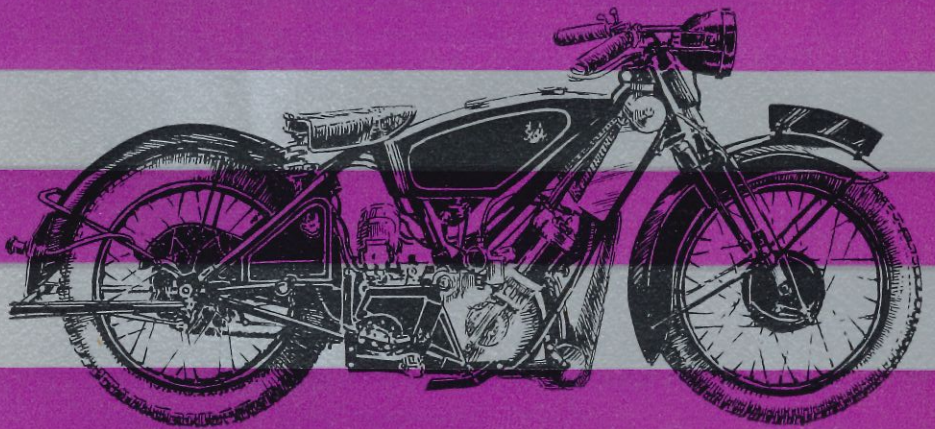
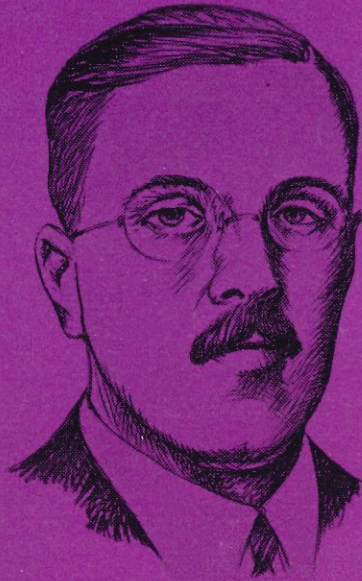


YOWL



JOURNAL OF THE SCOTT OWNERS' CLUB

CLUB OFFICIALS 1980

President:

Harold H. Scott, 60 Newbold Terrace East, Leamington Spa, Warwicks.

Vice-President:

M. Holder, 92 Coleshill Road, Marston Green, Birmingham.

Vice-President and Chairman:

R. Mountain, 102 The Ridgeway, Woodingdean, Brighton 7.

Secretary and Public Relations Officer:

Mrs. S. Cumming, 22 Brendon Avenue, Chamberlain Road, Hull, N. Humberside.

Vice-President and Treasurer:

J. K. Dodds, 23 Willow Gardens, Ruislip, Middlesex.

Membership Secretary:

H. W. Beal, 25 Beeleigh Cross, Basildon, Essex.

Librarian

D. J. Bushell, 120 Farningham Road, Caterham, Surrey.

Spare Registrar:

N. C. Pickup, Spinney Green Cottage, Stubbs Lane, Mobberley, Knutsford, Cheshire.

Magazine Editor:

R. Mountain, 102 The Ridgeway, Woodingdean, Brighton 7.

Magazine Distributor:

L. J. Scott, 52 King's Avenue, Tongham, Farnham, Surrey.

Badge Secretary:

E. Scott, 24 Ashway, Corringham, Stanford-le-Hope, Essex.

Vice-President and Club Registrar:

J. Underhill, 74 Greengate Lane, Birstall, Leicester.

U.S.A. Membership Secretary:

R. Evans, 105-12 Linden Tree Lane, Webster, N.Y. 14580.

New Zealand Section Secretary:

L. Heath, 2 Tiroroa, The Avenue, Levin, New Zealand.

South Western Section Secretary:

M. Mason, Little Foxes, Haytor Vale, Newton Abbot, Devon.

Vice-President and London Section Secretary:

R. Rawlins, Drayton Beauchamp, Farley Hill, Swallowfield, Reading, Berks.

Vice-President:

I. E. E. Slack, 473 Hastilar Road South, Sheffield, S13 8LD, Yorks.

Southern Africa Secretary:

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

Northern Section Secretary:

B. Cumming, 22 Brendon Avenue, Chamberlain Road, Hull, N. Humberside.

Midland Section Secretary:

E. Bayliss, 4 John Street, Brierley Hill, West Midlands.

Midland Correspondent:

S. E. Thomas, Tynwald, Wolverhampton Road, Penkridge, Staffs.

Australia (N.S.W.) Secretary:

L. Tutt, 54 Short Street, Oyster Bay, New South Wales 2225, Australia.

YOWL



A. A. Scott checking the 1913 T.T. model.

JOURNAL OF THE SCOTT OWNERS' CLUB

"For enthusiasts and those interested in the Scott motor-cycle"

IN THIS ISSUE

	Page
THE MAIN ROAD TRIAL	244
NEW ZEALAND NEWS	247
THE NORTH WEST SECTION	250
RADIATOR REPAIRS	252
VEHICLE TAX—NEW PROPOSALS	254

GOOD NEWS!

There was grand response to my plea for copy, so do keep up the good work.

I do not think that many readers realise the "deadline" of our magazine, which is the end of the month in which it appears. What I had to say in our August issue, was the position at the end of June. This may explain to some, what has happened to their letters etc., sent in the early part of July. 'Twas just that little bit late for the August issue.

The following was submitted by our President, Harold Scott, having been seen in a Warwick printer's shop—

**"PRINTING IS A REFUGE AGAINST THE RAVAGES OF TIME.
WORDS FLY ABROAD AND NOT TO PERISH ON THE WAVES
OF SOUND NOT TO VARY WITH THE WRITER'S HAND, BUT
FIXED IN TIME AND HAVING BEEN VERIFIED IN PROOF"**

It was always the intention of the late George Silk., Snr., to collaborate with the late Tom Ward in producing a book, 'Hints and tips for Scott Owners', but alas fate intervened. The history of motor-cycling is full of 'ifs', but if only George could have seen his idea materialize, how fortunate all of us would be.

Don't let your story perish on the waves of sound.

Club magazines play an important part in such organisations. They are the link between members, fulfilling a social role in such a wide flung Club as ours. To many, who are unable to take advantage of the many section meetings throughout the world, the magazine may seem just as important as the tool box.

But how are we to maintain this link? We have no army of paid writers to fill our pages, to attend functions of one sort or the other, and to report in full.

When I lived in the shadow of a very ancient and famous City, where a certain person said "We'll mek all't railways coom here"—the locals had a certain motto, which abbreviated, went something like—

"IF EVER THA DOES OWT FOR NOWT,—DO IT FOR THISSEN!"

So—just in case this is shared by others outside that great County, we have decided that in sending in your story, you won't necessarily be doing "summat for nowt". We have decided that there is £5 worth of spares from our Spares Scheme, for the best article or story, sent in before our 1981 National Gathering.

Our London Section, who have the task of organising the gathering will be the Jury. I'm sure that is one London jury that will NOT require vetting, and the announcement will be made by Robert Rawlins as to the winner, at the '81 Rally.

It will be open to all members, at home or overseas, so now's the time to get scribbling. We don't care whether it is purely technical or on the lines of our "Meet the Members" series, where you can tell us about yourselves and the Scott.

A second thought, if you are fortunate enough not to want spares, then there is the equivalent value from Enterprising Ernie, our Badge Secretary, badges, ties, transfers etc.

Let us have *your* story too—it's later than you think!

VEHICLE EXCISE DUTY—TAX ON POSSESSION

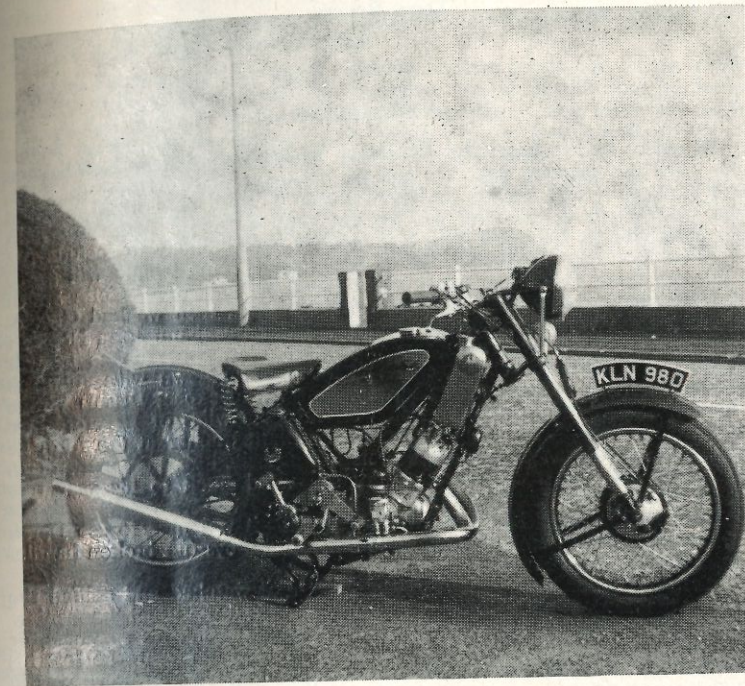
The Minister of Transport is considering changing the method of raising taxation from the use of vehicles on the road as at present, to

one purely of possession. The object being to reduce the possibility of tax evasion.

Malcolm Leaver of Bristol has gone to the trouble of obtaining draft proposals for the change, and we produce this in full.

If you object to this scheme, and I am sure that most will, then don't just sit back and wait for it to happen.

Write to Fiona McConnell, but more important write to your elected representative—your M.P., and voice your objections in no uncertain terms.



Hugh Maybin's rebuilt 1949 Flying Squirrel.

PRAISE INDEED!

Hugh Maybin, of Larne, Co. Antrim N. Ireland, writes:

"Having recently completed the renovation of KLN 980, a 1949 596cc Flying Squirrel, I would like to thank Silk Engineering (Derby) Ltd., for their help.

Their unfailing courtesy and efficient service added greatly to the pleasure of working on the Scott."

THE MAIN ROAD TRIAL

I should like to put on record in *Yowl* my thanks and appreciation to Stan Thomas for his efforts in providing a Road Trial for the past two years, which has been enjoyable and rewarding to all entrants. Stan leaves no stone unturned or river un-navigated in an endeavour to make it an event to remember. Certainly from my point of view last year's event was a very pleasant re-acquaintance with the Scott scene after some time spent abroad, and this year the feeling was reinforced. Perhaps some more publicity will persuade even more members to take the plunge and firmly establish this event as a regular feature in our Calendar.

Terry Rogers.

... AND AGAIN!

16 riders started from the Woodman at Ribbesford near Bewdley on a dry, cool but pleasant day. We had the company of two riders on Silks, also a non-riding clubman by the name of Mr. J. Kettles who had motored down from Firth in Scotland for the day, and a Mr. & Mrs. Anderson from Helsingor in Denmark who had planned their holiday to include the road trial. It's very pleasing to know what length some people will go to to support their club. The riders came from far and wide. Colin Smith rode through the early morning mist from Spalding, then we had Glyn & Co., from High Wycombe, Hemel Hempstead and Burnham. John Hobley's van broke down somewhere on the way down from Stockton so he was relegated to a Velo for the day. Ian Reavley came down with John, so I presume that he rode most of the way. One would expect Dennis Wraye to have an uneventful day after riding off into the wilds of Herefordshire last year, but no,—after trying to flatten the photographer at the ford, he took off at a great rate of knots and promptly deposited himself on the deck. His excuse was that the Worcestershire sea weed stuck to his rear tyre causing wheel spin.

The usual lads of the Midlands turned out—it was nice to see Derek Cox, Roy and John Lambert, Dave and Shirley Talboys (no broken handlebars this year—they must be slimming).

John Greenwood called it a day and sat and watched and sniffed the trains of the Severn Valley Railway. Of course, we had the usual 'happening' by Roy (Postie) Smith. At one time, he was either losing his spanners, or his sandwiches on club runs, this time he had to be different—he lost his air—(no, not his hair). One of the tests was guessing what pressure was in the front tyre—Roy had 4lbs! Said it handled O.K.—on beaded edge as well!

The lunch stop was at a pub overlooking the River Severn just downstream from Bewdley, with the trains going past at the bottom of the garden. (no wonder John Greenwood packed it in).

There were as many Marshalls as riders, a very competent bunch as well, including a Policeman who has permanent furrows on his brow, caused by frowning so much of the idiotic answers he got to his questions on the Highway Code.

All in all, a very good day, a very interesting and well planned route, some very good company and a slap up feed at the end. What more can you ask?

Thank you Stan, Pam and all your helpers! All we want for next year is good weather and more entrants.

Alan Cooper.

THE 1980 NATIONAL SCOTT OWNER'S ROAD TRIAL

Entries this year were down on last, but if it is any consolation fewer people decided not to turn up. John Hobley's transport broke down after 100 miles, and required the R.A.C. to take them back to Northumberland, the first time a Scott has been transported on a transporter or a transporter if you get what I mean. With only a trailer for one bike available, and by driving almost through the night, John and Ian Reavley returned in time to start, but with only one Scott between them.

Manx (come over) Mike Hodson, who had joined the Club only weeks before, made the trip from Onchan I.O.M. to complete on a 'borrowed' bike loaned by Glyn Chambers. In all sixteen starters went off, commencing with last years winner Chris Tunstall.

Mike Hodson, starting fourth, quickly became the leader on the roads, and without fault, arrived near the lunchtime stop so quickly that he passed a special test marshal before the marshal was ready, and Mike had to be fetched back from the halfway pub. Being first in doesn't help either, as traditionally, the first one 'home' gets in the first round.

Because of the low attendance, it was possible to delay the afternoon start, but each competitor set off for the afternoon run on time, and by courtesy of the organisers' devious mind, found himself riding along the high street of Bridgenorth with the pavements packed with flag waving people, this being carnival day.

Needless to say, the appreciative crowds cheered what they thought to be a vintage parade for their benefit. Alan Cooper was assured of the sidecar trophy as the only sidecar entered, provided he didn't get lost, although as it turned out, Alan gave a very commendable performance. As a travelling marshal, I was treated to the almost constant sight of Dave Talboys seemingly turning in the wrong direction—but never actually getting lost. Even Dennis Wray, noted for his expeditionary excursions on Road Trials (or does he make his own route) didn't get lost this year, but alas, Ian Reavley—a Geordie, mind, actually opened his emergency 'get lost envelope, and his pleas of "I knew were I was all the time—I just wanted to see what was inside" went unheeded, and he paid the dire penalty for this foul deed.

Colin Smith's bike sounded just as it has always done for the past 25 years!

For sheer enthusiasm Mr. & Mrs. Carl Anderson came over from Denmark to spectate, although all club officials were conspicuous by their absence, with the exception of John Underhill, who unable to complete as his machine was not ready in time, came pillion on his son's 14 cylinder 23 speed 9 cwt Yomizukonda.

Now for the good news and the bad news. The ford this year was only 3 inches deep, the bad news being that it was nearly a third of a mile long (you don't need to go to Bursall for some rough country—just 8 miles from Wolverhampton will do).

After the ford the riders went onto the Highgate Common, a noted beauty spot, for the whole trial was held in the picturesque Severn Valley, with the added nostalgia of the occasional glimpse of a S.V.R. steam train.

As the afternoon drew into evening time, one at a time the weary competitors returned. (not to mention the equally weary marshalls) to the finish, and a hot meal. Afterwards, always timed to co-incide with opening time, the results were calculated and announced. With customary hand shaking, and shouts of "see you at the Rally" etc. etc. departures were made until only a small group remained.

Stan Thomas sat quietly, alone, in the corner. Suddenly a wistful smile

broke across his handsome face, "Listen" he said "I've got this great idea for next year".

NATIONAL SCOTT OWNER'S ROAD TRIAL 1980

The Awards.

Outright Winner (Scott Cup)	Mike Hodson. I.O.M.	
Best Veteran (Sheffield Cup)	Derek Cox—Chaddesly Corbett	
Best Sidecar (Scott Trophy)	A. Cooper—Persnore	
Best 2 Speeder (Silver Goblet)	D. Wray—Burnham	
Best 3 Speeder (Silver Goblet)	T. Rogers—Stafford	
Supporting Awards.		
Longest Distance travelled	C. Smith—Norwich	
Oldest Machine	D. Cox—Chaddesley Corbett	
Oldest Competitor	J. Greenwood—Bromyard	
Club Centre Awards		
Tees/Tyne	Ernie Lister Trophy	I. Reavley—Blyth
Midlands	Roy Lambert Shield	R. Lambert—Worcs.

LIST OF CHANGED ADDRESSES & NEW MEMBERS

BENTLEY, C.J, Town Street, Batleycarr, Batley, West Yorkshire.
 BAYN, A.J, 44 Doods Road, Reigate, Surrey.
 BOYD, K, Moray Bank, Institution Road, Elgin, Morayshire, Scotland.
 GILL, M.B, 66 Whitestone Drive, Huntingdon Road, York.
 KETTLES, J.M, Tarrylaw Farm, Balbeggie, Perthshire.
 ROGERS, J. F, Fisheries Division, P.O. Box 54, Victoria, Mahe, Seychelles.
 SAMUELS, G.G, 17 Woodland Close, Tunbridge Wells, Kent.
 WALLER, A, 39 Glenaire Drive, Coach Lane, West Yorkshire.
 WILKINSON, A.R, 29 Christopher Close, Heckington, Sleaford, Lincs.
 BRIDGE, D.P, Oakview, Pyrford Green, Pyrford, Nr. Woking, Surrey.
 EDWARDS, A, 9 Kananook Ave, Sedford Sth. 3201, Victoria, Australia.
 HILDITCH, T, 10 Acres Road, Hoylake, Nr. Merseyside.
 LUCKHURST, I.F, 134 London Road, Teynham, Nr. Sittingbourne, Kent.
 ME9 9QH.
 SAUNDER, H.C.S, 27 Sanderstead Court Ave, Sanderstead, Surrey.
 SWAYSLAND, R.F.B, 12272 Jerries Lane, Florrossant, Missouri, 63033.
 U.S.A.
 WIGGINS,J.E.B, Rose Bower Garage, Easingwold, York. YO6 3HN.

THE SPARES SCHEME

Many members having given up the search for some elusive part have made up their own patterns, or drawings to have bits and pieces made. There must be several of these, now just lying about. If you can lend either drawings or patterns—could you let John Underhill know, in order that we can have a full list to assist all.

NEW ZEALAND SECTION NEWS

Most of our N.Z Section news is more or less of local interest and in this direction Les Heath, our very knowledgeable and efficient Secretary keeps us all fully informed through his excellent News Letter, issued every two months. In this, apart from telling us what is going on amongst our scattered band of enthusiasts, particularly regarding rebuilds, and refurbishing jobs. Les supplies useful hints and tips on Scott tuning and maintenance, many from his own long experience, and at the same time, he records for our benefit, news of what may be happening or he hopes may happen to various Scotts in bits that he knows of throughout the country.

Unfortunately, some of these are in the hands of 'wheeler-dealers' or Vintage hoarders, and genuine Scott enthusiasts cannot acquire them, no matter how keen they may be to do rebuilds. This is a side of the vintage movement which none of us like, but it seems to operate everywhere.

What can be done by the true restorer is shown by our member, Bill Horman of Greymouth. A little over four years ago, Bill bought a 1937 Flyer from another Club member and set out to work on a refurbishing job. He had parctically no previous Scott experience but really caught the bug and bought a second Scott, a 1949 model ex-Terry Rogers who has since returned to U.K. With two fully restored Scotts to his credit, Bill Horman has recently acquired a 1929 Flyer which is sadly in need of 'the treatment!'

Being a restorer not a hoarder, he proposes selling the 1949 model to the right type of enthusiast.

Les Heath also reports in his latest News Letter on a new member, Graeme Cantwell of Tauranga who is to be commended for his enthusiasm and perseverance. Greme first became fascinated with Scott at the age of 16, but took another 35 years to finally acquire one, and that was no easy task. Through family contact in Australia, Graeme advertised, and finally bought his Scott, although in a very sorry state, and had it flown over to N.Z. The rear frame had been converted to a very poor swinging arm, which in turn had damaged the gear box. Both frame and box had to be extensively rebuilt. The radiator like wise received new tanks and ends, and a rebuild at Grame's hands plus all the usual painting and plating. The engine required a rebuild and in this Graeme was ably assisted by a past Scott owner, Tom Dalglish of Tauranga. Several parts were made from patterns loaned by another club member and after about 12 months work, the Scott runs, much to the pleasure of its proud owner.

As Les says, Graeme Cantwell should be congratulated on providing another Scott to add to our small and exclusive ranks and after all his trials and tribulations, which were many, should really enjoy Scotting at its best for years to come.

Being so far away from supplies of Scott bits and pieces, many of our members become of necessity, "do it yourself" types, as can be seen by what Graeme Cantwell and Tom Dalglish have achieved.

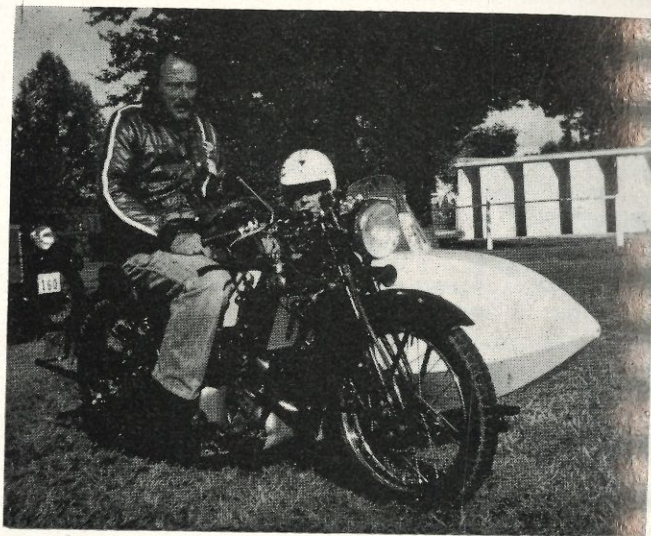
The current efforts of our Secretary, Les Heath are typical of what N.Z. Vintage cranks are prepared and able to do. Admittedly, Les is a retired Motor Engineer with a well equipped workshop and forty years of Scott experience, but he is game enough to start on building a T.T. Replica literally from the motor and gear box up. To rebuild the engine, or as one of our members, Randall Baynes maintains, "Motors in Scotts—engines in Ariels, Beesas etc.", Les has been faced with the task of making new con rods and cranks, fitting new bearings, which he has done. But having completed the motor, and gear box and having a collection of other odds and ends, he is still minus a frame, but this is not daunting Les, who

is about to start fabricating a TT Replica frame from scratch. Meantime he maintains his 1949 Flyer in immaculate condition and finds time to participate in most of the Vintage runs in his area, the bottom half of our North Island. Not a bad record for enthusiasm, ability and participation!

21st INTERNATIONAL RALLY

Since the last news from the NZ Section which mainly dealt with the 6th N.Z. National Motorcycle Rally (see *Yowl* June '79) we have had here the 21st International Veteran and Vintage Rally. This was spread over two weeks from the 24th February to the 8th March and was held at Rotorua, the centre of our Thermal Tourist Area. This is the third occasion that the Vintage Car Club of New Zealand has been privileged to run an International Rally on behalf of the parent body, the Federation Internationale Des Voitures Anciennes (F.I.V.A.) of Paris, first in 1965, again in 1972 and now in 1980.

The record entry and the overall success fully justify the 21st International being entrusted to the N.Z. Club. The entry list first totalled over 1000 vehicles of 142 different makes. Numerically, Fords headed the list with 150, Austins next with 150, followed by well known makes, Chevrolet, Buick, Dodge, Chrysler, Morris, Plymouth, Essex, Studebaker, Bentley,



New Zealand: 21st International Rally. Bill Veitch and wife. Gymkhana Winners.

Alvis and Vauxhall in that order, all having over 20 representatives. There were 59 makes represented by a single entry. A few of these rare ones were Zedel, Unic, Stephen, Abst, Malvern, Star, Lux, Diatto, Crestmobile and Ajax.

The oldest was the 1897 Lux followed by a De Dion Boulton of 1893, entered and driven by our own Club member Chas. Edwards. Another Club member John Stewart had his 1905 Cadillac and Gavin Bain was one of the 'Bentley Boys' with a 1924 model. If they had brought their Scotts instead we would have had quite a team.

Of the 1000 odd entries, over 60 were motorcycles ranging from Harley Davidson 15, Triumph 10, BSA and AJS 6, Indian 4, Norton 3, and therest down to two's and single entries representing 14 different makes. Scotts had two, our NZ Section Chairman, Bill Veitch who brought his 1930 Flyer and chair through from Dunedin in our South Island and Jacky Forrest from Sydney, Australia with a 1930 Power Plus model.

Of the 60 motorcycles, 20 were from Australia, including a 1907 F.N. single and a 1909 F.N. four, both of which sounded like well restored machines amongst the car entries apart from a large Australian contingent were representatives from the U.K., including Lord Montague with a Hispano, the U.S.A., Canada, West Germany, Japan, South Africa and Hong Kong. A truly International gathering!

The whole event was spread over the two weeks and was what is known as a 'Hub Rally', with six Rally days, three in each week. The competitors were split into six groups, each group taking a different route and returning each night to the Rally centre in Rotorua. In this way, all competitors covered the five road courses, and the full day gymkhana test over the six Rally days. Most of the roads were tar seal but days run of 100 to 150 miles round trip had a section of loose metal back country road which was heavy going for some of the early Veteran models.

Our two Scotts did not figure in the Road Section (Time Trial) but Bill Veitch on his Scott and chair, with his wife as navigator was the overall winner of the Gymkhana. This was a full day event, each of the six groups of 150 odd vehicles going through the tests on separate days. It involved a series of severe driving tests of various kinds and Bill Veitch was the only competitor to come through without the loss of a mark. It was an outstanding effort to beat all-comers, including 900 odd car drivers. So Bill now has two gold plaques from the 1980 International to add to his many trophies, one for first place motor cycle and sidecar and one, 1st place overall.

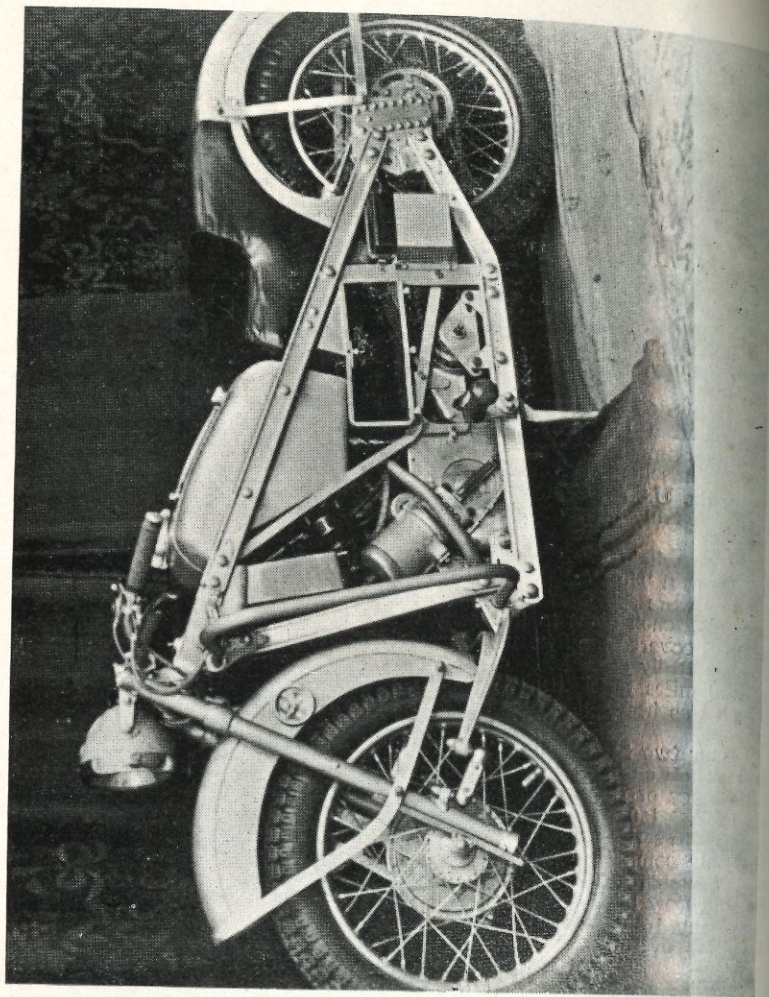
Quite a number of our S.O.C. members managed to get to Rotorua for a few days at least to see something of the two weeks of rallying and to meet old friends, but it must be confessed it was by car.

My wife and I put in a full week, but again, confession, we were trout fishing early morning and evening, and seeing as much of the Rally as possible during the day.

It was good to meet up with Jackie Forrest from Australia and talk about Scotts with him. His 1930 Power-Plus Replica is beautifully restored and was running very nicely.

Best wishes to all from the New Zealand Section and good Scotting.

Ivan Parsons, Auckland, N.Z.

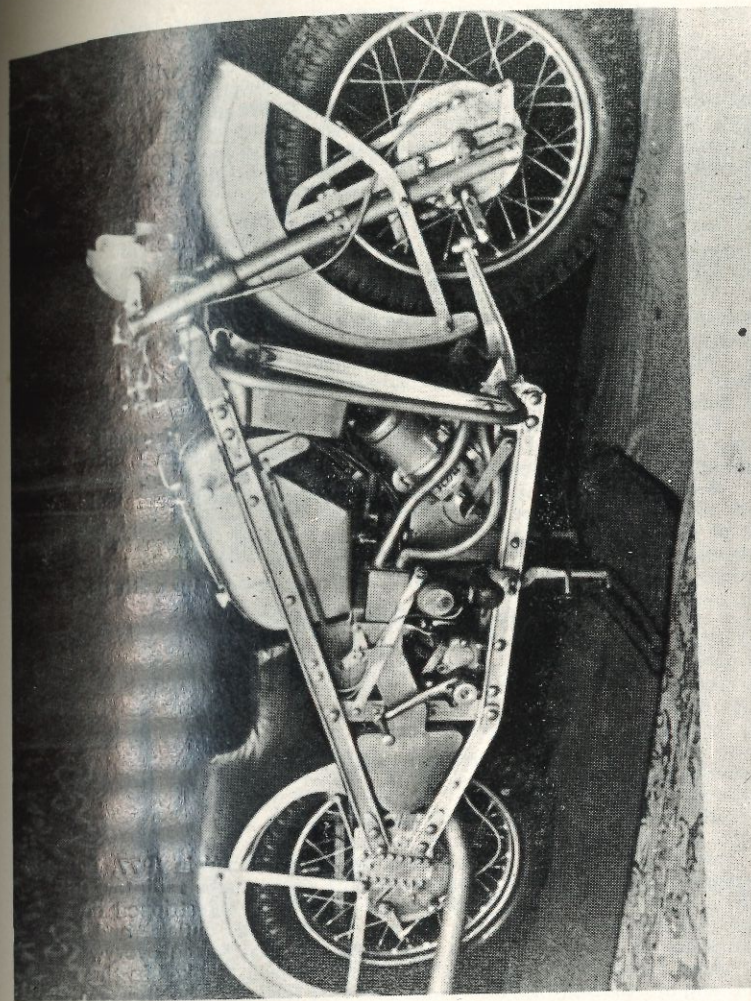


The Mercury with side shields removed. (Near side.) Photo by R. Soughez.

NORTHWEST SECTION

Members interested in joining the Section should contact Thomas Wess
The Old School House, Burton, South Wirral, Cheshire L64 5TA (Tel No.
051-336-5727.

The meeting place is "The Whipping Stocks" Peover Superior, Cheshire.



The Mercury from the off-side. Photo by R. Soughez.

THE TOUR OF BIRMINGHAM 1980

Amongst the Scott entrants this year were:-
R. Smith (Sutton Coldfield) 1920 Scott 498. P. Godwin 1926 Scott 498.
D. Tiltson (Haleowen) 1927 500cc Scott. K. Hall (Stechford) 1933 Scott
596.

NORTHERN SECTION REPORT—March 16th, 1980.

For our first meeting of the year we were fortunate with the weather, a lovely bright day although it was very cold it deterred no-one. On arriving at Bradford about 12.30 we were pleased to see quite a few friends already there. The main attraction of the day was undoubtedly Roger Moss' talk on Racing Scotts. I feel sure that we could all have gone on listening to Roger indefinitely, he was so very interesting to listen to.

The meeting was well attended by Northern Section members together with a few from the Midlands, notably John Underhill and Stan Thomas. We were also pleased to welcome some half dozen members of the Ariel Owner's Club who were visiting the Bradford Industrial Museum to see the Alfred Scott Exhibition on its final day.

We were informed by our friend Griff Hollingshead that the exhibition has been a great success for the museum and has revived interest in one of Bradford's more famous sons.

We are looking forward to our next meeting on June 22nd when Tim Sharp has promised another of his excellent talks giving technical tips on 'Scott Management'.

Plans were announced for a new revised route for Burnsall and the Clubman of the Year Award for 1979 was presented to Ken Lack who unfortunately had been unable to be at the Christmas meeting.

We had a thoroughly enjoyable meeting, unfortunately curtailed through lack of time. The subject of Scotts can be very involved and take up a lot of time as we all know, and the Museum Staff do like to get home sometime. We apologise again for keeping them from their homes on a Sunday evening and thank them once again for putting up with us.

Brian & Shirley Cumming

THE HONEYCOMBE MAZE

D. J. D. Gwatkin

My 1938 Scott had lain in pieces for 20 years, and in 1977, I decided to put it together again. All went well till I came to the radiator, this had lain in a box after it had been chrome plated when I stripped down the bike. I fitted two corks to the top and bottom hose outlets, and filled it with water, it made a smashing gardening can, and leaked everywhere!!!

After I had come round from the fright I'd had, I looked in the *YOWL* and rang up Johnsons at Hull. I was told that they don't do the repairs any more as the only man who could do the work has retired. Next, it was Serk, they didn't want to know, neither did a local radiator repairer, but he suggested I try Marstons, and they quoted £325 ('77 price).

I then decided to try and do the job myself, and went in search of a metal stockist, having ascertained that the hole size in the radiator was $\frac{9}{32}$ in. O.D. The tube on the radiator is "belled" out to a larger size one end. After many false trails, I was given the name of J. Smith & Sons, 50 St Johns Square EC1 (01-253-1277) and bought 10ft (0.3 Kilo) of $\frac{9}{32}$ in. 24 S.W.G. tube for £3.00 odd. Today's price Aug '80 is £8.93 a Kilo which is 33ft, which makes 132 tubes approx.

I then cut up this tubing into lengths of $2\frac{1}{8}$ in, which is $1\frac{1}{8}$ in. shorter than the width of the radiator, chamfered the ends to 45°. Bought some Plastic Padding, the hard stuff (N°3 Hard).

To find out which tubes leaked, I hit on the method of filling the radiator with water, and pushing lengths of tie wrap into the holes (the wire embedded in paper for sealing plastic bags), then letting out the water and drying the radiator on the boiler! This left me with a set of marked tubes, I cleaned up the ends, so that the Padding would take, and pushed the new tubes in so that they were recessed each end. Using about 6 tubes at a time and making up the Padding in small quantities, because of its setting time, which is about 10 minutes. When all the marked holes had been filled, the process was again repeated with water and tie wraps. If you get Padding into the new tubes, don't panic, you can drill them clear later with a smaller drill $\frac{7}{32}$ in. Sand down the rough parts around the tube ends, and again see what happens, I heated water in a metal bucket on a portable stove and filled the radiator with "Bars" leak repairer and kept filling the radiator from the bowl, till it stopped leaking!

So far I've done about 1000 miles, and the radiator hasn't leaked very much (crossed fingers). The total cost was around the £10 mark.

NORTH WEST SECTION

Third Clubnight, 12th June, 1980

Perhaps it is unwise to expect fine weather during an English summer but as our usual room at the Whipping Stocks was not available on June 12th—it is used for access to the garden of the pub when the days are long—it seemed worth taking a chance, and so members were asked to come along, hopefully on Scotts, for a drink and a chat in the warmth of the evening. On the day before the meeting it looked as though we were heading for disaster; the rain poured down unceasingly as indeed it did throughout most of June. But on the 12th it stopped, and about a dozen members and three Scotts were able to get together, in the open, and stay dry. With no lights on the Flying Squirrel I had to leave early—apologies to those who came later and particularly to the rider of another Scott I saw on the way home. Congratulations to Dick Brown who came down from Lancaster on his Birmingham Scott.

The next meeting will be at the Whipping Stocks, Peover Superior, Cheshire, on Thursday September 11th at 8pm.

Tom Wess

OBITUARY

Mrs. Eileen Swallow

It is with regret that we have to report the death of Mrs. Eileen Swallow, of Golcar following a car accident. She was 55. Her husband Kenneth, the former Manx Grand Prix rider and Scott Agent was injured in the crash. To his family we offer our sincere condolences, and to Ken a speedy recovery.

A PAT ON THE BACK

28th April, 1980

Dear Ken Lack,

I wish to thank you for the prompt service in sending engine parts and gaskets. They are all correct and have arrived in excellent condition. The parcel arrived on the morning of the 25th, so the whole transaction took less than three weeks, which is the quickest response that I have had from the "old Country" in a long time. I have mentioned this to friends it hard to believe after their experience in getting parts from England.

The accompanying long, handwritten letter, explaining the correct assembly of the various parts must have taken you a considerable amount of time and is especially welcome.

I fear that people, all too often, fail to make their appreciation known adequately and I hope to make small amends by writing this letter and taking the liberty of showing it to others.

It has, indeed, been a pleasure doing business with you.

With my best regards,

Sincerely,

Victor H. Cromie,
488 Franklin Street,
Cambridge, MA. 02139 USA

VEHICLE EXCISE DUTY: TAX ON POSSESSION

When the Minister of Transport announced that vehicle excise duty (VED) was to be retained he made it clear that he was determined to deal with the problem of evasion more effectively. Steps have already been taken in this direction. The Department's enforcement effort has been increased and two intensive local campaigns have already been mounted. As a further means of reducing evasion the Minister has also been studying the possibility of making VED payable continuously whether or not a vehicle is used on the road.

The enclosed consultation paper sets out how such a "tax on possession" might work and invites the views of interested parties. I should be glad to receive any comments you may wish to make on the proposals by 15th September.

TAX ON POSSESSION—Department of Transport July 1980 INTRODUCTION

1. The purpose of this consultation paper is to seek views on the possibility of making Vehicle Excise Duty (VED) a tax on the possession of a vehicle, rather than on the use of a vehicle as at present.
2. There is considerable resentment among the majority of motorists who pay their taxes that others evade their obligations. The Minister of Transport has announced his intentions of seeking ways of tackling the problem more effectively. The enforcement effort is being increased and studies are being undertaken of ways in which present enforcement arrangements might be improved. A change to a tax on possession could offer the opportunity for a considerable reduction in the amount of evasion by making detection easier and by simplifying enforcement.
3. Accordingly this paper outlines the present VED system, the enforcement problems which arise under it, and examines the implications of moving to a continuous tax on the possession of a vehicle. Possession in this context relates to the person responsible for keeping the vehicle: he need not be the legal owner.

THE PRESENT SYSTEM

4. Motorists and other vehicle operators are liable to pay VED on most motor vehicles used or kept on the public road. Gaps are permitted between the expiry of a licence and taking out a new one, provided the vehicle is not used during this period. Refunds can be claimed on the unexpired portion of a licence if, for example, the owner seels the vehicle, or decides to lay it up.
5. Shortly before a vehicle licence is due to expire the Driver and Vehicle Licencing Centre (DVLC) sends the registered keeper a reminder which serves as a renewal application form. The law provides that a keeper should inform DVLC if he sells, scraps or exports the vehicle or if any of the registration details, such as the keeper's name and address, changes. He is not obliged to inform DVLC if he decides not to relicence because he is not proposing to use the vehicle.
6. At any one time the DVLC records show that about 20% of all vehicles are unlicensed. About half of these may be legitimately unlicensed because they are in dealers' stocks, are laid up for repairs, etc or have been scrapped or exported but not notified as such to the licensing authority. But it has been estimated that 7.9% of car owners are evading the duty: some for a month or two, but others for longer periods. The loss of duty from cars alone could be as high as £75 million a year and perhaps another £35 million from other vehicles.

MEASURES AGAINST EVASION

7. Because VED is a tax on use, action against possible evaders can only be contemplated if an unlicensed vehicle is sighted on the public road. Reports come mainly from the police and traffic wardens on the basis of observations made by them in the course of their general duties. Almost 1 million reports of apparent unlicensed use are received each year. This falls well short of the number of vehicles estimated to be evading at any one time. About ½ either turn out not to be actionable because the vehicle was in fact licensed at the time and the owner had simply failed to display the licence disc (though that in itself is an offence) or relate to a vehicle which has been quickly relicensed and the arrears of duty paid voluntarily before enforcement action is taken.
8. Against that background the Department are considering, in consultation with the Home Office and the Police, what steps might be taken to make enforcement more effective. In addition to stepping up the normal enforcement effort, the Department plan to mount a series of special campaigns, supported by the police, in selected areas. The first of these was carried out in February in Nottinghamshire with most encouraging results. Advance publicity led to a significant increase in voluntary relicensing and over 500 motorists who are detected in roadside checks are now being prosecuted for driving unlicensed vehicles. A second campaign has recently been conducted in Warwickshire. It is hoped that such campaigns will generally discourage the evader.

TAX ON POSSESSION

9. As indicated above, the present basis of taxation means that evasion can be proved only if a vehicle can be shown to have been both unlicensed and in use. The concept of tax on possession is that VED should be payable on every motor vehicle from the time it is first registered until it is exported or scrapped. There would be no provision for refunds, except perhaps for scrapped or exported vehicles, nor, in general, relief from duty for laid-up vehicles. Special arrangements would be needed so that owners of stolen cars were not expected to renew the licences for them if they were not recovered.

10. It would be an intergral part of the system that licences would be transferred with vehicles on sale, and similarly liability for any outstand-

ing duty would pass with the vehicle to a new keeper. A motorist renewing a licence after a lapse would be required to pay the back duty on renewal, and possibly a penalty surcharge. It would follow therefore that buyers would wish to see a current licence disc displayed to confirm the licensing position at the time of purchase.

11. To obtain the full advantages of administrative simplicity and reduced opportunity for evasion achievable under this system, no gaps in Licensing would be allowed. Dealers would therefore be required to renew any licences which expired on vehicles in their possession. They would then no doubt adjust the price of the car on sale (and on purchase) to reflect the value of any tax paid. The Government recognise that this would be a significant change in practice for dealers, although in many cases it would mean less paperwork for them since at present they often apply for a refund on the unexpired portion of a licence and then buy a new one when they have a buyer for the vehicle. Special arrangements might be necessary to allow dealers to buy licences without becoming the registered keeper of the vehicle and thus adding to the recorded number of previous owners. An added administrative advantage of all vehicles held by dealers being licensed would be the reduced need for trade plates to be issued.

ENFORCEMENT AND PENALTIES

12. Under the current system, attempts to follow up vehicles whose licences had lapsed without apparent reason would be wasteful in cost and effort since many would turn out to be off the road at the time and therefore legitimately unlicensed. With tax on possession it would not be necessary to prove that a vehicle had been used on the public road. Moreover because back duty would be payable by the current keeper, it would not be necessary to show when he had acquired the vehicle. This liability to back duty would also encourage those buying a car to insist that it was currently licensed, so a vehicle for which duty had been evaded would become more difficult to sell. Reports of apparently unlicensed vehicles sighted on the road (or elsewhere) would still need to be followed up as at present, partly to detect and deter motorists who fail to keep the record up to date with changes of address or keeper. With an obligation to license vehicles continuously, the computer record could be used to identify unlicensed vehicles and thus to initiate enforcement.

13. Failure to license a vehicle would be an offence subject to a fine, probably as now related to the annual rate of duty. There would also be an obligation to pay back duty for the unlicensed period, perhaps backed up by a power to impound a vehicle in lieu of payment. The responsibility for licensing would rest with the registered keeper, but it may also be necessary to provide for prosecution of a person using an unlicensed vehicle of which he is not the registered keeper, for example, where the record contained misleading information about the registered keeper. The offence of failure to display a current licence might be widened to require display of the last licence issued, whether current or not. This would both assist in the detection of unlicensed vehicles and help any prospective purchaser to establish any outstanding liability for duty. These measures would greatly reduce the chance of a motorist succeeding in evading VED, and combined with stiffer penalties would reduce the incentive to evade and hence the level of evasion.

OTHER IMPLICATIONS

Longer Term Laying Up

15. Duty would continue to be payable even while a vehicle was under repair, although those not capable of repair could be notified as scrapped

and liability to duty would cease. Clearly some motoring enthusiasts who dismantle and reconstruct vehicles over a period of years would be disadvantaged if they had to pay vehicle excise duty. It might therefore be possible to allow exemption on advance notification for prolonged periods of laying up, with a minimum of say one year. If a vehicle returned to the road within the year, duty for the whole period would be payable.

Vintage and Veteran Cars

16. Special provisions would also be made for limited categories of vehicles such as vintage and veteran cars which are either not used at all or only occasionally on the public road; exemption or a concessionary rate for all vehicles over say 40 years old might be the simplest solution.

Heavy Goods Vehicles

17. Heavy goods vehicles present special problems. VED is at much higher rates and where such vehicles are laid up, even for a short time, the amount of a refund can be substantial. The Government are conscious that the industry places special importance on the refund facility and indeed has made strong representations for more flexible arrangements, including the possible introduction of date-to-date licensing. The inclusion of all vehicles in a new system of tax on possession would have clear advantages in terms of administration, including in particular enforcement. At the same time the Government recognise that the ending of the refund arrangements would be likely to be viewed with particular concern by heavy goods vehicle operators. They do not therefore propose to change the present use basis of taxation for these vehicles.

Insurance and Test Certificates

18. At present insurance and roadworthiness test certificates are checked before a vehicle licence is issued. There would be difficulties about these checks with a tax on possession since insurance and roadworthiness requirements arise only when a vehicle is to be used. Such checks are important from a road safety point of view and it will be necessary to consider how the difficulties might best be overcome. Possibilities include the introduction of separate insurance and test discs or perhaps some special form of declaration, but there may well be other options.

CONCLUSION

19. The Government are determined to reduce evasion of VED. Whilst more can no doubt be achieved to that end under the present system of taxation, it seems clear that a change to tax on possession would be likely to prove much more effective, whilst at the same time enabling administration to be simplified.

20. The Government recognise that there could be special problems so far as some users and traders in vehicles are concerned. They believe, however, that such a change would be welcomed by the vast majority of users who already keep their cars permanently licensed and who will support measures designed to eliminate opportunities which some seek to exploit to avoid paying their dues.

21. Before reaching conclusions, however, the Government wish to be fully aware of the views of interested bodies on the possible changes set out in this paper, so that these may be taken into account.

22. Comments on this paper should therefore be sent to:

Miss F. McConnell,
Room D9/13,
DVLC,
Swansea, SA6 7JL.
by 15th September, 1980.

SCOTT OWNERS' CLUB—NORTH WEST SECTION

By the time this appears in print our June 12th meeting will have become part of history and we shall know if members of the N.W. Section could be persuaded to get their Scotts out and bring them to the Whipping Stocks for a summer evening's gathering. We can only hope that the weather will be better than it was in March.

On Thursday September 11th I would like to hold a brief A.G.M. The Section will be entering its second year and if it is to have an assured future—which, potentially, it has—it should be put onto a more organised basis. The support of members is vital at this meeting! After the short formalities there will be the usual type of club night—details to be given at a later date.

TAPS, DIES, DRILLS, REAMERS, etc.

Drill Sets (H.S.S.) — in retractable steel cases		
$\frac{1}{8}$ in. to $\frac{1}{2}$ in. x $\frac{3}{32}$ in. (15 drills)	—	£16.68
$\frac{1}{8}$ in. to $\frac{1}{2}$ in. x $\frac{1}{64}$ in. (29 drills)	—	£28.98
1mm. to 13mm. x 0.5 (25 drills)	—	£24.96
1mm. to 10mm. x 0.5 (19 drills)	—	£14.26

Tap & Die Sets (C.S.C.T.) — in wooden cases

One set (3) Taps each size

One Split Die each size

$\frac{1}{2}$ in. to $\frac{1}{2}$ in. B.S. Cycle (5 sizes)	—	£32.00
$\frac{1}{2}$ in. to $\frac{1}{2}$ in. B.S.W. (5 sizes)	—	£26.50
$\frac{1}{2}$ in. to $\frac{1}{2}$ in. B.S.F. (5 sizes)	—	£26.50
$\frac{1}{2}$ in. to $\frac{1}{2}$ in. U.N.C. (5 sizes)	—	£26.50
$\frac{1}{2}$ in. to $\frac{1}{2}$ in. U.N.F. (5 sizes)	—	£26.50
M5 to M12 (I.S.O.) (5 sizes)	—	£24.50
0 B.A. to 10 B.A. (11 sizes)	—	£34.50

Send large s.a.e. for individual prices C.S.C.T. and H.S.S.

Postage & Packing on above Sets — £1.20

*B.S. Cycle Taps & Dies

	Taps/Set 3	Dies — $1\frac{1}{8}$ in. O.D.
$\frac{3}{8}$ in. x 32 T.P.I.	£1.93	£1.67
$\frac{1}{2}$ in. x 26 T.P.I.	£1.93	£3.15
$\frac{5}{8}$ in. x 26 T.P.I.	£2.20	£3.15
$\frac{3}{4}$ in. x 26 T.P.I.	£2.47	£3.15
$\frac{7}{8}$ in. x 26 T.P.I.	£3.00	£3.15
$1\frac{1}{8}$ in. x 26 T.P.I.	£3.58	£3.15
$1\frac{1}{4}$ in. x 26 T.P.I.	£4.12	£3.44
$1\frac{3}{8}$ in. x 20 T.P.I.	£4.12	£3.44

Also other T.P.I. 20, 24, etc.

H.S.S. available

Left hand sizes

Postage 5p/£1.00 Order — min. 25p

P. S. RUSSELL

14 Woodstock Drive, Birkdale, Southport, Merseyside PR8 3DG,
England

Telephone: 0704 66712

Classic Bike

Classic Bike updates the out-of-date with practical help, interesting features, oldie road tests and some of the best photography and artwork around, some in full colour and much of historical interest.

On sale every two months - and that's no age to wait.



Classic Bike magazine Remembers.

In its first year the N.W. Section aimed at a modest programme in terms of the number of meetings, the reasoning being that quality rather than quantity would be most likely to succeed. The fourth meeting (June 12th) has yet to take place, but I think we can claim that the policy has paid off. Jim Baxter's fine talk in December has already been reported in 'Yowl', and in March we had another first-rate talk, this time from Cliff Kingham. Cliff, whose Scott-racing experiences at Donnington, Cadwell, and many other circuits reached back to just before the war, sat at a table that was almost buried under historic photographs and racing programmes. His reminiscences, which seemed as clear as if they had happened yesterday, delighted some twenty members who were amply rewarded for braving the fearful weather conditions. To anyone like myself, who could no more race a motorcycle than run against S. Coe, his achievements were indeed impressive, but on two points he came close to many members of the S.O.C. The first was when he said that he often went to bed wondering what more he could do to his machine! The second was when, in his closing remarks, he said that if he had his time over again he would still ride Scotts. I wish I had been younger when I first rode one!

Tom Wess

FLYING SQUIRREL MODELS—DISTINGUISHING FEATURES (8)

4. **Forks, Wheels and Brakes.** Forks were now heavy weight Webbs and the brakes were the standard 7 in. front and 8 in. rear, with the Enfield cush hub, though I believe some particular Clubman models were fitted with an 8 in. front brake. Tyre sizes were as the customer

requested and are known to have varied from 21 in. x 2.75 in. to 19 in. x 3.25 in. for the front and from 20 in. x 3 in. to 19 in. x 3.5 in. rear.

5. **Tank.** This was a wider version of the Replica tank and carried 4 gallons of petrol and $\frac{1}{2}$ gallon of oil, with two large quick-action filler caps. Black with gold lining was the standard finish, though I have no doubt variations would be made at the customer's request. Limit gauge badges were on the tank sides in the usual place, and on the tank top.
6. **Rear Carriers, Leg Shields and Mudguards.** Rear carriers and leg shields were available as extras, but not likely to be used on this model. The mudguards were more elegant than on the standard Flying Squirrel, having flared ends and tubular mudguard stays, but no Terry spring clip for the rear stand.
10. **Carburettor.** This was a larger than standard Amal with, on the later models, twin float chambers.
15. **Chain Oiler Tank.** This was mounted on the off side seat stay and was of triangulated shape, with a screw-on filler cap and was generally speaking similar to that fitted to some 1928 Flyers, 1929 Replicas and the Reynold Specials, but was slightly larger and had only two outlets.

To be continued.

FOR SALE AND WANTED

- Wanted:** 3 speed close ratio gear cluster or exchange wide ration set in good condition. Also wanted, 2 speed frame and log book or book only. Could swap 1922 crankcase (bare) or 1920 A.B.C. Scootermotor engine. P. J. Maddox, 216 Prospect Road, Woodford Green, Essex.
- For Sale:** Have acquired most of a 1947 Scott in bits. To be sold to any Club member for exactly what I paid for it—£400. There will be a fair bit of work to do on it but engine and gear box seem in good order. CFW 160 596cc engine DPY. Doug Wright Tel. 0400 81696.
- Wanted:** Twin magneto. Right hand brake pedal and rod. Girder forks and wheels for 1930 Scott. Your price paid. Doug Wright, 9 Elm Close, Long Bennington, Newark, Notts. Tel. 0400 81696.
- Wanted:** To end a two year search: Webb or Enfield wheel (rear) assembly for 1930 Elyingn Squirrel. I know that sending a wheel to Canada would be hard work, but I'm hoping someone will take the trouble. I've had no luck in Canada or the States. Barry Berto, 933 Adderley St., North Vancouver, B.C. Canada, U76 IT2.
- Wanted:** GOOD home and fair price paid for circa 1928/9 two or three speeder. Complete machine, or I will consider one which needs rebuilding. I require a Scott for my own use and fun. It will not be re-sold. So—if you have such a machine looking for a good home and genuine enthusiast please contact Geoff Monty, on Edenbridge 863636 after 6pm, or write c/o Monty & Ward, High Street, Edenbridge, Kent.
- For Sale:** From Val Ward. — Mr. Crane of 174 Wollaton Road, Beeston, Nottingham, wishes to sell his 1949 Scott 596cc solo, said to be in good condition. Start talking at £750. The machine has Dowty forks and a close ration gearbox.
- Wanted:** 1948 Scott frame, will purchase or exchange 1936 Excelsior Manxman frame and forks (photos supplied) J. Jarman, 59 Noreen Street, Kenmore 4069, Brisbane, Australia.
- Wanted:** Scott frame 1929 onwards. Barry Jackson. Tel. Eastbourne 54639.

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.

YOWL BINDERS

Binders to take five years' issues obtainable from Doug Wright, 9 Elm Close, Long Bennington, Newark, Notts. Price £1.80. Postage inclusive in the U.K. *Overseas postage 75p totalling £2.50 inclusive.*

RADIATOR REPAIRS

Humberside Section inform us that Johnson's Radiators Ltd., Madeley Street, Hessle Road, Hull, North Humberside, will undertake any kind of repair at very reasonable cost.

CLUB BADGES AND REGALIA

The Badge Secretary supplies machine badges at £1.30, Club transfers at 20p, lapel badges at 60p, and Club ties (blue or green) at £1.40. Fluorescent "Scott" headlamps covers 7 in or 8in. cost 70p. These are highly recommended to members in hot countries were it is obligatory to display such a cover; ours do not fade so readily! Postage on all items is inclusive in U.K. but extra overseas.

Iron-on T shirt S.O.C. transfers, approx. 6in. diameter, three colours 60p. postage paid.

MONTHLY CLUB FIXTURES

Midland: British Legion Rooms, Rubery, 3rd Monday at 7.30 p.m.
London: Tankerville Arms, High St., Hounslow, Middx., last Saturday at 7.30 p.m.
Tees Tyn: Three Tuns, Sadberge, Darlington, last Tues. at 8.00 p.m.
Humberside: Rose and Crown, Beverley, 2nd Thursday, 8.30 p.m.
Northern: Bradford Industrial Museum, Moorside Road, Bradford, 3rd Sunday, March, June, September and December, 2.00 p.m.
Sussex: Six Bells, Billingshurst, 4th Tuesday at 7.30 p.m.
Sheffield Scott Club: Red Lion Hotel, Charles St. every Wed. 9.00 p.m.

SLEPE TECHNICAL BOOKS

Specialists in transport and hobby publications. Your requirements treated promptly. Contact John Abraham, Slepe Cottage, High Street, Knapwell, Cambridge. Tel. Elsworth 365.

