlement as they became twenty-one or married); and administration of his wishes was vested with his brother Silas and a business associate. Silas and Caleb Scott arranged the education of the older Scott brothers, packing them off to such places as Malvern and Queenwood Colleges, or to Heidelberg for private tuition.

Jessie Scott survived her husband by only two years, passing away in a Hastings guest-house in January, 1882, from advanced phthisis. The eldest sons — Walter and Arthur — were away training in the medical and engineering professions respectively, and James was in a sanatorium in Switzerland. The burden of family responsibility fell to Eliza Scott, then nineteen, who became mistress of 'Oakleigh' and guardian of the young orphans. Several of the boys were already attending Bradford Grammar School — about a mile further down Manningham Lane — and in January 1885, Alfred and Frank Scott joined them. In poor weather they would ride on the horse-drawn trams which ran to the centre of Bradford, but on dry days, they walked. Alfred recalled, many years later, walking down to school one morning — deeply absorbed in some boyhood problem — a great weight on his twelve-year-old mind. When he arrived at the school, he was astonished at finding the buildings locked and shuttered. It was a Sunday! Another of his early memories concerned his numerous brothers. . . . "There were so many of us that if one had fallen out of the loft window, he wouldn't have been missed!"

Naturally, family friends and relatives gave Eliza Scott much help

and advice, and one of her helpers was a young neighbour (from nearby Blenheim Mount) whose feelings became more than sympathetic. This was George Douglas, another worsted businessman of unmistakable ancestry, who was later to become Chairman of the giant Bradford Dyers' Association. The Douglas family came from South Scotland, and had entered the 'stuff' trade at the same time as Walter and Silas Scott. In April, 1887, Caleb Scott — now the Rev. Caleb Scott — came to Shipley Congregational Church to unite his niece Eliza and George Douglas in holy matrimony. George acquired more than a wife: he now had ten brothers-in-law! Four were of age and making their own ways in the world, but the youngsters still at Bradford Grammar School created a problem which was solved by packing them off to various schools throughout the country. Harold and Geoffrey were sent to Giggleswick School, near Settle; but the twins Alfred and Frank, were sent to a Grammar School near Hastings, where they remained until early 1891.

'Oakleigh' was sold to another Bradford merchant, some members of the family made their homes in other parts of Britain, and a few emigrated.

(to be continued)

Copyright George Stevens, 1966.



Seasonal Greeting to Harold Scott from Jeremy Wilcox, Christmas, 1975!

1922 TWO-SPEED SCOTT: MAINTENANCE COSTS FOR 40,000 MILES

The detailed record of an owner who kept his machine two and a half years

In May, 1922, a member of *The Motor Cycle* staff purchased one of the early Scott Squirrels.

Later in the year it was sold to a young enthusiast interested in two businesses separated by 16 miles of main road, though a rough cross-country cut permitted the daily run to be shortened when weather conditions were favourable. A careful log of the behaviour of the machine was kept until it once more changed hands at the end of November, 1924, and passed beyond the writer's ken.

When such pessimistic remarks are current anent depreciation, it is worth adding that this three-year-old bus with sidecar fetched nearly £40, and that half a dozen local observers were eager to become its third owner.

The engine was very carefully run in on delivery, no great speeds being attempted for the first 1,000 miles, and to this caution its subsequent achievements are mainly due. Slow running was obtained in neutral by shutting the air lever and allowing the engine to four-stroke. The makers' advice that the ball of the foot should be applied to the kick-starter was early discarded in favour of the arch, as backfires produced acute pain and much loss of skin and blood.

Original Plugs' 25,000 Miles

As a few petty criticisms will be made later, and a list of renewal parts set out, the preface should state what did not happen during the 40,000 miles. The machine stopped twice on the road against the rider's wishes, once when it crashed into a wall in dodging a cart, and once when the petrol tank ran dry. No other involuntary stoppages ever occurred. No chain ever broke, the jet never choked (thanks to a good Enots filter at base of tank), no plug ever failed completely, nor did misfiring from partial oiling-up occur after the first 100 miles. (The original pair of green Splittdorf's ran for 25,000 miles, and were only discarded because the outer points were bent inwards when the centre electrodes burnt clean through, and the plugs seemed less efficient afterwards. Another pair covered the remaining 15,000 miles, but seemed more subject to pre-ignition than the first pair.)

The original gudgeon pins are still in, though one is a shade loose in the piston. The mainshaft roller bearings are still tight. The original engine sprockets are still in use, though becoming slightly hook-toothed; so are the gear drum sprockets, but the chains do not ride up on them. The front forks have undergone no repair, and show a trifle of play in the bottom sleeves, probably through side drag from the sidecar, which was added after 23,000 miles. The frame is still dead true. The radiator has never leaked. The plating is good, except on the handle-bars (these are black-finished on the current model); and the enamel is very decent.

Nothing ever shook loose or fell off excepting the tail lamp and rear number plate, which would be better riveted on; they were actually attached by bolts. The front horseshoe or stirrup brake was not used, to avoid ruining the front rim; and the rear brake, though tolerably efficient when dry, was quite unworthy of such a fast machine as soon as it got wet. On the 1925 model two first-class expanding brakes are standard.

Petrol consumption averaged round 80 miles per gallon solo — nothing but aviation was used — and the addition of a sidecar reduced this figure to 70 m.p.g. on long runs, or as low as 65 m.p.g. on local pottering.

The Log

A formal diary of this longevity is set out below. In a few items the mileage figure opposite a note is only approximate, but no serious divergencies from fact are included (see under Notes).

The cost of renewals is sure to interest men who contemplate running a machine on business "for keeps" (see under Notes).

The spare chain links were never used, and the invoice for certain small port packings has been lost; perhaps they were supplied gratis. Turning to tyres the costs were as follows (see under Notes).

This record shows that, apart from the ordinary and constant small outlays on running necessities, such as fuel and oil, the rider was never once faced with any substantial outlay except on the occasion of the accident, which was covered by insurance, and incidentally justified the payment of a heavy "full cover" premium for three seasons.

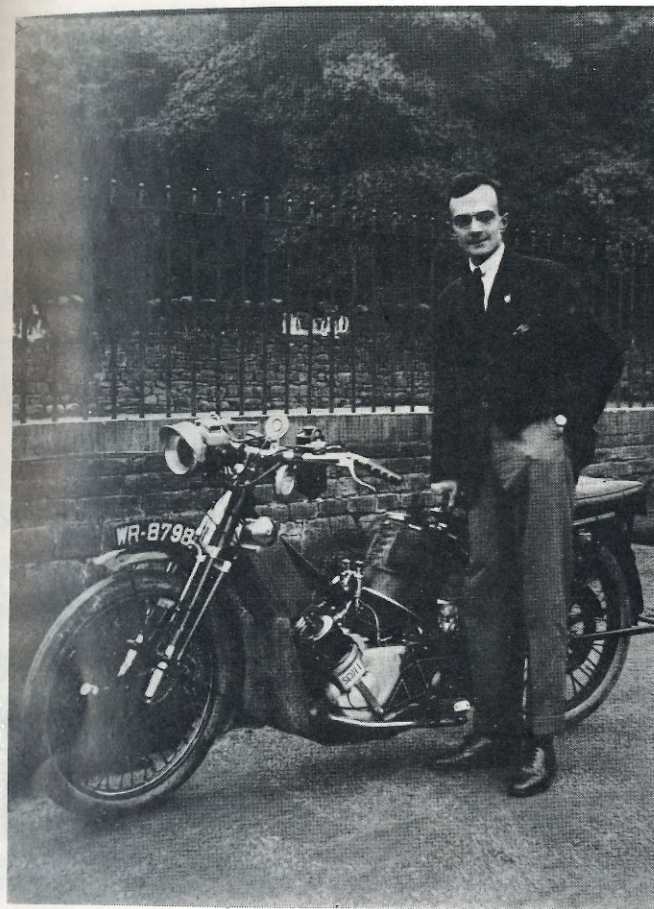
Repairs and renewals totted up to the very modest figure of 12s. 4d. per 1,000 miles covered; and it will be noticed that the owner who keeps a watchful eye on his mount, and renews a part as it becomes worn, can actually ride for three seasons without an involuntary road stop. The record is equally creditable to the rider, to the makers of the machine, and to the factories whence such parts as tyres, chains, and magnetos emanate. The writer is personally divided in mind as to what is the finest item in this excellent record — the Avon front tyre which did 17,500 miles most perhaps fight out the issue with the cycle chain which drove a magneto at engine speeds for 34,000 miles, and the Splitdorf plugs which ran 25,000 miles.

It is needless to add that the 1925 mount is another Scott — this time a Super Squirrel.

Miles	Notes
100	For first few miles plugs occasionally missed a little through partial oiling, but were easily cleaned.
200	Low gear evinced a tendency to jump out; spring clip on quick thread drum was fouling gear bracket. This drum is too much exposed for bad weather, and needs a cover.
2,000	First decarbonisation. All piston rings tightly stuck. Bad carbon in exhaust ports and on piston crowns, but cylinder heads very clean. (N.B.—Pity that piston cooling is still so tremendously inefficient as compared with water-cooled parts.)
2,100	Tank came loose; tapping lock ring at top cured this. Keying the tank is not a sound method; two corrugated washers, one on tank and one on frame, would be surer.
5,500	Second decarbonisation.
9,000	Third decarbonisation.
10,000	Fitted new high gear and driving chains.
11,500	Back tyre (Avon heavy three-rib) went at bead. Fitted heavy Dunlop. Fourth decarbonisation.
14,500	Fifth decarbonisation.
17,500	Sixth decarbonisation. Two tyres went — the back Dunlop after 6,000 miles, and the original front three-rib Avon after the splendid distance of 17,500. It still has a visible centre rib, but had become inclined to skid. A pair of the latest Dunlops were now fitted, together with new chains all round. A batch of minor troubles occurred at this point, as, in addition to the above very reasonable replacements, a distinct leak was noticeable at the left-hand crankshaft bearing. Contrary to the makers' instructions, the crank assembly was dismantled at home with cautious but mighty blows from a 7 lb. hammer. The faulty packing gland was patiently ground in, and after reassembly (a long job) the left-hand cylinder seemed as weak as ever. But in 1,000 miles it ran itself in again, and has been perfect ever since.
20,000	Seventh decarbonisation.
23,000	Eighth decarbonisation, and complete amateur overhaul. The gear was dismantled, and needed new thrust rollers. New big end rollers were put in the engine.

though the old ones only showed .0001 in. wear by micrometer. Two new piston rings were inserted, one having been snapped during removal. At this point a Watsonian 4-point suspended sidecar was attached, and a 19-tooth sprocket was fitted, reducing the gear ratios to 4.34 high and 6.9 high. With these gears the passenger performance was found practically equivalent to the solo standard in ordinary riding, though a matter of perhaps 7 m.p.h. was peeled off the maximum speed all out.

- 24,000 Slight fracas with wall, owing to thoughtless manoeuvre by horse and cart.
- 25,000 Uncertain starting and intermittent missing traced to magneto. Cured by new carbon brushes for 50 miles, when trouble recurred. Found groove worn in ebonite of slip-ring (Lucas B.T.H. type), so that brushes got chewed up on edge of brass segment. New slip-ring fitted.
- 27,700 Attempt to do 5,000 with sidecar without decoking proved futile, as severe pre-



Mr. Wilkinson, of West Yorkshire, standing beside his 1922 2-speed Squirrel.

ignition set in after 4,700. On taking cylinders off, found that the exhaust ports were coked right up except for a small hole in each about the size of a sixpence. The top piston rings were baked right home, and there was a thick hard crust of carbon on the piston crowns. The cylinder heads were practically clear, a great testimony to water-cooling.

- 31,000 Tenth decarbonisation. Renewed chains. Water in magneto condenser — there was no rubber washer on one of the brush holders.
- 33,000 Balls began to break up in the back hub. Renewed same.
- 34,000 Twice renewed balls in front hub. The double job was apparently due to the first set having been adjusted too tight.
- 34,100 Renewed magneto chain. It is most remarkable that this tiny cycle size Renold chain should have run the magneto at engine speed for 34,000 miles without giving any trouble. Eleventh decarbonisation.
- 37,000 Back chain started to jump rear sprocket unless adjusted very taut. Renewed this, and also gear box driving sprocket. Twelfth decarbonisation.
- 40,000 Machine sold.

	£	s.	d.
Engine — Two sets big end rollers at 4s.; 9 Brico piston rings at 2s.		1	6
Transmission — Pair gear thrust rollers, 1s. 3d.; high gear chains at 12s.; two low gear chains at 12s. 4d.; back chains at 22s. (1 at 6d. extra); 1 magneto chain at 3s. 3d.; 2 sets of spring links, 2s. 3d.; 2 driving sprockets at 8s.; 1 rear sprocket at 30s.		9	16
Controls — Three lengths of Bowden wire		1	0
Magneto — New slip-ring, 11s.; two sets of carbon brushes at four shillings per set (!?)			19
Wheel Bearings — Three sets of balls at 1s. per set			3
Saddle — One new spring			2
Brakes — Two new blocks			2
			4
	£13	9	8

	£	s.	d.
1 Cover	2	5	0
1 Cover	1	18	6
3 Covers at £2 0s. 6d.	6	1	6
1 Tube at 8s. 6d.		8	6
1 Tube at 10s.		10	0
	£11	5	6

Courtesy, Motor Cycle

ANNUAL SUBSCRIPTION RENEWALS FOR 1977

Harry Beal, Membership Secretary

Membership subscriptions for next year fall due on 1st January, 1977 and a reminder is enclosed with this issue of *Yowl*.

There are no longer any part-subscriptions: those who renew during the course of the year will be asked to pay the full subscription; but then they will be entitled to all the *Yowl* back issues for that year.

January *Yowl* is dispatched to all the previous year's fully paid-up members. Those who have not renewed by the end of February in the coming year will not automatically receive future issues of the magazine.

Each year, we lose an average of fifty members and thus fifty copies of the January *Yowl*: a total loss, which financially has to be borne by the Club.

I look forward to receiving your subscriptions as soon as possible and wish to extend my thanks to all members who renewed so promptly in 1976.

SPARES NEWS

Potty Chambers

Firstly let me clear up some misunderstandings about the scheme.

You don't HAVE to invest money in order to buy spares but it does give you a priority rating over non-investing members and it does help us to finance projects.

Secondly you don't have to keep this investment automatically topped up to remain in the scheme. You can draw on it, as you wish, for spares as needed. However, once you get to a figure below that of the price of the part you want, you may lose your priority. Many members use it as a savings scheme.

The following are now available:

"Super" Radiators	£110.00
Flyer/Rep carriers	£12.00
Stainless Stud nut and washer set	£10.00
Super rear chain guards	£3.50
Rubber extrusion D.I.Y. post war cush	£1.75 per length
Enfield cush rubbers (6)	£1.00 a set
Semi-circular footrest rubbers	£1.00 a pair
5in. "D" section mudguards	£5.00 each
Squirrel mascots	£1.00
Scott Lucas distributor sets	£2.00
XL-ALL steel saddle pans	£2.00
Lucas contact breakers	£2.00
Fibre gears	£1.65
2 speed Scroll springs	£2.00
Vintage style rear lamps 1½in.	£1.50
Scott Purple Paint	£1.50 per ½ litre
Amal — Top feed float needles	£0.60
Amal — Type 6 No. 51 jet blocks	£3.00
Brampton friction discs	£1.00 a set
2 Speeder brake plates complete with threaded boss	£4.00
Flyer/Rep Chainguards (without bosses)	£3.00

Coming shortly:— lots of lovely main bearing rollers.

Alloy water domes in 2 basic sizes.

Brampton spindles, nuts, washers, pins and links.

Webb spindles and bushes.

Super exhaust systems.

Oval tank ends.

Super oil tanks.

Recond. narrow con rods.

"Super" rear carriers.

Cylinder Castings suitable for long or short stroke.

We still require BTH spares and

Amal. 6/3 or 6/3½ throttle slides.

We have patterns for casting 3 speed super undertrays, 2 speed gear frame lugs and "High-Low" gear pedals.

Please include a realistic remittance for postage, otherwise the Spares Scheme has to cough up; and the pennies can soon mount up. Any over-payments will be credited to your Investment Account.

THE 1976 VINTAGE SCOTT TOUR

As usual, the Scott Super Squirrel made the Durban-Jo'burg her excuse for a good long ride and a look at some of the lovely scenery down across the border.

On my run south, it rained practically all the way to Beit Bridge. (They told me in Fort Vic, it had been raining solidly for five days!) Still the roads dried up towards evening and I just reached Louis Trichardt by dark. 400 miles from dawn to dusk is far enough, so I'd no thoughts of going on to carbide.

Next morning the eastern sky looked brighter, so I turned off at Banderlierkop and within an hour the sun actually came out. South from Tzaneen, the top end of the Drakensburg Range looked a picture, painted in greens, reds and gold where the lichens followed the contours. Then I went into the Blyde River Canyon (collecting my petrol for the weekend just in time) and it has never looked better, with bright sun, a little cloud but no haze and all those fantastic rock shapes wherever one turns. A beautiful ride to Graskop and almost out to Kruger Park at Numbi Gate over the completely deserted highway, via Hazy View to Nelspruit, over the delightful wobble down to Barberton (some of the corners a bit tight for the heavily laden Scott) to a night stop at Badplaas. Not a big mileage—only 250 for the day—but *what* a magnificent ride.

Mine Host at Badplaas used to be a motor-cyclist. Told me about his baby Triumph. Their brakes never did amount to much. Well, he was riding one day when the petrol pipe broke and filled his boots with the juice. When the carb was empty the motor coughed . . . WHOOSH! (He did manage to stop somehow!) Another time the belt broke, and the fastener swung up at the end of the rawhide and smartly attached itself to his ear. It's still a bit nicked. His final riding experience was with an Indian. After he'd left for home one night, from the pub where he worked, he argued with a large dog and finished up with the bike riding him. No skin on his rump and a broken wrist. His mother-in-law took charge and splinted his arm with hot cow-dung (an old country substitute for plaster). He says the hand still hurts a bit—nearly 40 years later—and he's never ridden since!

Next day I didn't get far as I was nearly out of petrol, but on Monday I set off again. The country looked really beautiful. The wild Cosmos was in bloom and streaks of colour stretched across those vast Transvaal farmlands right to the horizon. I was headed for Harrismith, but, before I got there I had to run the gauntlet of no less than three "Tijuana Taxis", complete with heavily armed Konstabels in their "sheriffs" uniforms. (Only the Texan hats were missing). No—it's not that I have any problems with the "Fuzz"—they just want a good look at the bike. And it's always "Enjoy your journey" when they wave me onwards. Down through Van Reenen's Pass and there stretches the Klip River Valley. The flat mountain tops, and Spion Kop towering high above is to be (although I didn't know it at the time) the last bit of real scenery I'll see this time. A rather dull run down the Freeway as far as Kloof, a nightstop with Reg, Hardcastle and a good natter about Scotts, topped off another steady day's running. 360 miles, and the Scott's running like a clock. Reg. and Joyce were at Banbury last year and Joyce, who is the photographer, had tried her hand at motor-cycle pictures. What a lovely bunch of slides resulted! They are going again this year to get some more, and I hope to borrow them sometime to show you. Reg. had hoped to join me on the next stage but the chains of his two-speeder had been thrashing around and cut an oil pipe. Result of this was that the ex-Graham Walker engine is

locked up solid. A replacement is installed but needs some running-in before any lengthy use. Leaving Reg. with some good advice about his machine (as always polite—Reg. didn't murmur . . . although he was riding before I was born!) I took the road for the South Coast and my rendez-vous at Crayfish Inn to be greeted like a long lost brother! Mike Lawson, the new Landlord is a motor-cyclist, "put the bike in the end lock-up alongside the Suzuki".

FAREWELL — BUT NOT THE ARMY VARIETY!

Ron Mountain

This issue sees 'Yowl' in the capable hands of Jim Fotheringham, and at this stage, I would like to thank all who helped me in the production of the magazine, by their contributions.

I have before me a copy of the Rudge Enthusiast's Journal, where the Editor was in a similar position, and I am sure he will not mind if I 'crib' from his message. He says "I believe that it is for the good of the Journal, and therefore the Club, to have a change every few years. This prevents the journal style from getting stale as each Editor brings his own changes, keeping the best from before. Thus must the quality of the Journal improve in a steady if unexciting way."

We have much to thank the previous Editors, George Stevens, Val Ward, Geoff Lee and Nick Sloan for the standards that they set, which surely made the Journal the best of the one-make Club magazines.

Now the torch passes to Jim, and although I have to repeat myself, and so risk boring you again, I have to say that whatever the Editor may do, the quality of the Journal rests with each and every Club member. They and they alone provide the copy, so do please give your new Editor every support.

Do your bit to keep the Journal the best in its field.

I have really thoroughly enjoyed my spell in office, which I hope has made a positive contribution to the Club, but time passes on, and in doing so, shortens my own span. I must get my Scott rolling again, and there is much work to do on it, and there just isn't time for both, and so once more I hope to be able to join with others in — 'happy Scotting'.

A BIG THANK YOU TO THE MIDLAND SECTION

Nell Mountain

Ron was always asking members to contribute to 'Yowl'. I am afraid I cannot send an article that would be of interest to all members, but I would like to convey my most sincere thanks to all the members of the Committee of the Midland Section for that delightful bouquet of flowers and for their good wishes. What an extremely kind thought. I am sorry I was not present to thank you all personally.

I was doubly disappointed not to be present on Sunday, 12th September for the Rally, as I missed seeing all the old friends we have made over many years. I attended the first Rally and every one since, so you will understand I had many regrets at spoiling my record.

I am pleased to say I am more or less back to normal and shall look forward to the next gathering of Scott "fans".

Renewed thanks, and best wishes to all.

LUCAS VOLTAGE REGULATORS

Dennis Wray

Types of Regulators

Early two brush equipment used a Lucas MCRI-type regulator. With the introduction of the larger capacity generator, the MCR2 unit was introduced. These can be used as replacements for the MCRI units.

Lucas Regulator Terminals

There are four terminals. The positioning may be laid out F A D E. It is essential that terminals be connected as follows:

Reguator terminal:	Connects to:
F	F generator terminal
A	Ammeter
D	D generator terminal
E	Earth

Generator Terminals

The two plug-in terminals are marked D and F. The D terminal is from the insulated brush and supplies a charge via the cut-out section of the voltage regulator unit, through the ammeter and thence to the battery. The F terminal is the insulated end of the field coil circuit. The other end of the field coil is earthed, together with the earth brush lead.

How the Voltage Regulator works

The voltage regulator contact points are in the field coil circuit between generator D and F terminals and regulate the amount of current that flows through the field coil. During operation, except at very low r.p.m. and when the battery is in a low state of charge, the regulator contacts are continuously vibrating, opening the field coil circuit when the voltage rises to approximately 8 volts. This causes an immediate drop in voltage and the spring pressure causes the points to make contact again. This again completes the field coil circuit. This operation repeats continuously and the voltage is limited to the setting determined by the spring pressure adjustment.

It is inadvisable to tamper with the regulator unless the procedure for adjusting is fully understood and the need for adjustment is indicated by failure to charge, under-charging or over charging.

Firstly, eliminate other more likely sources of trouble, such as loose or corroded battery terminals and poor wire connections. Check the plug-in terminals at the generator, to make sure these are snug in their sockets, as well as the regulator terminals and battery earth. Check that the wire from regulator E terminal is making a good earth connection.

There are two adjusting screws. Looking at these, the left-hand screw adjusts the cut-out spring pressure; the right-hand screw, the spring pressure for the regulator points.

Cut-out Adjustment

Normally, this only needs altering when points stick together after motor speed has dropped below generator charging speed, revealed by a discharge reading on the ammeter. In this event, turn cut-out adjusting

screw in slightly (clockwise). Failure of cut-out points to close readily can be due to excessive spring pressure, or excessive contact gap.

Causes of Faulty Regulator Adjustment

If low charging-rate has been the trouble, bridge the two regulator contacts with a screwdriver, with the motor running, and observe the charging rate. If a high rate is shown on the ammeter, it indicates that the spring pressure is insufficient, or the regulator contacts are dirty. In any event it is advisable to clean the regulator contacts before adjusting. This should be done with very fine emery paper. Pressing down on the regulator top plate will separate the points sufficiently to insert a strip of emery paper. This should be drawn through the points a few times, then turned over and the operation repeated to clean both points. After this, a strip of clean paper should be passed through, to remove any loose particles.

Regulator Adjustment without Voltmeter

Have the battery fully charged and install. Make sure that the terminals are well-tightened and clean, and that there is a good earth contact.

If under-charging is the trouble, proceed as follows: slacken the right-hand adjusting screw lock-nut (except on the later model regulators which have spring-loaded screws) and turn screw clockwise, about a tenth of a turn at a time. Retighten the locknut and test. Repeat until a maintained maximum charge of 5 to 6 amps is shown on the ammeter when the motor speed is equivalent to about 40 m.p.h. road speed. When this charging rate is indicated, the spring pressure is too great. The adjusting screw should be gradually turned anti-clockwise until the charge is reduced to about 2 amps. This is the maximum that should be developed when the battery is fully charged.

If over-charging has been the problem, proceed as follows: set the motor running at approximately 40 m.p.h. road speed. Gradually screw out the right-hand adjusting screw until the ammeter shows a charge of about 2 amps. Now retighten lock-nuts, where they are fitted.

Regulator Adjustment with Voltmeter

Take the following steps:

1. Open battery circuit, either by disconnecting one battery terminal, or by placing a clean piece of paper between the cut-out points (which are on the left-hand side of the unit as one looks at the adjusting screws).
2. Connect the negative lead of the voltmeter to D terminal at the generator (on positive earth equipment). Leave the wires in place at the generator. If the screw which holds these terminals is slackened right off, the fibre pad can be pulled away, thus allowing the voltmeter lead to be clipped on to the generator D terminal. Make sure these plug-ins fit snugly in the generator. If not, withdraw, slip off the end-caps and bare more wire by removing plastic insulation, folding it over to give a snug fit.
3. Connect other voltmeter lead to a good earth contact on the engine or the generator body.
4. Start the engine up and accelerate slowly until the voltmeter flicks and settles down. Note the voltmeter reading, which should be within a range of 7.8 to 8.00 volts. If the voltmeter reading is below 7.8 volts, stop the engine, turn the right-hand adjusting screw clockwise very slightly, restart the engine and note reading at which the voltmeter

*Subscriptions 9 months to 31/12/75		Subscriptions 12 months to 31/3/75	
Receipts 1975	920.44		
Advance Subscriptions	26.00		
	<u>£946.44</u>	Total	<u>£1199.94</u>
1/4/75		31/12/75	
£		£	
327.19	Badges etc. at Cost	240.64	
85.00	Library, at Cost	77.60	
15.85	Binders, at Cost	193.17	
67.32	Addressograph (Depreciation £17.32)	50.00	
	Typewriter & Desk (Depreciation £5)	15.00	
	Old Typewriter (No Value)		
81.05	Increase in Stock Value		
<u>£576.41</u>		<u>£576.41</u>	

THE SCOTT MOTOR-CYCLE

A Living Legend

Jeff Clew

Mention the Scott motor-cycle to a Yorkshireman and the chances are that he will immediately think of the Scott Trial, a fearsome annual event that is still held on the Yorkshire Moors, when motor-cyclists from all over Britain compete in the toughest of all motor-cycle events.

The Scott Trial is as much a part of Yorkshire life as the Scott motor-cycle itself. Both originated in the fertile brain of Alfred Angas Scott, a Bradfordian who made a unique contribution to the motor-cycle industry, and who is pictured here.

The Scott motor-cycle is unique in every respect. Instantly recognisable by its distinctive appearance, it can be regarded as the motor-cycle equivalent of the Bugatti car — exciting but temperamental.

Looking back, it is not easy to recall how I fell under the spell of the Scott. It probably started more than 15 years ago, when two very good friends bought their first Scott, which they shared. Soon another appeared, then another. Before long their garage took on the appearance of the old Scott works in Shipley.

I grew interested in their goings on but could never reconcile myself to the fact that their machines spent far more time in the garage, in various states of disassembly, than ever they did on the road.

Many years later I purchased a book written by the late Philip H. Smith entitled "The Greatest of all Trials", in which he unfolded the story of the Scott Trial and its early beginnings. The thought of Scott motor-cycles and their courageous riders battling their way across the treacherous course that wended its way across Denton Moor, Nidderdale and Grassington Moors during the 1920s and 1930s intrigued me greatly, even if I was unfamiliar with the area.

The first of many visits to Nidderdale soon put this right. More and more I began to realise that the Scott motor-cycle was something special.

I purchased a 1946 Scott "Flying Squirrel" in what one might describe as kit form — a mass of rusty bits in several boxes. It was sufficiently dis-

mantled to pack into the boot of my Austin A40 without causing too many problems. I drove homeward joyfully. I had a genuine Shipley-built Scott, albeit a fairly modern one.

Alas, my joy was shortlived, for like many who purchase a motor-cycle in bits, I was soon to find that there were many vital parts missing, including the pistons and connecting rods! Frantic letter writing and 'phone calls gradually rounded up the missing parts and eventually came the great day when the machine was ready for the first run.

A love-hate relationship developed. There was either too much oil or not enough. The pockets of my jacket were mis-shapen by the handful of sparking plugs I carried with me every time I ventured out. Occasionally the radiator boiled, giving rise to the hallowed cry of "Tea up" whenever I pulled in at a filling station.

One day a crankcase door fell off, bowling down the road and disappearing into the bushes. It took me almost half-an-hour to find it.

Perseverance overcame all the irritating problems. The Scott took on new dimensions. It sounded beautiful, with its mellow purr, it handled impeccably, and was so smooth that I could genuinely claim that I had never ridden anything like it before.

With more spare time on my hands now that the workshop sessions were over, I needed to know more about the Scott motor-cycle and its early history. Very little other than magazine articles had been published.

I decided to put the story together myself, knowing that it would be difficult. Thus commenced a two year project that ended last April when my book was published by G. T. Foulis.

"Dalesman" readers played no small part in it, for it was through a letter to the Editor that he was kind enough to publish that some 60 or more readers contacted me with various reminiscences and anecdotes about the Scott.

By far the biggest breakthrough came from New Zealand, when a lady — the daughter of the man who joined Alfred Scott in 1908 — took the trouble to contact me after reading my plea for help.

Mrs. Nellie Milne sent me a very detailed résumé of the early days of the Company, in which her late father, Charles Suddards, was so deeply involved. Later she had joined the company, too, in the capacity of secretary to the sales manager.

Book publication more or less coincided with the diamond jubilee of the Scott Trial, when there was much discussion about "the good old days" on that particular occasion. Fortunately the Trial lives on, even though a great many years have passed since a Scott motor-cycle featured in the entry list.

Even the Scott is not entirely extinct. The Shipley factory finally closed its doors during 1951, but the name was saved by a great Scott enthusiast, Matthew Holder, of Birmingham. The Scott motor-cycle is still manufactured, in a somewhat modified form and in very small quantities. But it is still clearly recognisable as a Scott, for the engine unit has successfully stood the test of time and still closely follows Alfred Scott's basic design principles.

Alfred Scott was always a mystery man, since he was keen to remain in the background and fought shy of publicity. A confirmed bachelor, he was a man of many talents and was well known in the area for his pot-holing exploits.

Sadly, it was this that caused his early death at the age of 48. He drove home in wet clothes after one of his expeditions and caught a severe cold that eventually developed into pneumonia.

Since publication of my book it has brought to light a man living in

the United States, who was Alfred's close friend and confidant. Now much of the life of Alfred Scott is becoming known for the very first time, thanks to Leslie Runtun. I have his permission to write a sequel to the history including the story of how Alfred Scott kept a grand piano in his works so that he could relieve some of his tensions and frustrations by playing through his repertoire whenever the mood took him.

It will show even more clearly he was more than just a gifted engineer. Perhaps the word genius will prove more fitting.

If nothing more, I hope this small article will bring back pleasant memories of the times when Britain led the world in motor-cycle manufacture and Yorkshire in particular made her own contribution. I wouldn't mind betting that on a still dark night, you can still hear the "yowl" of the Scott motor-cycle as you pause on Denton Moor or on any other part of the hallowed ground that once formed the old course of the Scott Trial.

Courtesy, "The Dalesman", February, 1976. "The Dalesman" is a monthly publication devoted to Yorkshire and its people. Available from The Dalesman Publishing Co., Clapham, Lancaster, price 18p.

CYLINDER HEAD CORROSION

Ken Lack

I can offer another remedy to the cylinder block/head electrolytic action problem described by Glyn Chambers in the July *Yowl*: "FernoX". "FernoX" is the liquid used to keep central heating systems free from corrosion. When I have used it in the Scott water cooling systems, the water has issued forth from the drain tap almost fit to drink.

Since it is supplied in half, or one-gallon containers, it would be logical and economical for a group to share one between them.

1976 SCOTT RALLY

Jack Tanner

In the main, the weather managed to behave itself throughout the duration of the Rally; it was pleasant to meet old friends again, although entrants this year only attained around 50.

My thanks go out to the President, A. Cooper, J. Underhill, D. Cox, D. Talboys, and also to Mrs. Peggy Cox, Mrs. Alan Cooper, Mrs. David Talboys and Mr. Alan Mildoon, who manned the refreshment venue and kept everybody supplied with hot coffee and eats. A "thank you" is not amiss to Miss Elizabeth Mildoon and Miss Alison Cox who managed to coax most people into buying programmes and raffle tickets.

The efforts of Mr. Glyn Chambers and Mr. Ken Lack must be acknowledged with their "hard to get" stall which was very successful; as also the efforts by our overseas visitors from Rhodesia and Holland. Thanks to Mr. Val Ward for his "thoughts in the right direction", and to Mr. Ron Mountain for his trophies for the overseas visitors.

It was gratifying to see the Humberside section receiving awards which they truly deserved. The occasion was also highlighted by a presentation to Mr. R. Mountain of a tankard to be suitably inscribed, and a bouquet to Mrs. Mountain, for their efforts as regards the magazine over a number of years.

Altogether, this was another pleasant Rally and seemed to pass all too quickly and which made anything I personally put into it, very worthwhile.

(cont. on page 23)

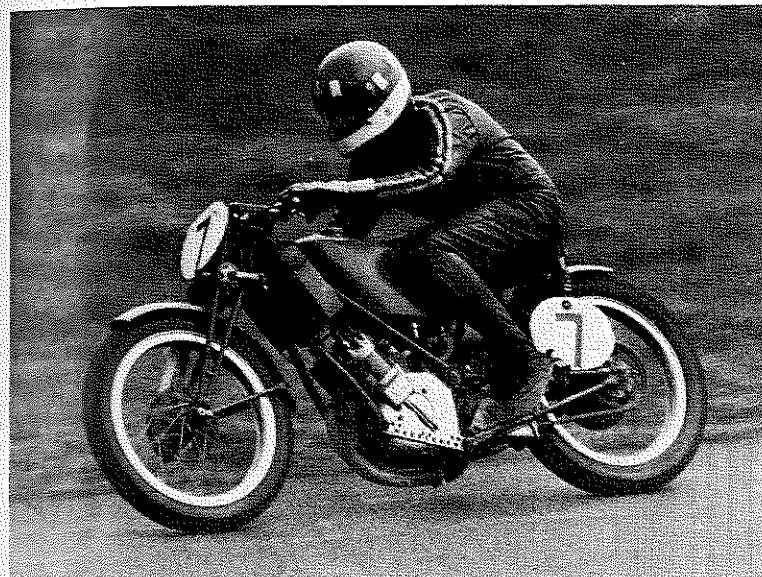
B.P. VINTAGE RACE OF THE SOUTH

Brands Hatch, 22nd August, 1976

Riding as hard as ever, Ian Pearce, of Bridgnorth, was the most successful Scott rider at this, the first meeting to be devoted entirely to vintage machines at Brands Hatch. Ian took two Scotts, a 1929 and a 1935 of similar appearance, and in the first event, which was a heat for the Marque Races, won on his later machine at an average speed of 67.84 m.p.h. from Anthony Jones (Triumph), Ray Knight (Triumph), Clive Hawkins (Triumph), and Roger Moss (Scott, 1930).

A great many prominent members of the Scott Owners' Club from London and the south coast joined a good turn-out of spectators in heat-wave conditions, and I must say to those who did not attend — you missed a marvellous day's racing, and the chance to hear the famous "yowl" at its loudest and most spine-chilling.

The sight of Ian Pearce, Roger Moss, Ray Knight, Mike Ward, Geoffrey Harris, Ed Luton, Jeremy Wilcox and Graham Griffiths all heeling their Scotts through the sweeps and turns of the Club circuit made a lasting impression. Their vivid riding made me wish I could have been in there with them on my own Scott, slow as it is; it was that kind of atmosphere: heady and inspiring.



B.P. Vintage "Race of the South", Brands Hatch, 22nd August, 1976: Ian Pearce, of Bridgnorth, rides to win in a heat for the Marque Races on his 1935 Scott, at an average speed of 67.84 m.p.h. (Photo courtesy Martin Harvey.)

The Scotts, though fewer in number than one would have wished, provided a glorious spectacle in sight and sound and while they were perhaps not the fastest 'bikes present, their wonderful roadholding time and again in bends enabled them to stay with those misguided men, the four-stroke riders.

Ian chose his 1935 machine again for Race 7, the eight-lap Unlimited c.c. event and stayed with the leaders until the late stages of the race, when the Scott slowed and retired. But his bad luck was a spur to Ray Knight, 1930 600 c.c. Scott. Poor Ray had had a terrible start, being last away, but immediately gave a breathtaking display of fearless riding and simply carved his way through the field. His progress was relentless, unstoppable: at half-distance he lay fifth and at the flag second. A fabulous show. Had the race been longer, he would surely have caught the winner, Anthony Jones (Triumph), whose average speed was 66.97 m.p.h. Roger Moss, on a Scott enlarged to 650 c.c., came fifth, Mike Ward, riding my old Scott (now considerably quicker than it was when I built it from a motley assortment of parts eleven years ago), a steady and reliable ninth.

Now the moment of truth so many had been waiting for: the Marque Race Final to find the best bike of all. All the leading lights were in this one — John Wilkinson (Norton), Chris Williams (Velocette), Tony Willmott (Velocette), Ian Pearce (Scott), Roger Moss (Scott), Mike Ward (Scott), Mervyn Stratford on his surprisingly fast 247 c.c. Rudge, half the capacity of some of his rivals' motors), Hugh Wilderspin (498 c.c. Rudge) and a dozen or so others, for the starting grid line-up totalled 24.

As the flag fell, Willmott's Velocette rushed into the lead, closely followed by Wilkinson's Norton and the screaming Scott of Ian Pearce. What happened next was contrary to form. The big Norton of Wilkinson slowly lost ground, much to my surprise, as Willmott held on to his lead, Pearce keeping within striking distance but no doubt wishing for more speed. On lap five, the order was — first Willmott, second Pearce, Ray Knight (Triumph) third, Wilkinson (Norton) fourth.

But Chris Williams clearly had designs on the top spot and his smooth and stylish riding kept the leaders on their toes as he moved up from midfield to finish third. The Willmott Velo won (average speed 68.72 m.p.h.) but Ian's Scott held a convincing second place. Fourth, behind Chris Williams, was Ray Knight, fifth John Wilkinson (Norton), and sixth Roger Moss.

There was no rest for Ian. The next event, for machines up to December 31, 1930, in which he was entered on his 1929 Scott, followed immediately — and he made such a brilliant start that after two laps he was still 100 yards clear. Again, the drama came from Chris Williams, on a very rapid Ivan Rhodes' 350 Velocette. After four laps of the eight-lap race, Williams had closed slightly on Ian's flying Scott, having passed Ray Knight (Scott) who was unable to do a thing about it, try as he might.

Still Williams' Velo came on; by the sixth lap, the Scott's lead had been cut to 25 yards, and a lap later it was in front by only ten feet. Then, with victory in sight, Pearce had the galling experience of seeing the Velo rider edge by to win. So the result was Williams (Velo) first, Ian Pearce (Scott) second, Ray Knight (Scott) third, Alan Lewis (Norton) fourth, David Danbury (Rudge) fifth, and Mike Ward (Scott), who just avoided being lapped by the winner, sixth. The heat of the Pearce-Williams duel was reflected in the time for the fastest lap — both clocked 70.57 m.p.h.

The period race final for machines up to 1950 was a four-stroke benefit, and Roger Moss's base treachery in forsaking his Scott for a Triumph did him no good at all, for he finished a lowly sixth. But a determined third place by Ray Knight (Scott) was some consolation for all true believers . . . and we had to keep reminding ourselves of it all through the main event, the BP Vintage Race of the South because, I am ashamed to say, the water-cooled twins did not get a look in. But there is always next year.

1976 RALLY AWARD WINNERS

(cont. from page 20)

Scott Cup Best of any class.	No. 17 N. Read.
Midland Challenge Trophy Best Scott up to 1920.	Not awarded — no entrants.
Late Vintage Trophy Best Scott 1926-1930.	No. 44 C. Whitlock.
Premier Award Scott 1931-1940.	No. 3 J. E. Tanner.
Dallon Trophy Runner up Best Post Vintage Scott.	No. 45 R. Bayliss.
E.A.M. Bowl Best Shipley Scott 1946-1951.	No. 11 F. Nicklin.
Phil. Smith Trophy Best Birmingham Scott.	No. 36 Mr. Hinton.
Taveners Tankard Best 'Combo' any year.	No. 9 E. Scott.
Glyn Chambers Award Most Unique Scott.	No. 18 J. West.
High Speed Trophy Best Road Racing or Sprinting excluding events on public Highways.	To be awarded at AGM.
President's Trophy Best Static Competition Machine.	No. 47 J. Ward
Mountain Trophy Best Early Vintage 1920-1925.	No. 4 D. Talboys
Silkolene Trophy Longest distance travelled. <i>One way to Rally.</i>	No. 15 Mr. Abbishaw.
George Silk Shield Clubman of the Year.	Awarded to W. Peake, Humberside for Scott efforts.
President's Tankard	A. Cooper.

Congratulations to all Rally award winners, and to Club member Keith Rhodes, of Kirkcaldy, Fife, on winning the V.M.C.C. Scottish Central Section Rally award, for the second year running, with his 1914 Scott.

FOR SALE AND WANTED

- Wanted** to restore 1924 2 speeder (Engine no. Y7467) by new member, the following parts. Radiator, Forks and Steering Head, part of Frame, 2 Speed Gear, Undertray, Oilpump, Petrol and Oil Tanks .R. H. Jones, 13 Lanena Street, Bellerive, Tasmania 7018, Australia.
- Wanted** by new member, wheels suitable 1930 3 speed machine, also 2 Speeder front wheel. Interested in purchasing veteran Scott or TT rep., Sprint Special, etc. A. W. Dobbs, Keppel Gate, Churchway, Curry Rivel, Langport, Somerset, TA10 0EE.
- Wanted** by new member, another Scott after lapse of some years. A. Norton, 52 St. Mary Street, Bridgnorth, Salop.
- Wanted** complete engine for 1939 Scott as near correct as possible. Machine fairly complete less engine. Garry Hagen, 206 E6th Street, Northfield, Minnesota 55057, USA.
- Wanted** for '29 Flyer de-luxe — correct rear carrier or assistance over pattern or drawing of same. G. Hardwick, Littlebeck Hall, Gilstead, Bingley, Yorkshire BD16 3LH.
- For Sale.** Long-stroke crankcase, fitted with Silk crank conversion. Unused from new 1975, £75. Also late Shipley "Flyer" oil tank (c.1948-50) £5. George Stevens, tel. Bethesda (Gwynedd) 600512.
- New List** of Scott spares for sale, new and secondhand. S.a.e. or International Reply Coupon, please, for your copy. Nick Sloan, 41 Culverhouse Road, Luton, Beds. LU3 1PY.
- Wanted.** Your 1976 National Rally articles and photos. Copy, please, to the Magazine Editor as soon as possible.
- For Exchange.** Sociable 1976 Christmas Greetings to all members, their Scotts and their families.
- Wanted.** Details of any machine where an LE Velocette radiator has been fitted, giving drawings, dimensions, tips, etc. Information wanted for racing purposes. Also, has any member got a printing block for sale or loan (approx. 1 inch square dimensions) depicting a Two-Speeder, and suitable for embossing stationery? Please write to John Thompson, 41 South Townside, North Frodingham, Driffield, E. Yorkshire.

SOURCES OF SUPPLY

- Scott Motorcycle Co.**, 558, Bromford Lane, Stetchford, Birmingham.
- Silk Engineering (Derby) Ltd.**, Darley Abbey Mill, Derby.
- Sam Pearce Motorcycles**, St. Mary's Street, Bridgnorth, Shropshire.
- K. W. Lack**, 5, Norton Lees Square, Sheffield S8 8P.
- K. W. Swallow and Sons**, 21, Station Lane, Golcar, Huddersfield.

CLUB BADGES AND REGALIA

The Badge Secretary supplies machine badges at £2.00, Club transfers at 10p, Scott scrolls at 10p, lapel badges at 50p, and Club ties (blue or green) at £1.15. Postage is inclusive in the U.K. but extra overseas.

YOWL BINDERS

Binders to take five years' issues obtainable from Doug Wright, 9, Elm Close, Long Bennington, Newark, Notts. Price £1.25. Postage inclusive in the U.K. but extra overseas.

THE HISTORY OF THE SCOTT

"The Yowling Two Stroke", by Jeff Clew, is published by G. T. Foulis at £4.25. Obtainable from all good booksellers, or direct from J. M. Haynes and Co. Ltd., Sparkford, Yeovil, Somerset. Postage extra.

