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THE MAGAZINE OF THE



MAY 1959

SCOTT OWNERS' CLUB

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MEMBERSHIP FEES (Annual)

Full Member (Scott owners only)	-	-	-	-	£1
Associate Members	-	-	-	-	2/6d. (no magazine) £1 (magazine supplied)

EDITORIAL

Before I do anything else I must make full, public apology to our Chairman, George Silk, for having omitted him from the 'Honours List' in the two previous issues. The blame is all mine; I misinterpreted certain information, but now I have been restored to the paths of righteousness. Sorry George.

I'm pounding out this Editorial on the 20th April, and I really must say a little about yesterday's Club Run. Harold Scott came to meet us at Banbury, and at the risk of making his ears pink, he is one of the nicest people you could wish to meet. After midday refreshments he guided us across country to Broadway, proving his understanding of Scott-Types by cruising along at just that speed when the engine purrs happily and combinations can swing the berds without difficulty. Unfortunately I had to take my leave from the others at Broadway, but I took away a memory of a few pleasant hours spent in really pleasant company. I just don't understand you 'Stay-at-homes'.

I am in a most pleasant position with this issue of our magazine. For the first time since it's inception I have more available copy than I can crowd into one issue. If this is a sign of things to come you'll have me dancing ecstasically on the typewriter keys? Thank you kindly all you who have contributed; and I hope you come again.

Those of you who, like myself, have invested in one of our club badges are no doubt as pleased as I am. My word for the badge is elegant, and that I think indicates that it has that quality which is in keeping with the club that caters for the ultimate motor-cycles. Another batch is on order, so those of you who missed their first opportunity will be getting a second chance soon.

I'm going to lay a claim to fame(?) I claim that my Scott pulls a larger sidecar than any other! I photographed the outfit the other day from the sidecar side, and all that appeared on the print was the sidecar! My Scott was completely hidden. All future pictures will be from the starboard side. With all seven of us aboard, and the boot laden with tools, food and bric-a-brac we can still potter along at sixty plus. Truly the Scott has no equal.

The next issue of YOWL will be approximately a month early, so, if you particularly want anything included in it, get it to me by the 20th June. Preferably well before that date.

There is still plenty of scope for you to try your hand at writing a technical article. Don't, as some members have said to me, feel that you are not qualified. This is our own magazine and all material has to come from us members. Supposing you wrote an article, and made some mistakes. Nobody would ridicule you, (certainly I wouldn't), and at the same time the brains might be encouraged to write and give the true story; so you gain. After all, how many people are there who can say, truthfully, that they know ALL about any particular subject?

Happy Scotting,

A. K. King.



HAROLD H. SCOTT. *CLUB PRESIDENT.*

Our Editor has asked for a few words about myself, so here goes!

I was born in Bradford in 1905 and was at the Grammar School there when the first World War began, and well remember being a passenger in Uncle Alfred's prototype Gun Car, as well as his side-car outfit.

In 1917 I went to Giggleswick School in Yorkshire, and we used to watch the traffic climbing a long and fairly steep hill nearby on Sunday mornings.

After leaving, in 1922, I joined Courtaulds Ltd. as an apprentice, in Coventry, later serving the company Hist, (North Wales), Wolverhampton, then back to Coventry where I've been the last 29 years now; being mainly concerned with the safety and fire prevention requirements of the Factories Acts.

My wife and I have one daughter, Lisa, age 14, who shows interest in things mechanical, music, and in motorcycles; and we moved to our present address two years ago.

I have had 8 cars—the first one, a Calthorpe, cost £15!—also 8 motorbikes, my present mount being a restored 1928, two-speed Sports Squirrel which normally I run in the summer months, and enjoy very much. Other interests are the garden, and stamp collecting.

I met Matt Holder, our worthy Vice-President, in 1938. As we all know, it was he who bought the old works at Shipley and has done such a wonderful job in putting the marquee back on the map for which we are so grateful. He is a friend indeed!

FROM ME TO YOU

by Norris Johnson

The Annual General Meeting is to be held in London on the 12th July, 1959. It is hoped to deal with the business expeditiously so that the remainder of the evening can be devoted to social enjoyment. It is hoped that as many members as possible will attend, and will also compete in the NIGHT TRIAL to be held the same night.

The Club Rules provide that members of the Executive Committee hold office until the next following A.G.M., and a new committee will therefore have to be elected. It is understood that all members at present serving on the committee are willing to give of their services for another year, and I take this opportunity to thank my fellow committee members for the extremely able way in which they have tackled their respective tasks. Some of the committee members have had to travel considerable distances to attend meetings and deal with club affairs, and the club owes them a debt of gratitude.

Rule 14 requires 10 days notice in writing of any resolution to be put at the A.G.M. Resolutions, and nominations for the various Executive Committee Offices, together with names of Proposers and Seconders, should be sent to me, to reach me by the 24th June, 1959.

A meeting of the Executive Committee was held on the 21st March, 1959. The Hon. Treasurer reported that cash in hand amounted to £1.4s.10d; and the Registrar, that particulars of 100 machines were on the register.

Philip Rycroft was thanked for his services in executing the design of the club badge, and given one years free subscription. (All he wants now is a good Scott).

Arrangements for the Club's National Rally were discussed; efforts to find private ground having failed, it is likely that the Rally will be held at Stratford again, but in late August this time.

Regarding A.C.U. Affiliation. It is intended affiliate as a non-territorial club; for this purpose we need 100 members. We have 86 at the time of writing, plus many enquiries, and I hope we will be affiliated before the next issue of YOWL reaches you; and have the necessary permit for our NIGHT TRIAL in July. The regulations for this will be printed in the next issue of YOWL, and be available in mid-June.

Should any member feel overcome by a sudden urge to be Competition Secretary, drop me a line QUICK, before you change your mind!

Member Jack Hodgson, (better known to many as 'WEDGE-PISTON'), suffered a front wheel collapse and ended up in Dartford South Hospital. His many friends and admirers in the club will, I'm sure, wish him a speedy recovery. Latest news is that Jack is making steady progress.

The machine badge has met with general approval, and stocks are now exhausted. A fresh batch will be on sale, as soon as they can be turned out by the manufacturer.

FIXTURES

- Sat. May 10**—Club Night at the Red Lion, Parliament St., S.W.1.
- Sat. May 16**—Run to Rye. Start Eynsford Bridge, Eynsford, Kent, 11 a.m. or meet at 'William the Conqueror', Rye Harbour, in the evening.
- May 30/June 5**—T.T. Week. We hope to get together on June 4th. to view the Vintage Rally.
- Sat. June 13**—Club Night at the Red Lion.
- Sun. June 14**—Visit to Mr. Rawlins for tea in the wilds of Berks. MEMBERS INTERESTED PLEASE WRITE TO HON. SEC. Start from Hyde Park Corner at 9.30 a.m.
- Sat. July 11**—ANNUAL GENERAL MEETING. Probably at the Red Lion.
- July 11/12**—Night Trial. Regs. available in mid-June.

THE SCOTT IN KITCHENER'S ARMY

My first close-up of a Scott was at the T.T. in 1913 when 'Tim' Wood made the world sit up and take notice with a record lap at 52 m.p.h. By then I was a member of Kitchener's second hundred thousand, and was Staff Sergeant of the motorcycle repair depot at Darnétal, near Rouen, which dealt with machines too badly damaged for the forward units to tackle.

On our large scrap dump were a number of Scotts which had given of their best in the motor Machine Gun Corps. These unfortunate bikes had been called upon to hump round half a ton of men, machine guns and ammunition over appalling roads, and no roads at all. Many readers will have heard the squeals about the few miles of bad pavé still remaining in Northern France; well, multiply that badness by ten and you will have some idea of the 1914, and later, conditions—and all the forward roads were like that.

Finally the Scotts had all been wrecked, and as there was a shortage of motor bikes for base transport we were allowed to build up what machines we could from the scrap yard, fitting them with sidecars which also were resurrected. (I use the word advisedly.) I think we only got about six through as it was a spare time job and our rush work was on getting Douglas, Triumph and B.S.A. bikes back to the forward areas. Also, we had only one lad who had seen the inside of a Scott, a good chap, named Walden, (I think).

They were, of course, two-speed models, all chain-very rare in those days—with the pioneer of telescopic forks, oil carried in the frame tubes, and a fine cantilever saddle. Mr. C. H. Wood, of Bradford, has a magnificent 1912 model which must be one of the few remaining in roadworthy condition, and this one still goes through the Ilkley Veterans' Reunion Trial every year, and covers quite a lot of the old Scott Trial country. Mr. G. A. Reed, of York has a 1920 model—the first post war—which he bought new in that year and has ridden ever since. At eighty four he does not

boggle at setting out from Leeds on a winter Sunday evening, with his acetylene lighting, to face the teeming modern traffic racing home down the York road from the coast. Some pioneer 'DN 20'.

To get back. It was quite a game when a young officer came to our depot to collect a Scott combination. We would get him mounted in the yard facing the open gate and tell him to rev up and tap his heel lightly on the low gear pedal. Well, I ask you! Amy boots are not made for 'tapping' and, as a rule, the model would take a wild swing left, and the chair came up in the air, to the great joy of the rude and licentious soldiery watching from points of advantage. It is fair to say, however, that I cannot remember a single one of those models being brought back to us, and I have always looked back with pride on the work turned out of that little shop with very little more than 'tool-bag' equipment. The Triumph bench was much envied as they had somehow got hold of one set of works spanners.

I was commissioned in 1916 and sent off to join the Canadian Corps with a field workshop unit, but that is another story, and I was very sorry to leave my motorcycle lads.

J. Stuart White.

THREE SPEED CLUTCH ADJUSTMENT

by P. G. Taylor.

Like the Scott engine the 3 speed clutch is very smooth in operation and will take a lot of abuse, but if allowed to become out of adjustment and the clutch will become anything but smooth. The clutch is easily adjusted, and I offer the following as a guide.

There are two methods of adjusting the clutch, (a) For a new, or relined clutch, (b) One that has become unevenly worn in use.

Starting with (a);

Remove the speedo drive, alloy shield and rear chain. Release the two $\frac{3}{8}$ " bolts and slide the driving sprocket together with its bracket off the splined shaft. Next release the clutch springs and slide the end plate with its three adjusting screws, or thrust pins, off the shaft. These three screws should now be adjusted until they are all projecting the same length from the end plate face. This length will vary according to the thickness of the inserts in the clutch plates and should be measured accurately. The smoothness of the clutch depends upon all the pins being moved together equally and not one more than another. The pins should also be positioned so as to allow for further adjustment of the clutch cable. Cable clearance should be $\frac{3}{16}$ ". A certain amount of trial and error may be needed to get the pins positioned just right. When the position has been found replace the locknuts on the screws and assemble the end plate, with springs to the clutch. When replacing the springs see that they are all the same free length, as differing spring lengths will cause unevenness in the clutch take-up. The spring lengths should not vary by more than 1/64 to ensure smooth clutch operation.

In replacing the driving sprocket and rear chain, it will be found easier to fit the chain before the driving sprocket by looping the chain around the clutch springs. Making sure the end of the chain is out of the channel in the alloy tray by a few inches, slip the driving sprocket into position and lift the chain onto it. Then replace the spring link. This way will be found easier than trying to thread the chain around the sprocket and along the tray channel.

The second method of adjusting the clutch is, perhaps, easier, but calls for a certain amount of 'feel'. The end plates and springs are left in position. Loosen the thrust pin locknuts a few threads. Making sure the thrust screws are loose, and not binding in their threads, withdraw the handlebar clutch lever until the worm lever thrust ring is just in contact with one or more of the thrust pins. The 'feel' is to screw the pins in or out until all pins are pressing on the trust ring with equal pressure. No number of turns can be counted for this—it is the feel of the pins in each applying equal pressure. Rotate the clutch and repeat the foregoing adjustment until uniformity is obtained. Further indication of the smoothness of the clutch may be felt by depressing the kickstarter and slipping the clutch against compression; this may be done while adjusting the thrust pins. When adjusted to satisfaction, retighten the locknuts and replace chain, driving sprocket, shield, etc.

To those readers who are worried about clutch rattle, or sounds of 'ball bearings in a jam-jar' as one reader put it, they may be reassured that practically all racing machines, Scott or otherwise, with a dry clutch, have these musical(?) noises and, it, is typically Scott. A certain amount of cure may be effected by keeping the primary chain at the right tension. Relining did cure my clutch, but it returned like a long lost friend after 100 miles, or so.

WORDS OF WISDOM FOR NOVICES TO SCOTTING

by Toadome.

(1) A plug hole has been defined as a cylindrical, threaded piece of air, but if you tighten your plugs with a twelve inch wrench, this piece of air one day becomes just cylindrical. If oil leaks past the plug, use a new copper ring, and tighten until this is squashed just a little. When, after several plug removals, this becomes completely flattened, renew it again. With plug washers at 1d., and cylinder heads at £6.10/-, you takes your choice!

(2) It was said many years ago that the Scott engine seemed to be an almost human piece of mechanism, and everyone had a character of its own. True or not, one thing is pretty certain, if you put oil in the petrol, and try and run without the oil pump, the main bearings and packing glands won't get any lubrication, and sooner or later they will poke their way out of the crankcase to find out what's gone wrong. There are ways of converting a Scott for petrol, but if you're interested, you'd better ask 'Eggboiler' if you can hear a word above his exhaust!

THE FORGOTTEN WORK OF ALFRED SCOTT

(Reprinted, with permission, from the MOTOR CYCLING dated August 19th, 1954.)

In the history of the British motorcycling movement the name of Alfred Angus Scott stands highest, in the estimation of many impartial observers. The Yorkshire genius, who died almost exactly 31 years ago, on August 11, 1923, was an uncompromising engineer who had strong views on motorcycle design. Frequently, he bitterly criticised contemporaries who, lacking his own crystal clear vision, offended against those views. But, though he was ever prepared to speak his mind—and what Yorkshireman is not?—Scott was no unproductive agitator, unable or unwilling to make his own contribution to the furtherance of science. Indeed, many of his ideas, and ideals, are as current now as they were in the days, nearly 50 years ago, when they were first enunciated.

Changing fashions, commercial crises, the inexorable passage of years—all these have tended to dim the glory that was Scott's. Now, 30 years after his passing, it is perhaps appropriate to reflect upon the contribution Scott made to the industry—and to speculate upon the greater contribution which would have resulted had he been spared. What was Scott's achievement?

Most riders know that his basic design, patented in 1908, continued in production—developed, but with its unmistakable origin clearly visible—until a couple of years ago, and that the latest version still adheres to the Scott engine design.

But how many appreciate the fact that Scott was the first manufacturer ever to build motorcycles designed entirely on first principles? The two-speed Scott appeared in 1908. It must have been designed at least a year, possibly two years earlier. Up to that time, 'orthodox' motorcycle manufacturers had been little more than 'motorised cycle' manufacturers, plodding steadily onward from the 'diamond frame'; adding an engine to supplement pedals, (except for such visionaries as Phelon and Moore, who had in same respects managed to break away from purely cycle frame design.

There was nothing in earlier, or even in contemporary, motorcycle design to guide the young Alfred Scott—still in his middle twenties—to produce the remarkable Scott motorcycle. It was his own achievement from stem to stern. To an age accustomed to high saddled, side-slipping, vibrating, single geared 'singles', Scott brought a vision of what a motorcycle could be if its designer cared to make it so-safe, smooth, quiet, clean, and comfortable.

Scott's original engine dated from the closing years of the 19th century, though not patented until 1902. But when the rather crude, belt driven deflector plate unit of those days became the sleek, chain drive unit announced in 1908, nobody knows, or will ever know. Suffice to say that, in his busy development work, Scott notched another 'first'—he was, so far as contemporary records can show, the inventor of the shaped deflector piston.

In the years that followed the Scott's entry on to the motorcycling stage, the designer was constantly busy, redesigning and

improving as experience demanded. He turned his attention to the T.T. Races. Better breathing, he decided, was needed, if his machines were to be successful. Rotary transfer valves appeared to offer the greatest possibilities, and Scott channelled his energies in this direction, producing a number of designs, some gear driven, some chain operated. Result? In the 1911 Senior Race, a Scott made the fastest lap....In 1912 a Scott won, and in 1912 Scott made it a double. Then, in 1914, a burned out magneto robbed him of his 'hat trick' after Tim Wood had put the fastest lap.

The 1914 T.T. machine was of great technical interest. Unlike previous Scotts, unlike any which were to follow, it had unit construction. The two-speed gear was eccentrically mounted on plates which could be revolved within the engine/gear house casting to alter the chain tension. Both cylinder heads were detachable, (that feature did not appear on production models for a further twenty years); each cylinder had twin sparking plugs, supplied with current from a Bosch 'eight spark' magneto. The induction system was through crankcase passages, to a reciprocating valve. This closely resembled a built in rotary valve, but instead of the valve sleeve revolving it flicked backwards and forwards. It was driven by a short lick attached to the connecting rod and, by suitable arrangement of the linkage a definite 'dwell' was introduced just where it was needed for maximum efficiency. Why this simple design of valve was never further developed is a mystery.

In this machine Scott anticipated today's racing practice by having pannier fuel tanks, from which the petrol was fed by pressure to the carburettor. Yes—in 1914! Each tank was mounted low down on the chain stays. Air pressure was built up above the fuel by a pump connected to the saddle springing—each time the rider bounced over a bump more pressure was generated in the tanks to keep the fuel flowing. Genius consists of the ability to be clever simply!

For the actual race, this fuel system was abandoned in favour of a conventional tank located above the engine. The reason? Just that the machines cornered too well, and the pannier tanks were forever being scraped along the road!

A couple of months later war broke out. Scott concentrated his energy on the development of military vehicles; became enamoured with his unconventional three wheeler and forsook his interest in the motorcycle. When the war ended, he severed his connection with the motorcycle works at Shipley and formed the Scott Autocar Co. at Bradford with the object of manufacturing the Scott 'Sociable'. Thus his last words on motorcycle design were in 1914 and 1915—in the unit built 'racer' and in a remarkable machine which he patented in the following year. It is significant that, in both these models, Scott was turning away from his original conception, and moving to an ideal even more advanced. Had World War I not intervened it is likely that the Scott motorcycle would have undergone drastic alteration. Those Scott fans who have resisted change, in the layout of the famous two-stroke on the grounds that it is as

Scott would have had it are, I am afraid, quite wrong.

Compare this specification of the machine Scott patented in November 1915—his final word on the subject. The twin two-stroke engine was retained but mounted 'in-line' to enable shaft drive to be used. It was to be completely enclosed beneath a bonnet. The frame had been re-designed throughout.

Scott was aiming at standardisation, such as he later achieved with the 'Sociable'—a frame, (and forks), in which all members would be of identical design. This frame met the requirement. Moreover, it was, so far as I can trace, the first time that any manufacturer of note had proposed a duplex frame with crossover tubes supporting the steering head, as in the 'Featherbed' Norton. In a modified form, Scott anticipated that layout in his 1915 design.

Built in legshields and footboards were other features. The radiator was mounted high up, atop the 'bonnet'; the petrol tank was fully enclosed. Undoubtedly a three speed gearbox, such as the 'Sociable' had later, would have been used.

Besides wishing to produce a frame in which all members were of the same pattern, thereby simplifying manufacture and radically altering the spares situation, Scott had a sound engineering reason for his change of plan. Good though his existing frame was, it did not offer complete freedom from bending and torsion strains. With shaft drive the last named became even more acute, and Scott was determined to evolve a frame which would be free from such stresses. He did it in his characteristic way—within the rules of good engineering. No bent tubes for Alfred Scott! Built into triangulated structures, and pin jointed, the straight tube frame can be free from all but tension and compression loads. In the 1915 layout, Scott employed that principle. The massive engine casting was the nucleus. All the frame joints were through bolted, to quote Scott's own words in the patent application, '...by being provided with the equivalent of a ball and socket joint which will restrain endways movement of the members but not a certain amount of angular movement about their point, or points, of fixing'.

To achieve this, Scott proposed that each frame member should terminate in an eyelet slightly larger than the securing bolt. The portion around each eyelet aperture was to be spherically domed, and suitably recessed washers placed on each side, so that the securing bolt could be tightened, with the frame member in any angular position, within limits imposed by the differences in diameter between the eyelet and the bolt.

Such a frame, Scott argued, would be rigid both laterally and vertically, but each member would be relieved of all bending and torsional loads. In short, that it was the ideal motorcycle frame. He designed different versions to accommodate engines of diverse types, and even patented a pedal cycle derivant. Anticipating his post war 'Sociable' he likewise planned a light car, (four wheeled-

Note – Page 11 WAS blank!

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

inhabitants. Now I must deal with the clear sighted, engineering giant behind its conception.

Alfred Gripe-Galstone, for that was his name, was first led along the road to the discovery of the scavenger in 1904. On one particular Spring day, Alfred had come home from an exacting day's work of disengaging sticky sweets from the carpet of the Bradford Corporation Theatre, where he was employed. To make matters worse there had been an unusual quantity of matchsticks embedded in the cracks between the floorboards, which had not improved his patience, or his liver and kidney trouble.

Tonight, he reasoned, surely he would be able to have his much cherished bath. In fact, Mrs. Adrienne Gripe-Gallstone had heated the bath water the last day but one; however, Alfred had arrived home to late for it, having been talking about Jung and Freud with the girl who picked up the sweets along the opposite gangway to his. Since then there had been a series of misunderstandings over the bath water, and it appeared to Alfred that he and his wife had been going off one another lately. Come to think of it, she no longer looked like the 'Sultry Summer's Day' that he had once cooed in the direction of her ear; (hats with the feathers of the Bald Headed Eagle were all the rage just then).

Tonight his hopes again were dashed. No little gurglings of carefree water reached his ears,—no little lappings, no sucking noises as of the water making its bold last act exit through the plug hole. It was to mu.h for Alfred. Something went click somewhere in his head, and a stream of dialectic poured from his lips, directed at the defiant Adrienne. Then something went click in his back too, as he hit the floor. He had forgotten that Adrienne's father was the celebrated 'Islington Leopard' of wrestling fame. Temporarily forgotten too, was Adrienne's proud boast of having mastered the 'Half-Nelson' at five, and the 'Scissors' at eight. The shattered Alfred retreated to his garage—here was solitude—here was the understanding of dumb metal he desperately needed. Besides, he was working on some really nifty mechanical set up is the hopes of discovering a gasket jointing compound. Before he had time to close the doors after him, the best part of a pudding basin of pork dripping followed and landed gently upon most of the metal surfaces he was working upon. Alfred did not try spooning it up, he had eaten recently. While considering what to do with it he noticed it coagulating. YES FRIENDS, YOU HAVE GUESSED! That wonderful product, 'Porkdrip' sealing compound had been born. Also, the first hurdle in the development of the Scavenger had been surmounted.

N.B. 'Porkdrip' sealing compound comes in handy, two feet square sizes, and may be obtained from your nearest monumental mason. Bought in 100 cannisters at a time, the buyer is entitled to a jolly plastic badge, providing the lucky candidate thinks of a four line rhyme extolling the virtues of 'Porkdrip'.

Tom Bellamy.

THE SCOTT AND THE TOURIST TROPHY

(Compiled by John Seekings)

Apart from the years of the first war, and two years following, Scotts were entered in the appropriate classes from 1909 to 1930. Up to 1923 the Scott was entered in the Senior Class, but with the introduction of the sidecar class in this year an outfit was entered, driven by the man who was to stay with the firm for many years as engineer, works driver, and Works Manager; Harry Langman who nearly scored a runaway victory in this, the first race, when he crashed at Braddan Bridge.

During these years the races were run over various courses and distances, but with the higher speeds of the later years, and despite valiant and exhaustive experiments of the engineers to obtain the revs. necessary, the Scott gradually dropped out from the racing scene.

In all, there were 62 entries in 18 years and these involved some 31 riders. During the T.T. Scotts always had their headquarters at Ramsey.

Year	Entrs.	Riders Names	Placings & Awards
1909	1	E. S. Myers.	Retired.
1910	2	F. Philipp. E. S. Myers.	Finished 9th. Finished 24th.
1911	3	F. A. Applebee. F. Philipp. E. S. Myers.	Finished 26th. Retired Fastest lap; 50.11 m.p.h. Retired.
1912	2	F. A. Applebee.	FIRST PLACE. (187½ miles at 48.69 m.p.h.) Fastest lap, 49.44 m.p.h.
1913	3	F. Philipp. H. O. Wood.	Finished 11th. FIRST PLACE. (262½ miles at 48.27 m.p.h.) Fastest lap, 52.12 m.p.h.
1914	5	F. A. Applebee. P. Butler. T. Pollock. R. W. Lovegrove. F. A. Applebee. H. V. Prescott. H. O. Wood.	Retired. Retired. Finished 17th. Finished 18th. Finished 25th. Retired. Retired. Fastest lap, 53.5 m.p.h.
1921	4	R. W. Stanfield. J. W. Moffat. G. Clapman. C. P. Wood.	Finished 17th. Finished 22nd. Retired. Retired.

Year	Entrs.	Riders Names	Placings & Awards
1922	5	H. Langman.	THIRD PLACE. (226½ miles at 56.09 m.p.h.)
		C. P. Wood.	Finished fourth.
		G. Clapman.	Finished 9th. This three won the team award.
		I. Thomas.	Retired.
		J. H. Simpson.	Retired.
1923	Senior	J. A. W. Bourne.	Finished 11th.
	5	H. Riddell.	Finished 18th.
		S. Woods.	Retired.
		G. Clapman.	Retired.
		S. A. Dale.	Retired.
1923	S/Car	H. Langman.	Retired. (Fastest lap, 54.69 m.p.h.)
	2	S. E. Longman.	Retired.
1924	2	H. Langman.	SECOND PLACE. (226½ miles at 61.23 m.p.h.)
		C. P. Wood.	Finished 13th.
1925	Senior	H. Langman.	Finished 5th.
	4	J. H. Welsby.	Retired.
		E. Mainwaring.	Retired.
		H. Town.	Retired.
1925	S/Car	H. Langman.	Retired.
1926	3	J. H. Welsby.	Finished 18th.
		H. Langman.	Retired.
		E. Mainwaring.	Retired.
1927	3	H. Langman.	Retired.
		E. K. Langton.	Retired.
		E. Manwaring.	Retired.
1928	5	T. L. Hatch.	THIRD PLACE. (264½ miles at 60.09 m.p.h.)
		H. Langman.	Finished 12th.
		E. K. Langton.	Retired.
		E. Mainwaring.	Retired.
		O. Langton.	Retired.
1929	6	T. L. Hatch.	Finished 12th.
		A. Franklyn.	Retired.
		S. G. Gleave.	Retired.
		E. Mainwaring.	Retired.
		P. A. E. Vare.	Retired.
		O. Langton.	Retired.
1930	2	W. Kitchen.	Retired.
		P. A. E. Vare.	Retired.

READERS FORUM

Dear Members,

I am endeavouring to make a collection of 'SCOTT CLUB BADGES'. There have been several over the years and I wonder if some of the older members would have a look on their garage walls for me?

I have also a query concerning a Mr. Chas. Hooke. What of this Scott Book he was writing, and is there any chance of us publishing it for him?

GEOFF. LEE.

"SCOTTS WHA' HA' E"

Splendid idea, our new club. I get a lot of fun out of my Scotts, and any organisation which spreads it has my support.

About events; I am pretty strong minded, even capable of thinking for myself! I dislike historians who insist on writing from a memory fifty years old when the record that they try to recall is filed in the national archives. I dislike people who insist on flogging an idea to death long after it has ceased to be of any practical use, or interest. What one day Super Sporting Trial have you been to lately?

So we need events? Firstly, why not an OLD-TYME TRIAL including the sort of hills in use in the Vintage Era, (Alms Hill and so on), all to a strict time schedule, (no secret checks!), and with a chance that, on a dry day, half the entry would get home 'clean'. Before you start hollering for a winner can I ask why there has to be a winner? We did not have them away back, just first class awards, second, and third. Yes, we had to pay a reasonable entry fee, but at least we were riding to try and win something. (Nowadays? Be you age brother!)

But something very much nearer to my heart is the Concours. I have come down for the Banbury Run, and the Coventry/Birmingham, every year for a while to help judge the Concours. To me it is of vital importance that our 'living history' is properly looked after; that as much encouragement is given as possible for our machines to be maintained in perfect, original condition. I'll stick my neck out and say we ought to have a 'SCOTT OF THE YEAR' and I'd give a 'SCOTT OF THE YEAR POT' if the Club think anything of the idea. If they are not sure, and we tack it on to the Banbury Concours next year, it would give them an idea how things would go. But, please, proper judging, and no nostalgia.

One other thing. Can I suggest that ALL Alfred Scotts shall be classed as Veterans. Up to 1930, (and the end of the Scott Motor Cycle Co. Ltd.), as Vintage, just as with the Vintage M.C.C., and thereafter, either as Thoroughbreds or, as, first, Shipley Scotts, and then, Birmingham Scotts. In other words can we tie our classes up with our history?

And can we accept Scott Sociables, and Cyc-Autos? And if not, why not?

JIM SHELDON, Aberdeen.

READERS FORUM (cont'd)

Dear Mr. King,

Speaking as a solo Scott rider, I have thought about this problem of noise for some time, for we must all admit that a Scott can make quite a row even when ridden carefully; especially very late at night—solo, or with chair. However, I think I've found two possible answers, but have not put any practical work into them yet.

The first is: How about a water cooled silencer made so that it can be easily dismantled for cleaning, and coupled to the present water system. It would have to be very much wider than the conventional type. They could still retain the steel wool packing and, made of whitmetal, would surely eliminate most of the noise. How much would it cost to get an engineering firm to turn a few out?

The second is if anybody has a pair of panniers fitted and only uses one, (which isn't very likely). Cut a hole in the front of the right hand pannier so your silencer fits snug into it, make gas proof with 'Slyglass' or something, line the box with steel wool, and don't forget to make an outlet at the back, or bottom, with a three inch piece of spare pipe.

A would be quieter yowler,
A. E. Tasker.

(I invite any member who wishes to comment on Mr. Tasker's ideas to write for READERS FORUM. Let's have a flood of letters dealing with other possible improvements to our bikes too. Ed.)

WANTED

1928, (approx.) rear chain guard. Post 1930 L/H outrigger shield, (long). Scaled down limit gauge transfer, (chain oiler). Scott Pennant. (Your price if in good nick).—G. Lee, 14 Crawford Avenue, Wembly, Middlesex.

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CONTEMPLATING GOING TO AUSTRALIA?

For your new Scott and spares consult the main agent; Temporary address, 89 River St. Kempsey, N.S.W. More information in the next issue.