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THE JOURNAL OF THE
SCOTT OWNERS' CLUB



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COMMENT

A certain monthly magazine recently carried an article more or less suggesting that as a mode of transport, the sidecar was dead.

Like the Federation of Sidecar Clubs, I could not agree with the article, but there can be little doubt that charioting has declined in the last decade, and I do not think that we need spend time mulling over reasons.

There are those in the Clan who think that the Scott is unsuited to this work, but there are others who would stoutly uphold the ability of the Scott to haul any type of chair.

Which brings me to the reason for this musing—H. F. Pennington, of Kirkham is toying with the idea of fitting a sidecar to his 1948 Squirrel. Now anyone who has seen his 1950 Squirrel must know that he is a perfectionist, but not having previous experience invites ideas and suggestions from other members. Suggestions for a suitable period sidecar and hints of fitting and running etc., would be welcomed.

As this is what the Club is all about, being formed to help all Scott Owners, I can only hope that I shall be swamped with ideas and suggestions.

Let's try and make our next number a **SIDECAR SPECIAL!**

A MANCHESTER AREA SECTION?

Roy Duckworth of 79 Werneth Road, Woodley, Stockport, Cheshire would like to make contact with other members in the Stockport/Manchester area. In particular he would like to view an original 1948 Squirrel to assist him in restoration.

(All you want is a room somewhere where you can meet regularly for a natter!).

CONGRATULATIONS

To:

Derek Cox. 1914 Scott: 1st Vintage Class T.T. Assembly.
J. Davies-Colley: Class C Colwyn Bay Road Safety Run. Also Lister Trophy for best Two-Stroke.
Arthur King. 1928 Scott: Silkolene Trophy Salisbury Hall Run.
Alan Pearce. 1929 Scott: Best two-stroke award, Salisbury Hall Run.
Owen Tyler. 1913 Scott: 1st Veteran Stonehenge Spring Road Trial.
John Thompson Joint winner Withernsea Rally.
Keith Rhodes. 1914 Scott: 13th in Windmill Rally, Kaltenkirchen.
Paul Myatt. 1929 Scott: Scott Trophy Banbury Run.

PARTICIPATION—THE COST!

(An account of expenses incurred in using a 1929 Scott TT Replica 596 every day in the 1970s)

In the 1920s when Scotts were in their hey-day, from time to time "Motor Cycle" and "Motor Cycling" gave accounts of annual running costs incurred by staffmen. It seems safe to say that the economics of motor-cycling on the roads of Britain still exercises the mind today, particularly in view of the present rate of inflation. So I thought it might be informative, and possibly amusing, to compare a 1920 rider's outgoings with those of a rider in 1974 (me!) to see just where the money goes.

"Participate!" is a wonderful spur for the 535 members of the Scott Owners Club but it can take several interpretations. The bloke who suggested it as our Club motto hoped, I think, to encourage more Scottists to join in roadracing, sprints, rallies and road parades etc., (I believe he has succeeded—just look around). To me, however, participation means using a rebuilt 1929 600 Replica solo every day on the road, in city traffic and on the open road, for short and long runs, come rain or shine—which I suppose others would call "showing the flag". Since it was renovated completely in 1972, this Scott and I have shared some memorable adventures—up to Yorkshire several times to tour the real Scott country, high into the Derbyshire/Cheshire hills, out across the Fens to the east coast—and it has always brought me safely home again, although there have been occasional moments of doubt.

Somebody once said, "By the year 1930, motor-cycle reliability had reached a level that has never been surpassed"—true, in my recent experience, but with one qualification: there is always SOMETHING to check or adjust after a run on a Scott, no matter how well it is set up initially. It may be the merest slackness in the forks—a front chain to inspect, just to be safe—half a cup to restore the water level . . . but there is always "something". I am not grumbling because I find that as I get older I enjoy fussing over the machine, and I would not have said that when I was younger.

I suppose being self-employed makes me more fortunate than most because this situation allows me to use the Scott whenever I wish, consequently it is used just as much as any of the modern machines I have owned in the last few years—which means every day.

I should explain that when I re-assembled this Scott, the idea was to keep it as simple as possible. I have a chart here—kindly photocopied by John Greenwood for me—showing that the Scott steadily became fatter and heavier during the Thirties. For example, the 1939 Clubman's Special, desirable though it was in other ways, weighed a terrific 490 lb (spring frame version) compared with the 1929 Tourer at 316 lb.

Therefore all the ornamental angle-iron Saltaire piled on in ever-growing quantity over the years has been removed from this Scott. Because I am not particularly bothered these days about going fast, the engine and gearbox are standard, with no fancy efforts at "tuning". What I have tried to do is to make the machine responsive, and now it is. There is a two-gallon tank for petrol/oil, normal Shipley 3-sp rigid frame, Webb girders, light steel mudguards, a honeycomb radiator which I suspect is larger than it needs to be (14 inches wide by 10 inches deep) and just a single seat. At the renovation stage, I did consider blanking off the kickstart shaft, as I did with a previous Scott, but on reflection decided against it because I think constant run-and-bumping must damage, or at least strain unnecessarily, the engine-transmission.

Everything was enamelled and plated as appropriate and as the

original carburettor was worn I had a new one from TBW to improve the starting. Renolds Chain Guide confirmed my guess that the primary still had half its useful life left so that was put back on the same sprockets, and after three years use in my hands, it is still in service. Each winter new Champion 18mm 7 plugs are fitted and I find them ideal, for having gone on to Silkolene Super 2/40 the engine never whisks plugs.

I regret that in the following notes concerning expenditure I have had to estimate the mileage this Scott has covered, since it has never had a speedometer.

For comparison purposes, I have quoted from an article "The Motor Cycle" published headed "Maintenance costs for 40,000 miles," on January 5, 1925, being the detailed record of an owner who kept a Scott Squirrel for two-and-a-half years. It makes fascinating reading.

Before going into details, here is the second paragraph from the article, "When such pessimistic remarks are current anent depreciation, it is worth adding that this three-year-old bus fetched nearly £40, and that half a dozen local observers were keen to become its third owner." (List price when new—78 gns (?)).

Now to brass tacks. The writer of that article made these notes:

At 100 miles, plugs occasionally missed a little through partial oiling but were easily cleaned. 200: low gear evinced a tendency to jump out of engagement. 2,000: first decarbonisation. All piston rings tightly stuck. Bad carbon deposits in exhaust ports and on piston crowns, but cylinder heads very clean.

2,100: tank came loose. Keying the tank is not a sound method; two



BANBURY: An historic occasion—Eddie Flintoff, Sunbeam star of the vintage era, our President, Harold Scott, and Oliver Langton, T.T. star and works rider.

corrugated washers, one on tank and one on frame, would be surer. 5,500: second decoke. 9,000: third decoke. 10,000: fitted new high gear and driving chains. 11,500: back tyre (Avon heavy-duty three-rib) failed at bead. Fitted heavy Dunlop. Fourth decoke.

14,700: fifth decoke. 17,500: sixth decoke.

Two tyres went—the back Dunlop after 6,000 miles, the original front three-rib Avon after the splendid distance of 17,500. A pair of the latest Dunlops were fitted, and new chains all round. Distinct leak noticeable at left-hand crankshaft bearing. Faulty packing gland patiently ground-in, but on re-assembly left hand cylinder seemed as weak as ever; but in 1,000 miles it ran itself in and has been perfect ever since. 20,000: seventh decoke. (I propose to halt there and list my own findings).

Mileage from rebuild ref. 1929 596 TT Replica in 1974: having carefully set up running tolerances in the overhauled engine/gearbox, and given the primary chain a generous amount of slack, no trouble whatsoever was met in the first 400 miles. 500 miles: leaking exhaust gasket resealed with Heldite, which cured the trouble. 1,200: "precautionary" decoke revealed all working parts in good order, all four rings perfectly free in their grooves. Maximum speed to date on 4:1 top gear, about 65 m.p.h. Original oil pump setting adhered to.

3,000: second decoke, lower left piston ring stuck; noticeably more carbon had formed in right-hand exhaust port than in the left-hand one. Gearbox found to be practically empty of oil. Level restored to level plug. Slight clashing of gears on down-change cured by fitting shorter clutch thrust-pins, thereby gaining greater "lift" on worm.

5,700: Rear brake ineffective, due to oil from chain getting on linings. Cleaned and re-fitted. Rear chain only adjusted—primary still in excellent shape and adjustment, thanks to regular use of chain oiler. 6,200 miles: engine decoked. All rings free. Opportunity taken to examine big-end rollers and bushes; all looked good, put back untouched. Home-made gear lever cracked, re-brazed by local blacksmith. Concern over rapidly falling level of gearbox oil led to fitting of oilseal. 7,000: gearbox oil level correct.

9,000: new Champion 7 plugs fitted. New 300 x 21 Dunlop Universal studed tyre (RQ) fitted. Avon Speedmaster Mk II front cover showed no apparent wear. 9,800: fourth decoke. Little carbon in exhaust ports, two lower piston ring stops missing! New ones fitted. Original rings retained. Signs of slight seizing on left-hand piston and cylinder bore, probably caused by speeding with pump in shut-down position. Right-hand side of engine otherwise in satisfactory condition.

12,250: fifth decoke. Lower radiator hose pierced by flying stone, replaced. Rear chain slack taken up. Primary chain adjusted a fraction, sprockets and chain in good order. Forks juddering due to bush wear on top links. Estimated maximum speed used to date, 70 m.p.h., throttle three-quarters open. Nipple pulled off air lever cable, resoldered.

15,000: Serious oil seepage from gearbox stopped by fitting new lay-shaft bush, kickstart housing. Absolutely no plug trouble to date. No involuntary road-side stops, Sixth decoke.

18,300: Seventh decoke. Again, one piston ring stop missing! Replaced. Right-hand top ring replaced. Cracked magneto pick-up replaced. Back chain adjusted. 20,100: eighth decoke, but found not really necessary. Light carbon formation only in ports and on pistons. New Champions fitted. Second Dunlop Universal rear tyre fitted. Left-hand big-end rollers brown, attributed to pump malfunction. New rollers fitted.

Expenses in 1925:

Engine: two sets big end rollers at 4s; 9 Brico piston rings at 2s.

Transmission: pair gear thrust-rollers 1s 3d; high gear chains at 12s; back

chains at 22s (1s 6d extra); magneto chain at 3s 3d; 2 sets of spring links, 2s 3d; 2 driving sprockets at 8s; 1 rear sprocket at 30s. Controls: three lengths of Bowden wire, £1 0s 6d. Magneto: new slip-ring, 11s; two sets of carbon brushes at 4s per set (!!). Wheel bearings: three sets of balls at 1s per set. Saddle: one new spring 2s 10d. Brakes: two new blocks, 2s 4d. Total: £13 9s 8d. (this at 40,000 miles—so halve it to compare with 1974 expenses after 20,000 miles).

Expenses in 1974 (given in "old money"):
Tin Heldite jointing compound, 8s. To shortening clutch pins—no charge. Gearlever brazing, 5s. Gearbox oilseal work, 30s (including seal). Two Dunlop RQ tyres, £8 10s 0d. Three new piston ring stops—no charge. Two pints gear oil, 6s. One new piston ring, 10s. New radiator hose, 7s. Cable nipple, 6d. Gearbox bushings, £3. Magneto pick-up, 9s. One set new big-end rollers, 12s. Total: £15 17s 6d.

The 1925 rider reported, "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 an accident, which was covered by insurance . . .

"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."

He points to excellent service from one Avon tyre (17,500 miles before replacement), a magneto chain which did duty for 34,000 miles at engine speed, and a set of Splitdorf plugs which ran for 25,000 miles, and says, "It is needless to add that the 1925 mount is another Scott—this time a Super Squirrel."

It is significant that when this 1924 machine was sold at 40,000 miles, it had been decoked twelve times . . . suggesting that his Scott's performance fell off at roughly the same pace as I have noticed. But the 1925 rider failed in his attempt to do 5,000 miles without an engine decoke "because severe pre-ignition set in after 4,700 miles from the previous overhaul."

His petrol consumption averaged 80 m.p.g. (mine is 45 m.p.g.) solo; oil consumption not recorded, evidently. Perhaps wisely, he does not mention the speeds used.

It is surely interesting, remembering the improvements made in two-stroke oils of late, that the 1925 rider decoked his Scott at slightly less frequent intervals. But admittedly we are not able to compare oil consumption, which has a marked bearing on the matter.

Then, as today, the largest portion of his bill went on tyres—£11 5s 6d, for five covers and two innertubes in 40,000 miles.

In view of today's continually rising prices, I count myself fortunate that I acquired several years back, all the tyres I am likely to need in the foreseeable future!

A CORRECTION

Oliver Langton, back in the fold, says (and he should know!) that we have the year wrong, and page 20 of the May issue should read 1929, as the year that Arthur Franklin was in the I.O.M., Scott mounted.

NUTKIN II

The Editor has had his spies out earlier this year and has learned that I raced a vintage Scott in a couple of vintage meetings. He has asked me to give a few details on machine preparation and my impressions of the races.

Well, it is easy to describe the machine preparation—virtually 'nil'. My impression of the races was that my efforts were consequently rather slow! But, as all good articles say (usually half-way through) to start at the beginning . . .

I first got interested in Scotts some years ago and soon bought a rather tatty 1948 Flying Squirrel. Just how tatty, it was brought home to me on the ride back from the purchase in Bolton; all the way in pouring rain with the Norton forks then fitted seeming intent on playing 'see-saws' with the back end, and the left hand cylinder refusing to run at anything above 45 m.p.h.

I have gradually sorted that bike out and it seems to be running right. Having said that, I must confess to running a big end at the T.T. this year, and riding all the way home on a 300cc single, having removed the offending con-rod, but that is another story (Heaven forbid!). The point is that this bike was christened 'Nutkin' after the character Squirrel Nutkin in the Beatrix Potter stories (You see—Sentiment and culture is still alive and thriving in the industrial Midlands!).

A couple of years ago I started an interest in vintage racing, as you will all realise from the boringly large number of racing photographs 'Yowl' has featured of late, and in late March this year I decided to "have a go" myself.

Silly like, I jumped to the conclusion that the first thing I wanted was an eligible bike. In reality what I needed was a doctor's certificate, A-C.U. licence applications, V.M.C.C. membership, entry forms (at least two weeks *before* they are advertised as available) novice jacket and a card to be completed to get rid of the novice jacket, and other red tape documents.

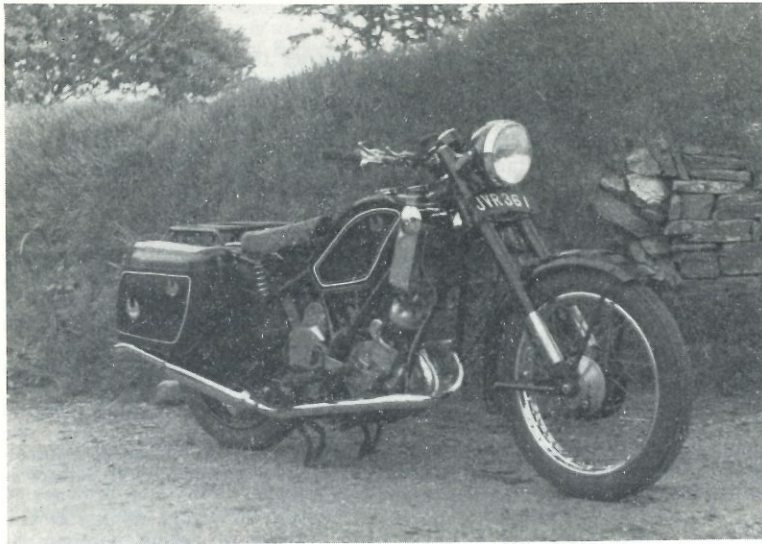
I set myself a deadline for the first race, the 'Vintage Race of the Year' at Mallory Park, May 11th, otherwise I felt I would spend the best part of the year preparing instead of racing.

I set off for membership of the V.M.C.C., and went to the doctor for a certificate of fitness—then waited! When I received the V.M.C.C. card I sent it off to the A-C.U. to show that I belonged to an affiliated club—and waited! 'Motor Cycle' carried an advert for regulations for Mallory Park Meeting, with closing date about a week *before* the paper came out, so I dashed off a letter—and again waited!

I got worried and telephoned the Secretary of the Meeting, who had never received my letter as 'Motor Cycle' had printed his address wrongly. However, I could get in as 3rd reserve if I sent the entry fee and details straight away.

I didn't know my A-C.U. licence number as it hadn't been sent, and the A-C.U. still had my V.M.C.C. card so I didn't know that number either! Frantic phoning and asking people to look up records resulted in the necessary information, and at last I sent off my entry.

The A-C.U. handbook and licence eventually arrived and I read that I needed a tag showing my blood group: back to the doctor for an appointment at the Pathology Lab., for a blood test. Still nothing from the Secretary to the Meeting, so back to the 'phone on the Wednesday before the race on Sunday, "Oh yes, you're third reserve in the Post Vintage Class, No. 200. Sorry too late to get you in the programme!"



Nutkin 1: J. W. Wilcox's restored 1948 model.

That week, 'Motor Cycle' carried an advert for regulations for the Cadwell Meeting—closing date a week previous . . . !

To get back to the bike, at least I could think straight about that! I saw an advertisement for a 1936 Flying Squirrel in South Wales and I was a little dubious about 'chopping' a road bike for racing, but I was assured by the seller that this bike had been raced and had attained a class win at Llandow. I went down just to have a look at it; the race preparation that I had been told about turned out to be the removal of the dynamo and someone having turned the handlebars down so that they hit the tank. It was even equipped with a hand gear change but it was available, so I paid through the nose for it and was happy.

Now it was my turn to try to race prepare it. Firstly, I painted a spare tank I had for it, Ford 'Monaco' red and white. (I apologise to the gent at Mallory who thought it was "such a ghastly colour") and fitted alloy guards, painted to match. When I removed the sparking plugs, most of the thread from the head came off with them, so I had inserts fitted to both plug holes to take 14mm plugs. The steering head bearings were worn so I fitted the cups from Nutkin I, which meant that I missed the Burnsall Run. Also I fitted a short exhaust pipe—well, all the racers fit them, so they must do some good (?). Apart from removing excess weight, the kick-start and front stand—that was it! Nutkin II was loaded into the van and taken to Mallory Park.

Boy, was I green. At the signing-on point there was a long queue, so being a true Briton I joined it. I was asked my name and club, given an arm-band and a can of beer, and thanked most kindly. It wasn't until

half-way through scrutineering that I realised I'd signed on to be a marshal! The beer came in handy—thanks! I went back to sign on to race, hoping that they weren't short of a marshal anywhere.

I went out for every available practice, but still couldn't get ten years of road riding out of my system. I kept to the left, let overtaking riders overtake with plenty of room, and waited until I could see round bends before accelerating.

I was the forgotten man at Mallory Park. Not mentioned in the programme and not even called for the last Heat! I presented myself at the collecting area anyway and was put to one side, whilst everyone else was allocated their places on the grid; there was a non-starter so I could have a place—on the front row. When I got to the track, another competitor was in my place so he was moved by the Marshals. What the commentator made of someone of whom he knew nothing, moving onto the front of the grid, I'd dearly like to know!

In the race, everyone rode round me on the bends and as I started on my third lap, Ian Pearce and Mick Broom started their fourth!

The most obvious limiting factor was the rather square treaded Firestone tyres, so for Cadwell, I fitted an Avon Speedmaster that I had lying around on the front, and a new T.T. 100 on the rear, I also had trouble with the plug inserts leaking, causing a misfire at maximum revs, and also with an inability to change gear properly. That day was all the experience I had had of hand gear changes—I kept locking the rear wheel going into the hairpin!

The Cadwell Meeting seemed more friendly and better organised; probably because it was such a smaller affair.

For me there was inadequate time to learn my way round in practice and the brakes had already started to fade. Therefore in the racing, I was well down again. The misfire from the leaking head was even worse than at Mallory—when Ian Pearce lapped me, flat out along Park Straight. He was a good 20 m.p.h. faster (and was sitting up picking his nose at the time.

It was obvious that something had to be done about the highly uncompetitive combination of bike and rider, and the intervening time has been spent on development. The brakes have been skimmed and shod with hard linings. A new cylinder head and foot gear change have been fitted and a vast weight saving programme started.

So, if next season you seen a ghastly red coloured bike being lapped by the entire field—give an encouraging wave, or I'll inflict more of those boring race photos on you!

JEM WILCOX.

NORTHERN NEWS

The next event will be the SCOTT TRIAL RUN on Saturday, 18th October. Start field 9.30 a.m., then around the course to Start/Finish field at 2.30 p.m.-4 p.m. After that to THE FLEECE, RICHMOND, 4.30-5 p.m. for tea.

For further details send s.a.e. to Bill Peake.

NEWS FROM THE NEW ZEALAND SECTION

The National Vintage and Veteran Motor-cycle Rally, held every second year, is the one occasion when we can gather together sufficient for a meeting of the New Zealand Section.

This year at Hastings on the weekend of 22nd/23rd February we had a record turn-out of Scotts and eleven members at the bi-annual meeting.

Terry Rogers was elected N.Z. Section Chairman, Les Heath, Secretary and I am carrying on as correspondent.

Terry is a recent arrival from England, complete with several Scotts, and plenty of enthusiasm.

Chas Edwards who has done so much to keep things alive here, did not seek re-election, but we are all grateful for the good work he has done over the past four years.

NATIONAL RALLY

This was a very good show, excellent weather and an entry of well over 150. They ranged from a 1904 F.N., Chas Edwards 1914 Scott, and an assorted collection of pre-1914 Veterans, mainly Triumphs and King Dicks, to a couple of glittering black and chrome plated post-war Vincents and two equally impressive Birmingham Scotts.

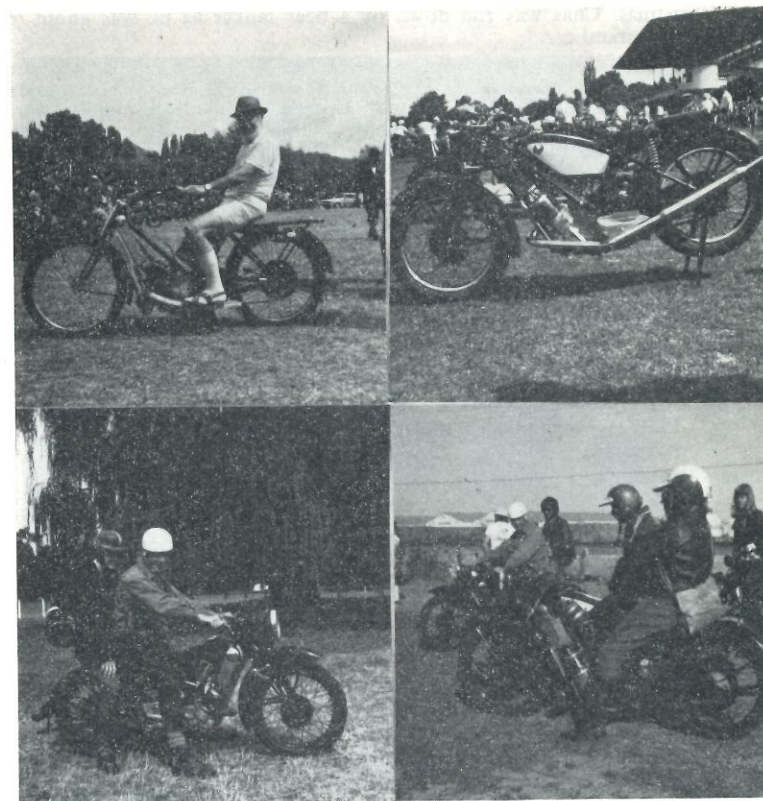
This was our best ever gathering of Scotts, seven entries plus the two Brum models in the static display. Harley Davidson with twenty entries, followed by B.S.A., Indian, A.J.S., and Triumph headed the makers' list as was to be expected. They were the most popular machines in the pre-war 11 years, but considering the relatively few Scotts imported into N.Z., their survival rate has been remarkably high. Up to vintage Bentley standard, in fact.

Saturday morning saw the start of the Trial Run over the undulating and hill country behind Hastings and Napier. The route was mainly over sealed roads although the Vintage Sports class had a fair stretch of gravel and in this class keeping up the 40 m.p.h. average for something like 120 miles demanded a lot of fast motoring. There was no penalty for early arrival at check points, only for running late, so the idea was to press on as fast as possible, pass as many early starters as you could and thus hope to keep ahead of the time schedule.

One of the Scott boys with pillion passenger as navigator was doing so well so he thought, having overtaken so many earlier starters, that he and passenger thought, they had time to pull into a wayside country pub for a couple of beers. This stop together with a wrong turning back in the hills adding another 20 miles or so, did not help at the final check.

A very surprised fast motoring Scott type who declared that he had passed everything except a very patent Model 18 Norton, just could not understand why he was so late in getting back to Hastings! All the Scotts competing finished the course without any trouble, not even a plug change.

Terry Rogers, ex-London Section had one very hairy moment. On sweeping round a cross-road intersection back in the hills and on full crank, he came face to face with a very surprised motorist. Terry took to the bank and the long grass and as one of the other Scott boys, who was just ahead described it, "He rode the Scott back onto the road by the seat of his pants" (A good effort by all accounts, Terry.)



NEW ZEALAND NATIONAL RALLY

1. Chas. Edwards 1914 Standard model;
2. Bill Veitch's 1930 Flyer;
3. Don Parsons with passenger Keith Cutten, 1928 Flyer;
4. David Goodman 498cc Super, with Bill Veitch, Terry Rogers and Donn Parsons in background.

The Veteran pre-1914 were on a shorter course, and an easier one, of about 80 miles. The 1904 F.N. more or less made it, but the story goes that the rider spent a lot of time doing roadside repairs, with a front wheel shedding spokes, but he transferred enough spokes from the rear wheel to be able to press on. Probably normal procedure in 1904, anyway.

All the Scott Clan were eagerly looking forward to Chas. Edwards first appearance on his 1914 2-speeder, completed just in time to make the Rally. However the veteran was in better shape than Chas who with a foot in plaster, was not fit enough to ride in the 80-mile Trial. Just be-

fore Christmas, Chas was run down by a beer tanker as he was about to get into his parked car.

Chas says it could have been worse, it was only his foot that was run over, but a broken ankle is no joke, and it was only sheer determination that got the 2-speeder finished in time. However, he made it, and we were all delighted but no one more so than Chas himself when the boys push-started him at the Picnic on the Sunday and the old veteran two-stroked quietly round the grounds. The first time she had fired for over 45 years. A great effort Chas.

To show how we are keeping the Club alive, here is a list of the Scotts at Hastings:—
Competing.

1914 532c.c. 2-speed Standard	Chas. Edwards
1928 596c.c. DeLuxe Flyer	Donn Parsons
1929 498c.c. 2-speed Super	David Goodman
1930 596c.c. Flyer	Bill Veitch
1930 498c.c. Flyer	Terry Rogers
1949 596c.c. Flyer	Les Heath
1929 498c.c. Flyer	Chas. Moore
1959 596c.c. Flyer	Ted Jarvis
1960 596c.c. Flyer	Chas. Edwards

The Scotts created a lot of interest and several old ex-Scott riders turned up to admire and enthuse and invariably say "Had one years ago, should never have sold her . . ." Also, a father, conducting two small sons around on seeing the Scott line-up was heard to say "Now there are some real motor-cycles." A polite enquiry got the reply "Well I had one pre-war. Should never have parted with it, but what with the war and getting married, you know how it is. Have been searching everywhere this past year or two, to pick one up to rebuild." Of such are enthusiasts made!

Ivan Parsons,
Auckland.

ONE MAKE RIDER

The motoring correspondent of "The Bradford Telegraph & Argus" writes about those exciting days when the famous Scott motor-cycles were being produced at Bradford and Shipley and also about C. H. Wood, one of the best known Scott competition riders, who was devoted to that make only. A new book outlining the history of those days has just been published—"The Scott Motorcycle" by G. T. Foulis & Co.

Walking through Heaton in the early 1900s you might have seen a seven-year-old boy riding a small wooden scooter round a back garden. That boy was Harold Wood and written in chalk on the side of the scooter was the name "Scott". He was destined to become a famous trials rider of Scott motor-cycles.



C. H. (Harold) Wood with 1912 Scott, Scott Trial organiser, works rider and tester. (Note the Registration number!).

To those who know about vintage motor-cycles and rough-riding trials, the name C. H. Wood and Scott need no introduction. But for the uninitiated the Scott motor-cycle, manufactured first at Bradford and later at Shipley, has had a dedicated following since the first experimental machine was made just after the turn of the century.

The seven-year-old scooterist who spent hours racing his friends round an improvised trials course in his garden, later joined the Scott Motor Cycle Company as a test rider and designer, and one of the Country's foremost trials riders.

C. H. Wood organised the famous Scott Trial, notorious for the steep and rocky routes it took across the Yorkshire Dales and moors. When the Scott Company closed down for a period in the early thirties he founded his photographic firm in Bradford, but continued riding Scotts whenever possible. He has now retired to Wensleydale, leaving his two sons, Malcolm and David to carry on the business. The firm still specialises in the filming of motor-cycle sport.

The Scott motor-cycles, twin-cylinder two-stroke machines, were renowned for their mechanical innovations and many patents were taken out by the inventor Alfred Angas Scott, who died in 1923 at the early age of 48. The Scott firm finally went into liquidation in 1951, partly because it had failed to move with the times. Its bikes were hand made and because of this could not hope to compete in price with the mass-produced motor-cycles of the day.

When I spoke to Mr. C. H. Wood, he said: "The bike had many unique features. It was the first in Britain to have a kick-starter and it had all chain drive when other makes were still belt driven." Mr. Wood cannot explain why the Scott has always had such an ardent following.

"For some reason it inspired tremendous enthusiasm and loyalty" said Mr. Wood. "People who bought a Scott became attached to them for a lifetime.

"I think I must hold a unique record for devotion to the Scott name, for with one small exception I have never ridden any other make of bike. As soon as I was old enough to have a licence (you had to be 14 in those days) I started riding—on a Scott of course." Soon he started competition riding with both solo and sidecar Scott machines, and by the late 1920's he was riding in national and international events, winning premier awards and often leading all-Scott teams to victory.

FOR RESTORERS

S.C.M. (Specialised Component Manufacturers) of 32 Brookmans Avenue, Brookmans Park, Herts. AL9 7QJ offer to make parts that are no longer available, Chromium plating, sheet metal work and casting.

They also offer refurbishment of original parts. Telephone number is Potters Bar 42088.

A. A. SCOTT

I have just received a copy of Jeff Clews' book, "the Scott Motor-cycle, the Yowling two-stroke".

We at the Bradford Industrial Museum have on exhibition the 1926 "Bradley" Scott 'Felix', donated by Mr. Bradley.

I have always been interested in Scott motor-cycles, but have never owned one. As a boy I met Scott many times when he was with my father at the meetings of the Gritstone Climbing Club. I remember his Sociable which I am given to understand was of different dimensions to the production model. On one occasion when it broke down at Horton-in-Ribblesdale, Scott removed the engine, brought it home by train to repair, and returned the following week to refit the unit and bring it home. I remember Scott once saying that 'he built a car for the working man; but only the wealthy man would buy it'.

I believe that last days of Scott's pot-holing was at Meer Gil Pot on the Chapel-le-Dale side of Ingleborough. He took the Sociable many times up the old sledge road to the wall corner next to the Pot. He had a large acetylene and generator combined to the nearside of the radiator and this he removed to place on the wall above the Ingleton Road so that members coming on the late train could see where to strike up the moor from the main road—the last man in brought in the lamp.

He was always a gentleman and spoke of my mother as one of the few women he could talk to. He once "broke into" a shooting box to take cover from a very bad storm by using one of her hair pins and apologised profusely for damaging it beyond repair. He almost converted my father to a Sociable owner, but unfortunately it was too late.

So much for Alfred Scott as I knew him, the only other person that I knew of, who is still living is Mr. Eric Griffiths of Baildon, Bradford.

Having seen the engine in the Birmingham Museum I would be pleased to see a complete model as it was in 1932 when I last repaired one. Do you know if a model still exists and where it could be seen? I should be grateful for any Sociable photographs or material to display in the Museum.

THE HISTORY OF THE SCOTT

Have you had your copy yet? The Bradford Telegraph & Argus of 28th April carried a tribute to Jeff Clews' book and an interview with that doyen of the Scott Trial, Harold (C. H.) Wood.

The Shipley Times & Express of 29th April, as could be expected, covered the launching of the new book and reported as follows:—

"There are motor-cycles and motor-cycles, few can have had the same attraction and mystique of the Scott motor-cycle, which was made for many years at the Hirst Wood factory, Saltaire.

For the Connoisseurs, all that was special about the Scott motor-cycle is now captured for the first time in Jeff Clews' book *The Scott Motor-cycle*, the Yowling two-stroke (G. T. Foulis £4.25) which was published yesterday, (Tuesday).

This is the first in a series of one-make motor-cycle histories edited by Jeff Clew.

The 200-odd pages and 100 illustrations of this book cover in the finest detail the entire history of the Scott, from its humble beginnings in Snowden Street, Bradford.

The creative genius of Alfred Angas Scott is demonstrated too. The young engineer gained his first British patent in 1897 at the age of 23 and never looked back. He was ultimately responsible for over 60 British patents.

The first Scott motor-cycle became available to the public in 1908. The Scott was the first two-stroke to participate in a T.T. race. The history of the Scott is littered with 'firsts'.

The first two chapters take us through the spell at Grosvenor Street, Manningham before the move to Hirst Wood early in 1913, with a work force of 60.

Scott came up with the idea of mounting machine guns on the side-cars for the First World War—when the Saltaire factory was also producing munitions—and later came up with the Scott Sociable, a three-wheel open car.

The need to raise a second mortgage to keep the firm alive in the early 20s, was just one of the many downs in the up and down existence of Alfred Scott as Jeff Clew so accurately describes them.

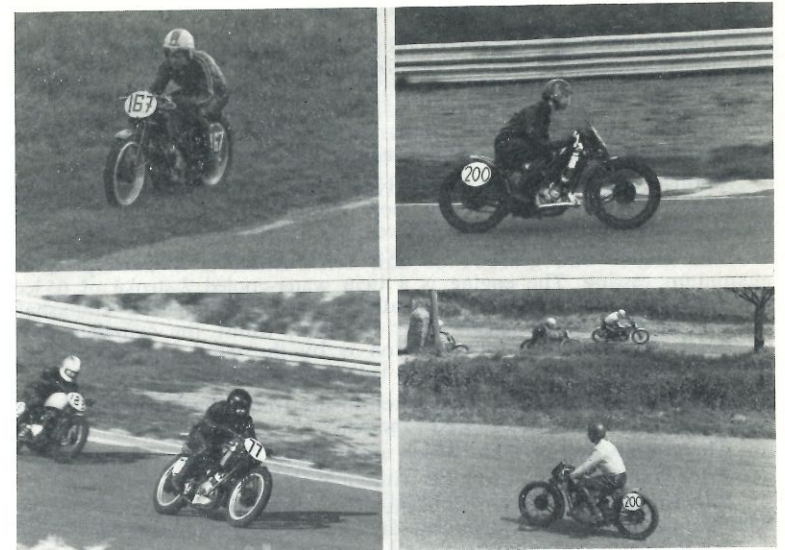
He has covered the many technical problems in the early years, and how they were overcome. The motor-cycle was, of course, still very much in the experimental stages.

Eventually the Scott engine found its way into aircraft shortly before the firm folded in 1951, leaving the production of the Scott to be continued at Birmingham and Derby. Even today, machines with the same name and similar specifications are made at Birmingham.

It was about the time of Scott's death in 1923 that Allan Jefferies, of Shipley, became involved in the firm, for which he later became official tester.

EXHIBITION

As part of the launching of this book, Mr. Jefferies has an exhibition in his shop window in Saltaire Road, which includes a Scott motor-cycle. Similar exhibitions are being held at the W. H. Smith bookshop in Broadway, Bradford (including a vintage Scott) and W. H. Smiths at Commercial Street, Leeds.



The racing scene: 1. Ian Pearce goes grass-tracking! 2. Nutkin 2's first outing at Mallory; 3. Geoff Hearn also at Mallory; 4. Nutkin 2—looking for a short-cut at the Cadwell hairpin?

(Photograph by P. W. Coulson.)

For anyone who absorbed the magic of the Scott, "The Scott Motor-cycle" is an essential addition to the bookshelf.

It is not light reading by any means but more suited to enthusiasts with some technical knowledge, for Jeff Clew clearly knows his way about ratios, oil drips, magnetos, sprockets and so forth.

Every development of the motor-cycle is set out and a set of plans included. There is also a list of patents and details of the Scott Owners' Club—a sure indication of the way a mere machine has captured people's hearts.

The achievements—and the failures—of the T.T. Races are all there in detail.

Perhaps not so essential to amateur historians' libraries, "The Scott Motorcycle" could undoubtedly be an invaluable reference book.

It is hard to say what was so special about the Scott, the ultra quiet engine perhaps or the ingenious features—but whatever it was, it seems fitting that at last, someone should dedicate an entire volume to it.

L. B.

THE SILK 700

Silk Engineering have for months been concentrating their efforts on the launching of the Silk 700, the first all-British new motor-cycle to be launched for some years. The 700, in the tradition of the Silk Special, is a hand-built machine, which will be 'tailored' to suit the customer. The new machine at first glance is similar to the well-known specials, but the engine is entirely new and is to Silk Engineering design.

Maurice Patey brought a prototype along to the Banbury Run, and after that it was difficult to get close enough to really study the new model, because of the crowd it collected.

The engine and gearbox of unit construction is a masterpiece of aluminium casting. The engine is a twin water-cooled 2-stroke of 653cc, the crankcase being split horizontally, the counter-balanced crankshaft running in four caged needle-roller bearings, whilst the cylinders have centricast dry iron liners. Lubrication is by the crankshaft driven Silk 'DUPU' duplex pressure pump, which is throttle controlled.

Twin 10 inch disc brakes are fitted to the front wheel, whilst a 7 inch light alloy drum brake takes care of the rear.

There are a host of items which are listed as "customer choice" items. Price is in the region of £1,295 without VAT.

Silk Engineering are so confident of the low-speed torque of the new Silk 700, that most unusual for this day and age they offer side-car fittings. We will give full specification of the 700 in our next edition.



The Silk 700. H. B. Cundall makes a final check-over.

CALAMITOUS NEWS

In order to step up production of the new model, space at the works is at a premium, therefore Silk Engineering regret to say that they are now unable to undertake the overhaul and reconditioning of Scott motor-cycles as a whole, but their work in reconditioning Scott engines, at prices that owners can afford will continue.

So all in all, the news is not too bad, for there are many places where cycle parts etc., could be overhauled, but few that could undertake the engine.

Silk Engineering regret the position they have to take, but all Scott owners will wish them every success with their new venture.

THE NORTHERN RALLY

If you enjoyed Saturday, 28th June better than those enthusiasts who turned out for the Northern Rally—do let's hear about it, for you must have had a really memorable day.

Twenty-six Scotts lined up in the car park of the Pied Piper and Southerners were well represented—Ernie Scott, Harry Beal, Dave Bushell and N. Westacott who came all the way from Kent (275 miles!) to take part. Harry Beal MUST have enjoyed the outing—he was still smiling even though he finished the Run on the end of a tow rope. (And still faced with the task of the run home to Basilon after a spot of overhauling. However, with a team like that plus Ken Lack on hand, what problem was that?

Still—back to the Rally . . . although the day started off rather dull, by mid-day it had changed to glorious sunshine, and with the route well chosen by Robin Steavenson, who could have asked for more?

If you don't know the countryside around Rievaulx Abbey, Sutton and White Hore Banks, it is no use me trying to describe it. You have to see it for yourself—it really does rank along the finest in the country. You can see it for yourself, by planning to include the Northern Rally in your programme of events for 1976.

I'm sure that there is no doubt whatsoever that this will be a firm Scott fixture for the future—in fact the competitors demanded it, at the end of the day. There are sufficient alternative lanes etc., to keep Robin Steavenson busy in planning the next event for your enjoyment.

(Eric Deacon, all the way from Salisbury, Rhodesia, and taking in every detail of the machines of view, can thoroughly recommend the event.)

One thing that I regret, I omitted to obtain the name of one family who really enjoyed their outing, in spite of Dad's slipping clutch on the Brum Scott and Watsonian Monarch sidecar, which made the climbs somewhat laborious, but what glorious swoops down the other side! The kids



THE NORTHERN RALLY. 1. The start; 2. Ken Lack en-route; 3. N. M. Westacott, who travelled 275 miles to attend! 4. Dick Mason receiving the Scott Trophy (39 Clubman) for best Scott.

wouldn't have changed places with anybody! (However, to make up for it, if Dad will supply a snap shot, we guarantee to publish it in our next edition.)

We were all made really welcome at the Pied Piper, and with facilities like that at the start—who could ask for more?

Eric Deacon judged the event, and found that the task was so difficult that a special award was made to H. Pennington, whose 1950 Scott was such a close runner-up to the main award winner, R. Mason of Hull.

AWARD WINNERS

Distance—Ron Mountain Trophy: N. M. Westacott, Kent, 275 miles.
 Best 2-speeder—Tom Ward Cup: D. H. Frank, Snaith, 1924 2-speeder.
 Best Scott—Harold Scott Trophy: R. Mason 1939 Clubman Special.
 Special Award (Runner-up): H. F. Pennington, 1950 Scott.

The Nixon Tankard awarded for age of rider and machine plus performance on run went to Ernest Lister, Bradford, on his 1926 2-speed Scott and sidecar which he has owned since new.

RHODESIAN RAMBLINGS

Neil Smith has changed his address, and is now at 140 Fern Road, Hatfield, Salisbury. (It is rumoured that No. 140 may house Rhodesia's first Motoring Museum!).

Sheila Robey (née Smith) has just taken delivery of another new model—a boy, who no doubt is 'yowling' away merrily at this moment!

Eric and Peggy Deacon, familiar figures at vintage and Scott events of recent months, have now returned safely to Salisbury, and I would expect that as Eric has studied every available Scott in the UK, has pushed the Model 1 into a corner and is putting the final touches to the '29 Squirrel!

TECHNICAL FORUM

Lubrication Part 3

In our previous discussion we looked at the basic requirement for a two stroke oil and concluded by beginning to apply these principles to the Scott Engine. Let us now look further at our lubrication problems.

An oil performs two basic functions: it maintains a layer between interposing moving surfaces, and it also acts as an heat dispersing medium to keep those surfaces cool.

From this we will understand why a high volume flow is essential in a four stroke engine. In the two stroke however, this task is undertaken by the petrol (or petroil) flow through the motor.

We must consider the *amount* of oil necessary to provide adequate lubrication very carefully in a two stroke, for unlike a four stroke which has an abundant supply to its bearings, over oiling will cause excessive smoke, plug and port fouling, and not so readily appreciated, will lower the octane rate of the fuel, resulting in damage to the very components we are so generously flooding with oil!

The amount of oil required is in point of fact quite small, being a layer so thin that it would hardly be detected by the naked eye. This layer is known as the oil laminar, and provided the bearing is kept cool and the oil laminar does not break down due to over heating or dispersal, is all that is required.

However, whilst we now see that the oil requirement is much less than we originally thought, the problem is that in a two stroke, we cannot guarantee that all bearings will receive adequate lubrication if we only supply the *total minimum* oil required. Clearly what we must do is to over-oil, assuming that a small percentage will reach all vital surfaces. Perhaps a good example is the small-end bearing, which under normal conditions, operates in a static gas region, and therefore, very little oil circulates around its bearing surfaces.

Let us now follow the oil from the moment it is metered into the engine, and discuss in detail each component.

First we have the packing glands. These in retrospect were ideal for the original design, being as they were all that was available and

known at the time, before the invention of synthetic rubber lip seals.

However, if they are a perfect "mated" fit, once the oil is interposed between the two surfaces, they will be held apart and this will actually induce the oil to flow outward, and of course leak.

In point of fact, a "worn" packing gland assembly with coaxial wear grooves therein will give better oil retention than new!

Incidentally a hard felt packing between the sprocket and crankcase will collect any residue oil from the glands and distribute same to the primary chain(s), so assisting in their lubrication.

The main bearings, running as they do at a uniform speed, and being relatively cool, do not suffer unduly, as they do have the benefit of the fresh oil entering the engine. Several points are worthy of mention however. Being a crowded roller design, scuffing of adjacent rollers does occur. Also, they are subject to the adverse effects of mis-alignment as the crankcase heats up and distorts. To this end, a ball race would give better service, for not only would it allow slight mis-alignment, but would also give precise end-float retention, thus allowing lip seals to be employed.

The big end bearings are the most highly stressed bearings in any engine, and an article of this nature can only begin to explain the problems of design, lubrication and stresses encountered in a high speed reciprocating engine.

By far the biggest problem in a roller big end (as opposed to a shell or white metal type) is the alteration of roller speed as the crank rotates.

Assuming the crankshaft rev/min to be constant, one would expect the big end rollers to be revolving at a constant speed also. Unfortunately, this is not so, for because of the angular movement of the connecting rod, the big end rollers accelerate above the mean rotational speed as the crankpin leaves the T.D.C. position, and de-accelerate below the mean rotational speed between B.D.C. and T.D.C.

It is this effect (even more so than the normal scuffing associated with a crowded roller design) that damages the Scott big end. The problem is that the rollers, being so large, have such a mass that their inertia will not allow them to accelerate and de-accelerate so violently, and "skidding" with the tracks occurs.

A number of engineers have very successfully caged the big ends, in an effort to eliminate inter-roller scuffing — and very successful this has proved to be. What they also do of course is to reduce the mass of rollers by reducing their dimensions, so that they will more faithfully respond to the dynamic loads imposed upon them.

Before leaving the subject of big ends, there is one problem which is almost unique to the Scott Engine, namely the "barrelling" of the big end rollers. This is caused by three factors:— Firstly, the rollers, because of their relatively large diameter, attempt to turn sideways in their tracks (this effect is greatly reduced if we employ a roller with a greater length/width ratio). The second cause of barrelling is the deflection of the crank cheeks under load. This of course could only be eliminated by a re-design of the crank assembly. The third problem is flexing of the connecting rods. Suggestions have been made to positively locate the rods on the gudgeon pins, but whilst this is an excellent idea in itself, unless the crank deformation problem were overcome also, severe bending loads would be imposed on the rods, which could ultimately result in breakage.

Assuming that without the resources necessary to re-design the major components, what can be done to improve the big end assembly? Obviously, caged rollers are a priority, but I feel there is school for thought along the lines of a larger diameter crank pin, thus giving the

opportunity to use more smaller diameter rollers, (possibly of metric size).

Because of their smaller diameter, although they would rotate faster for a given crankshaft rev/min, their peripheral speed would be no greater. Obviously, to accomplish assembly, the crank would have to be assembled minus the enlarged crank pin track. This track could then be a slight taper fit on the crank, held by the clamping action of the big end lock screw, and Loctite compound.

Finally, let us look at the lubrication of the big end assembly. This, under normal conditions is adequate, for here we must appreciate that big end life is determined by its design, and no amount of over-oiling will improve matters.

We can now turn our attention to the small end bearings. These are quite adequate, but do suffer from under lubrication. We saw earlier that the small end operated in a "static gas region", which simply means that the mixture which is present "inside" the piston, is not part of the "flow" through the engine.

The answer to this problem is quite simple, and that is to fit a stuffing block (or a pair) to the crankcase. This (or these) will displace the gas under the piston crown, as the piston descends, and create a strong turbulence as the piston ascends.

This turbulence will also promote cooling of the piston crown — which we shall see is so necessary in the next few paragraphs.

Because of the constant possibilities of piston seizure, the average owner will over oil to the extent of creating the smoke-screen now so synonymous (and yet so unnecessary) with Scott Motor-cycles.

(To be continued)

FOR SALE AND WANTED

(A free service for members)

WANTED: For 1936 Squirrel, R.H. Tool Box. Write air mail to A. G. Murrell, P.O. Box 18, Penola 5277 South Australia, stating price (including cost of Air Mail reply).

WANTED: Medium-close ratio gear set, or complete gear box. M. T. Askwith, 8 Moss Side, Bricket Wood, St. Albans, Herts. Tel. Garston 76430.

WANTED URGENTLY to complete 1929 T.T. replica to replace parts lost. Crankcase and crankshaft assembly. P. Denton, 122 Plantation Close, Castlefields, Runcorn, Ches.

WANTED: To complete "Holder Special" 1930. Set of Brampton, Scott or Webb forks together with suitable hub/brake wheel or any information on this machine Regd. No. GC 1614 Engine No. PY 2878. Robert White, 'Phylton Lodge', 12 Phylton Road, Parkstone, Poole, Dorset.

WANTED: By new member, Birmingham Scott in good original condition. David Dryhurst, 16 Golden Cross Lane, Marlbrook, Bromsgrove, Worcs.

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Midland Section—first Wednesday of each month, 7.30 p.m. at the Hop Pole Inn, Bromsgrove.
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Tees Tyne Section—last Tuesday of each month, 8.00 p.m., at Three Tuns, Sadberge, Darlington.
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Sussex Members—join in joint V.M.C.C. Meetings—fourth Tuesday each month. 7.30 p.m., The Limeburners, Billingham.
Kent Section—first Monday each month, 8.00 p.m. at The Yew Tree, Witchling, near Sittingbourne.

THE SHEFFIELD SCOTT CLUB

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

SOURCES OF SUPPLY

Scott Motor Cycle Co., 558 Bromford Lane, Stechford, Birmingham.
Silk Engineering (Derby) Ltd., Darley Abbey Mill, Derby.
Sam Pearce Motorcycles, St. Mary's Street, Bridgnorth.
Ken Lack, 5 Norton Lees Square, Sheffield 8.
K. Swallow & Sons, 21 Station Lane, Golcar, Huddersfield.
(Please enclose s.a.e. for reply.)

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The Badge Secretary supplies badges (lapel and machine), Club ties, blazer badges, etc. — on request.