

Y O W L



THE MAGAZINE OF THE



MARCH 1959

SCOTT OWNERS' CLUB

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MEMBERSHIP FEES (Annual)

Full Member (Scott owners only) - - - - £1

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£1 (magazine supplied)

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EDITORIAL

I intend to devote my space in this issue to a problem which concerns me greatly, and doubtless has caused thought to other members of our clan. Like many others I have to use my Scott as a sidecar tug, which job it does both ably and zestfully, but with one unfortunate side product. At speeds in excess of fifty or so my passengers complain bitterly of the noise, and quite rightfully so, which you must agree is a shame as a cruising speed in the sixties could easily be maintained otherwise.

Engine noise is of course negligible, but the exhaust is another matter altogether. An area of turbulence always follows a combination when in motion and should the exhaust yowl into this region it naturally follows that it reverberates against the sidecar body, which seems to indicate that an extra foot or two on the exhaust pipe is desirable. This of course would be both ugly and vulnerable, whilst introducing an increase of backpressure which would doubtless have an effect on efficiency.

An exhaust deflector fitted to the end of my silencer has made a slight improvement but it is not the whole answer and I am wondering whether a proportion of noise penetrates the body of the silencer.

Somebody, surely, has defeated this problem, and I'm asking you all to write your ideas to me for publication in YOWL. If we all get our heads together some beneficial ideas must emerge.

The supply of technical articles is still rather tardy so I'll give you a straight warning, if you Scott Boffins wo'n't spread your knowledge about, I'll write a technical article myself, and may heaven help Scotts! Talking about technical articles, I wonder what Tom Bellamy will be producing for our next issue; make sure it's with me by the 20th, April Tom, and the same date applies to anyone else who particularly wants anything included in the May issue.

Well, Spring is nearly with us, so I can wish you joy with your Scotting runs to come, and I hope to meet more you this year than I did last.

Happy Scotting,
A. K. King.

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FROM ME TO YOU

by Norris Johnson

The frost is forming on my typewriter while I write these words, but by the time that you read them, Spring will be round the corner and you will be reaching out for your Scott in order to join the nearest Scott Owners' Club run. A variety of runs has been planned, and there should be something to suit even the most case-hardened types; Mystery night runs; a get together in the Island in T.T. Week; a Rally in August, with shoals of beautiful Scotts; a little rally for the Midlanders in April; some short jaunts with the Social Secretary and his Carusoites; and some nice long runs to beauty spots far from traffic and the madding crowd.

To make the Rally the success it should be, the prime requisite is a piece of private land, so that those who wish 'to play the organ' can indulge and also we could have some informal sprints and blow smoke rings; if any member knows of a suitable site he would be doing the club a valuable service by informing me, or any committee member.

There is a strong demand from members for technical advice, and after looking at my engine from the inside I can understand why. Some of our members are well qualified to write on the inner mysteries and I hope that the editor will not lack technical copy for future issues. Meanwhile, all praise to George Stevens for reprints of such excellent articles as those by 'Wharfedale'.

The first batch of machine badges has been delivered and they are indeed of first-class quality; the price is 15/- post-free and all enquiries should be addressed to the Hon. Assistant Secretary, Dick Holloway.

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SOME SCOTT MEMORIES

by Harold Scott

President of the Scott Owners' Club and nephew of the late Alfred A. Scott,
founder of the Scott Motor Cycle Co.

*Reproduced by the kind and ready permission of Geoff. Davison, Editor of the
Vintage Motor Cycle, in which Journal this article first appeared.*

Part Two

Going back to the very beginning of the two stroke engine, the inventor in having a separate chamber for gas, was Sir Dugal Clerk, in 1881, while Joseph Day invented the two stroke engine incorporating crankcase compression, in 1891. This, and much more, can be seen in the motor cycle section of the famous Science Museum, in South Kensington—*so well* worth a visit.

In the Isle of Man, two special machines, with air cooled barrels, and water cooled cylinder heads were ridden in the 1910 T.T. by Myers and Philipp. Both of them finished; the latter in ninth place.

For the 1911 T.T. the engines had a new design of rotary valve, driven by chain. Though the record lap was made, as mentioned earlier

either the sprockets began to slip on their tapers, thus upsetting the valve timing, or the chain rollers broke up, while one machine suffered a broken piston.

A graphic account of Frank Applebee's struggle—he finished last—is given in Geoff. Davison's Book, 'The Story of the T.T.'; a must for those really interested in T.T. history.

It was in 1911 that Philipp made a hundred ascents of the notorious hill Sutton Bank, in Yorkshire, having a maximum gradient of 1 in $4\frac{1}{2}$, and taking only $7\frac{1}{2}$ hours to achieve this feat, including several stops to fill up the perspiring radiator.

For the 1912 Senior T.T. the rotary distributor valve was gear driven, and this time Applebee lead from start to finish more than six minutes ahead of the second man, J. R. Haswell, on a Triumph.

The 1913 Senior T.T., run over two separate days, was a very close race indeed, Tim Wood, on his Scott, winning by only five seconds from Ray Abbott on his Rudge Multi. Woods record lap was just over 52 m.p.h.

In the 1914 race, after Tim Wood made the record lap at $53\frac{1}{2}$ m.p.h., (with the new unit construction engine), he retired with magneto trouble, leaving Cyril Pullin, the well known designer, to have Rudge's revenge!

Here I would mention a third, and absorbing book, L. R. Higgins' 'Britains Racing Motor Cycles'.

Before we leave the Tourist Trophy Races, mention should, I think, be made of the first Sidecar T.T. in 1923. A thrilling race in which Harry Langman, (Scott), crashed in the last lap at Braddan Bridge, after making the record lap at $54\frac{1}{2}$ m.p.h., leaving the late Freddie Dixon to win on his Douglas.

Going back to the early days, it is interesting to note that the machines were fitted with Alfred's patent carburettor, having a double shutter, throttle and an automatic air valve. Later, however, Binks carburettors were adopted.

Following a sporting challenge that the Scott Testers couldn't cover a rough and tough course over the Yorkshire Moors, within a given time, the first ever Scott Trial—later to become an annual national classic—was started by my Uncle, in March 1914.

The course included the then appalling hill, Park Rash, and the fording of the River Nidd, after miles of stony tracks and roads round Little Wernside. It was described as an 'Arrowless Trial', a test of map reading; and so it was.

Out of fourteen starters, and after many vows of 'never again', nine stalwart Scott Riders finished at Burnsall for tea.

Frank Philipp first won Alfred's silver cup (which the writer has now handed to Mathew Holder—who has put the marquee back on the map, through Aerco Jigs and Tools Ltd. of Birmingham.) A copy of this original cup has been made, and was presented to the Scott Trial Organisers in Darlington for the 1958 struggle.

The results in 1914 were:-

(1) F. Philipp, (2) F. Wyatt, (3) T. Wood, (4) L. Guy, (5) C. Wood, (6) T. Lovegrove.

This tough trial began, as 'Wharfedale' vividly described the 1952 event—'as a sort of cross country point-to-point,' in which the riders followed a map course over what were then, almost unknown moorlands. Over the years a tradition grew up of rough, heart-breaking stuff.

The late Syd. Duxbury describes a ride to Ingleton, with Tim Wood and Leslie Guy on a cave exploring expedition about this time as, 'riding hard to keep up with Alfred'. He also refers to the making of machine-gun sidecar outfits, for the Motor Machine Gun Service in 1915. They were tested by George Stewart, were very heavy, and with special low gearing.

I have a photo, kindly supplied by J. F. Cooke, of Wallingford, Berks, of a 1912 Scott, with Coventry (DU) registration, with a Maxim gun mounted over the handlebars; an attempt to interest the War Office in those days!

As the two speed sidecar gun outfits weren't standing up to the demands of the services abroad as well as the authorities required,

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Alfred set about designing, a special three wheeled gun car, with two tracks, as in a combination, but entirely redesigned, with vertical twin two stroke engine, three speed gear box with shaft drive, disc wheels and detachable machine gun mounting. This was the fore-runner of the Sociable.

This gun car was demonstrated to the War Office, &, quoting from the 'Motor Cycle' of 9th December, 1915, 'Since Winston Churchill inspected at the Horse Guards Parade Ground, Whitehall..... the first unit of the kind, produced by Alfred Scott, and adopted by Vickers Ltd., developments have been rapid'. My Uncle manoeuvred about in impressive circles! However, the more powerful Clyno sidecar outfit was later adopted.

In the early years after the first war Alfred told my cousin that, 'he had ideas for an aeroplane which could rise vertically from a standstill'.

With the coming of peace, Alfred devoted all his energies to developing the Scott Sociable, or 'Crab' as we nick-named it. He acquired the registration letters 'AS' (Nairn, Scotland) for it, being his own initials!

It had his 578 c.c. twin two stroke engine, in the same position as a motor cycle combination, three speed gear box, patent inside starting lever, and shaft drive. Earlier models had fibre bodies, later ones aluminium.

My late father had one of these, about 1920-1923, and we both drove the 'Crab' thousands of miles over the hilly Yorkshire roads, and many Lake District passes. What a willing, though odd looking, outfit it was!

I still have several photo's of our many jaunts in the Sociable. It caused various comments, and was great fun.

Now, I believe, there are only two Scott Sociables, in running order, left. Looking back, although Alfred always insisted that it was an enclosed sidecar outfit with car comfort, I think that, commercially, a fourth wheel would have made it.

The Sociable was first shown at Olympia in 1920, and quoting from *The Times* of 29/11/21, 'The power unit is a most beautiful piece of work'. And so it was!

In 1923 it cost £176 complete with dicky seat for two children, as well as adult passengers alongside the driver.

C. Tunstall, A. Lambert, A. W. Wood and others were actively concerned or interested in the 'Crab', and D. W. Rhodes entered one in several trials, winning a silver medal in the 1923 Six Days Trial. It looked too unconventional however. Its looks finally killed it, and this lively little 'car' went out of production, at Lidget Green, Bradford, in 1924.

Ralph Bracewell, a close friend of Alfred's, and who often drove the Sociable, once told me of a hair-raising descent of Kirkstone Pass in the Lake District, when the brakes 'faded', and how they hectically negotiated the long hill, and came to a stop at last with my Uncle—at least outwardly—unmoved.

In the trials world in the '20s, the outstanding feat of the Ilkley Team in the Yorkshire Centre Inter-club Trials should be mentioned. They won, mostly on Scotts, for seven years running. We used to live near the main road, between Bradford and Saltaire, and often heard Harry and Clarry zooming by in the evenings—YOWL!

About 1919, The Scott Engineering Co. became the Scott Motor Cycle Co. and the business was acquired by a group of financiers.

In 1923-24, Capt. Palethorpe had a two speeder converted with a hammock seat, and this machine was a familiar sight in the Stow-bridge district in those days.

Over the years there have been many other enterprising conversions, including a Scott engine in a Rolls Royce chassis, a three cylinder unit in a Morgan, which zoomed around Birmingham until fairly recently, Bradley's six speed machine and the Mercury.

Then there were the 1929 vertical twin, the three cylinder models from 1931, the 'Flying Flea' engine for light aircraft in 1935, and, I believe, even a six cylinder double engine! But all this has been covered by others better qualified than I.

Then, there are 'Carbon's' Alfred A. Scott biography, in Motor Cycling, August 21st, 1952. John Thorpe's article, 'The forgotten work of Alfred Scott,' in Motor Cycling of August 19th, 1954.

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No doubt there will also be Harold Karlake's historical records for the Association of Pioneer Motor Cyclists.

The Antique Motor Cycle Club of America has some lovely old, reconditioned machines including, Indian, Harley Davison, A.B.C., Douglas and Henry Wing's Scott, beautifully restored by George Page of the Vintage Motor Cycle Club.

And so, although one could ramble on with reminiscences, I must stop.

Alfred died in August 1923, age 49, from pneumonia through neglecting a chill after getting soaked during one of the Bradford Gritstone Club's strenuous rock climbing and pot-holing expeditions in the Craven district of Yorkshire. A sad loss indeed.

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above all, a conscientious citizen declared that, 'What was more important to the town than t'brass, was Mozart'.

What the full significance of all this was I hope to elucidate in the next issue, provided I can get hold of a really effective disguise of pebble-glasses and mutton-chop whiskers, to put on my pebbles and mutton-chops.

TOM BELLAMY.

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GREAT SCOTT OCCASIONS!

(or Sleezier Slants on the Bradford Noblesse.)

There are occasions in life when even the most blaze characters turn from their vice in an effort to do something worthwhile. Thus, whilst making crisp new cardboard farthings, (from delicious Vulgar Shredded Peat packets of course), I paused in my nefarious practise to consider how I could aid the vital need for technical articles in the 'YOWL'. Having paused, I quickly made up for lost time in the manufacture of my farthings. So time went on and the conversion table trembled, and the bank rate oscillated.

One day, whilst burrowing amongst late Edwardian laundry tickets in the archives of Bradford Municipal Library, I came across something that was to throw a great deal of light upon the scarcely scratched on subject of the 'Bevel Mounted Scavenger'.

Although time had dealt cruelly with the ticket, a faint drawing was discernible, as might have been made by a finger-nail dipped in milk stout. A specially sensitised instrument, similar to a dynamometer, clarified the drawing to such a degree that there could no longer be any question about it. It had been executed by a finger-nail dipped in Robinson's Pearl Barley, and not milk stout as supposed. Further readings from the instrument decyphered arresting words like; 'Pants, long, woollen, one pair of...'

There was nothing short of pandemonium in Bradford at the discovery. A public convenience attendant was stunned by his own brush; some-one drove the corporation dust-cart up the yew bordered avenue to the Mayor's house;

(continued on page 9)

SHOWROOM FINISH

by Roger Cooper

This is an often loosely applied term which, on reflection, seems to defy definition. None the less, I am going to tell you what methods I use to achieve such a finish. It really is worth it you know.

My equipment consists of the following; a stiff wire brush, one inch paint brush, emery cloth and tape, several of the finer grades of wet and dry rubbing down paper, soap and water, some rubbing down compound, a tin of silicone wax polish and sundry pieces of cloth. The liquid preparations mentioned will be, Gunk, Jenolite, Metagalv, and Valspar enamel. Also recommended are Boodafilla and Polyfilla.

To start from scratch, let us assume that the model is in pretty poor shape externally. The paint has flaked, lifted and allowed the ingress of water, promoting extensive rust. It is essential to strip down completely the parts to be painted. All nuts, bolts, bits of string, wire and insulating tape should be removed, and the job must be degreased with paraffin and Gunk, washing well in running water afterwards. Dry off with a clean rag and scrub well with the wire brush to remove the loose paint and top rust. With rough emery cloth or tape rub off the remaining paint, down to the bare metal.

I shall probably be at variance with many with regard to this next step, but, I assure you, it is well worth it. The work must be thoroughly derusted with Jenolite. Complete immersion is the best method, and entirely eliminates all trace of rust, although leaving a rough surface where the rust was heaviest. Where this is not applicable on account of the size of the parts involved, then the instructions as given on the bottle should be followed. Wipe well with a clean cloth. Parts thus treated will stay bright, indoors, for several weeks, but keep them dry.

Having completed the preliminaries, we must make good the surfaces to be painted. One of the propriety brands of filler is best here—Bondafilla for large irregularities and small holes, and Polyfilla, mixed with a quantity of the paint to be used.

Polyfilla is really a cellulose water mixing decorator's filler but, mixed with paint or cellulose, it is really effective for this type of work. Another product equally worthy of mention is Metagalv—a cold galvanising paint composed of zinc dust in a paint base. It dries in about an hour, and has excellent filling properties in addition to those of rust-proofing for which it is really intended. When rubbed down to receive the final paint it produces a smooth, impervious surface. Remember when sanding off these fillers that this is the stage at which the quality of the final surface is determined.

Now to the exacting task of applying the paint itself. I am a great believer in Valspar enamel and will first discuss this. The makers claim that an undercoat is not strictly necessary and I support this view. Correctly applied Valspar will dry out completely free from bush marks and runs, thus obviating the need for excessive rubbing down. For the first coat, lay the enamel on very thinly, spreading it as far as it will go, and cross it carefully with the tip of the bush. Do not be tempted to make it cover completely at the first attempt—it is much better to put another coat on later. In this way you will avoid runs. The second coat will have to be a little thicker because of the drag of the brush on coat one, and, for this reason, the longer the job can be left between coats, the better. At this stage it is often possible to finish; a further coat may make the surface slightly uneven and it will be necessary to wait a week or two to rub this down with the wet and dry and compound. The more coats applied, the longer the hardening time.

One word of warning, I have found it essential to increase the security precautions with regard to cleanliness when using Valspar. It is a sticky enamel, and dust gets in everywhere. Even if you take the utmost care a speck or two will end up on the finished job. Don't worry, let it harden off, then rub down very lightly with wet and dry and plenty of soap and water, polishing off with metal polish and the wax.

For those who insist on cellulose, i.e. Belco, I will offer the following suggestions.

Unlike Valspar, cellulose paint is quick drying, hard setting, and to some extent, porous. For this last reason a primer and an undercoat will be needed. Belco now manufacture a combined primer-undercoat which will not stand application on top of the old products which it replaces; so be warned.

When considering the application of undercoats it must be remembered that they are thick and will obliterate any fine detailed shape; a good thing sometimes, but unsightly at others. I therefore leave it to the user's discretion as to the number of coats to apply. The last layer of undercoat will have to be rubbed down to a very fine finish if one is to apply the minimum number of top-coats. Here Belco has a distinct advantage over Valspar, it can be applied coat after coat without ill effect, and it is possible, if enough is put on, to even out irregularities by rubbing down. On a surface of this type which hardens off rapidly, anyone with a flair for elbow grease can really go to town with the wet and dry and soap and water, and finally the compound. Finish off with metal polish, more elbow grease and wax polish. One disadvantage I have found with this type of finish is the lack of elasticity in the paint with the consequent tendency to chip off, especially on reassembly of the bike.

For the nuts, etc. removed from the machine, a good degreasing, and then jenolising by the dipping method will restore them to near new. Try it.

FIXTURES

- March 8th**—Berkshire run. Leave Hyde Park Corner, 9.30 a.m. Rendezvous 12 noon at Wantage. Return Oak Inn, Wantage after afternoon run. (Mine host is a Scott enthusiast.)
- March 14th**—Club night. (London) Red Lion, Parliament Street.
- March 22nd**—Support Pioneer Run. Meet Epsom Clock Tower 9 a.m. or Royal Palace Pier Brighton 2 p.m.
- April 5th**—Essex Meander. Meet south side Blackwall Tunnel 10 a.m. or Gallows Corner, 11 a.m.
- April 18th**—Meet Embankment Gardens, 7.30 p.m. for club night in town.
- April 19th**—Meet the Midlanders. Hyde Park Corner 9 a.m. Banbury Cross, noon, Broadway 1 p.m.

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LIST OF MEMBERS—FEBRUARY 1959

Ash, H.V.	72, Bredbury Green, Romiley, Cheshire.
Auclair, J. O.	44, Mab Lane, Cantril Farm, Liverpool, 12.
Avis, D.	58, Cricketfield Grove, Leigh-on-Sea, Essex.
Bayliss, R.	86, Walton Road, East Molesey, Surrey.
Bellamy, T. A.	4, Haywood Rise, Orpington, Kent.
Birch, M. B.	30, Hamilton Road, Reading, Berks.
Blundy, S. R.	6 Broadmark Parade, Rustington, Littlehampton, Sussex.
Blundy, M. E., Mrs.	" " " " "
Brooke, G. V.	155, Yealand Road, Warton, Carnforth, Lancs.
Brown, A. S.	Plewlands, Woodside, Coupar Angus, Scotland.
Burtonshaw, H. J.	103, Churchfields Road, Beckenham, Kent.
Cater, R. A.	280, Tuddenham Road, Ipswich, Suffolk.
Charles, M.	42, St. Annes Road, Tankerton, Kent.
Cheesebrough, D. P.	54, Salisbury Avenue, Torquay, Devon.
Cheeseman, G. E.	52, Gloucester Road, Gravesend, Kent.
Coleman, R. D.	4, Park Street, Hackney, Adelaide.
Collinge, A. J.	K3, Caravan Park, Glenholt, Roborough, Plymouth, Devon.
Cooper, A. W.	Lower End, Birlingham, Nr. Pershore, Worcs.
Cooper, R.	119, Styal Road, Gatley, Cheadle, Cheshire.
Dyke, J. R.	17, Piermont Place, Dawlish, Devon.
Ellis, K. G.	90, Old Bath Road, Twyford, Berks.
Fennel, D. G.	16A, St. Augustine Road, Bournemouth, Hants.
Fennel, M. L.	66, Westcliff Park Drive, Westcliff-on-Sea, Essex.
Finch, R. G.	26, Sunnymede Avenue, Carshalton Beeches, Surrey.
Gibbins, G. (Sgt.)	Sergeants Mess, R.A.F. Andover, Hants.
Glover, R.	G.P.O. Box 555, Room C4, Reading, Berks.
Goss, J. C.	84, British Road, Bedminster, Bristol, 3.
Grady, M. J.	100, Canberra Road, Charlton, S. E. 7.
Gregg, F. B.	101, Phillips Street, Aston, Birmingham, 6.
Grennall, S.	62, Quinton Road, Harborne, Birmingham, 17.
Grosset, A. E.	3, Goodwood Avenue, Bridgnorth, Salop.

Harland, G.	64, Yarm Road, Stockton-on-Tees, Co. Durham.
Hawkin, J. C.	18, Crooked Usage, Church End, Finchley N.3.
Hewitt, R.	9, Rutland Terrace, Stamford, Lincs.
Hodgson, J.	9, Radford Close, Dartford, Kent.
Holloway, R. V.	60, Longfield Avenue, Hackbride, Wallington, Surrey.
Humphreys, W. H.	140, Mantilla Road, Tooting Bec. S. W. 7.
Johnson, N. K.	260, Stafford Road, Wallington, Surrey.
King, A. K.	10, Ellisfield Road, Leigh Park, Havant, Hants.
Langton, O.	61, Call Lane, Leeds, 1.
Lawrence, D. W.	44, Merrylands Road, Gt. Bookham, Surrey.
Lawrence, S. H.	Cornerways, Meadow Way, Burgh Heath, Tadworth, Surrey.
Lee, G.	14, Crawford Avenue, Wembly, Middlessex.
Lilley, G.	226, West Boulevard, Harborne, Birmingham, 32.
Morris, R.	Westholme, Solent Road, Cranmore, Yarmouth, Isle-of-Wight.
Murphy, E.	54, Sutton Common Road, Sutton, Surrey.
Norris, B.	85, Victoria Road, Bedford.
Oliver, G. M. G.	Ashfield, Lanchester, Durham.
Radford, C. W.	47, The Fairway, Palmers Green, N. 13.
Rawlins, R.	Swallowfield, Berks.
Redgard, J. Miss	Harperbury Hospital, Harper Lane, Nr. St. Albans, Herts.
Robinson, G. A.	4186040 A/C, R.S.F. Section, R.A F. Ballykelly Limavady, Co. Derry, Northern Ireland.
Scott, E. J.	24, Ashway, Thameside Estate, Corringham, Essex.
Scott, H. H.	80, Leamington Road, Coventry.
Scott, L. J.	27, Herbert Road, Seven Kings, Essex.
Seekings, J.	29, Jubilee Road, Waterlooville, Hants.
Shire, D.	37, Girton Avenue, Kingsbury, N. W. 9.
Silk, E. V.	5, Beech Hanger Road, Grayshott, Hindhead, Surrey.
Silk, G. R.	" " " " " "
Silk, G. W. H.	" " " " " "
Smith, D. W.	Fairhaven, No. 2, The Ridgeway, Droitwich, Worcs.
Smith, J. D.	24A, Ashford Road, Swindon, Wilts.
Stevens, G. T.	22, Park Crescent Road, Erith, Kent.

Tasker, A. E.	56, Hoo Trailer Park, Hoo, Rochester, Kent.
Taylor, P. G.	137, Coleridge Road, Cambridge.
Twiss, P.	12, Cliff Avenue, Cromer, Norfolk.
West, W. A.	26, Brentbridge Road, Manchester, 14.
White, R. M.	54, Carrington Road, Dartford, Kent.
Wiles, J., Miss	32, Kelvin Close, Cambridge.
Willey, F. O.	31, Beaconsfield Avenue, Gillingham, Kent. (2349958 CFM Willey, LAD, R.E.M.E. 4 AFSR, R.A.F. Nicosia, Box 25, PFPO 53, Cyprus.)
Williams, J. G.	Hillcrest, Chavey Down Road, Bracknell, Berks.
Wilson, T. A.	20, Nightingale Lane, Bromley, Kent.
Wiltshire, B. E.	25, Church Lane, North Bradley, Trowbridge, Wilts.
Wood, C. H.	78, Emm Lane, Bradford 9, Yorks.
Wright, C.	88, Lashford Lane, Drysandford, Nr. Abingdon, Berks.
Wright, W. A.	50, Manor Road, Harrow, Middlesex.

ADVERTISEMENTS For Sale, or Wanted, can be inserted at any length, at the rate of twopence per word or number, per issue.

FOR SALE. Breaking two per-war Scotts for spares. Send S.A.E. for list. Cooper, 119, Styal Road, Gatley, Cheadle, Cheshire.

BASILDON BOND STATIONERY. Now available direct to you, from 12/6 per 125 printed letter headings. Send for free Personal Stationery Folder to:—Colin Venton Ltd., The Uffington Press, Melksham, Wilts.

WANTED. Scott 596 crankcase, 1936 onwards, in good condition. Gregg, 101, Phillips St. Aston, Birmingham, 6.

WANTED. Any member with a cinè camera and willing to assist in making a Scott Film, please write or contact D. Avis, social secretary.

C. Venton, Printer, 22 High St., Melksham.

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The SCOTT MOTOR CYCLE CO.

2, St. MARYS ROW, BIRMINGHAM 4

MAKERS OF TWIN TWO-STROKES SINCE 1902

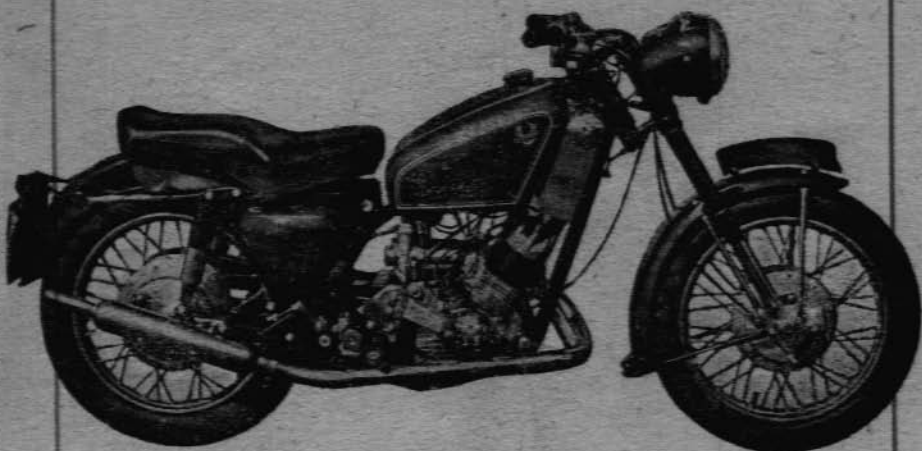


Photo by courtesy of "Motor Cycling"

498cc "SWIFT" SCOTT

*For 1958-9 two models are to be produced-
The Standard 596cc "Flying Squirrel" and
The New 498cc "Swift" Machine.*

The Proprietors (Aerco Jigs & Tools Ltd.) wish to emphasise that they are unable to entertain visitors or correspondence regarding Scotts. All enquiries and orders should be directed to the official service depots:

GEOFF MILNES,
74, Dewsbury Road,
Leeds 11. Tel: 22309

MURPHY MOTORS,
54 Sutton Common Rd.,
Sutton, Surrey.

Sales • Spares • Repair Service