YOWL

THE MAGAZINE OF THE

Scott OWNERS CLUB

SEPTEMBER, 1959.

SCOTT OWNERS' CLUB

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Vice-President - -	MATT HOLDER

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MEMBERSHIP FEES (Annual)

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

EDITORIAL

Friends, Scott owners, Clubmen; lend me your-er-eyes. I'm here to praise you not to bury you, unless you let me down on this appeal I am about to make to you! The Treasurer wants the magazine expenses cut, (grrr.) I don't, and being Editor I shall have my say here, and he won't get a look in. Seriously though, he makes a very strong argument with his balance sheet, £72 out of £127 is a huge slice and, somehow or the other we must release some of this money for other 'doings'. Two ways have been tentatively suggested, both of which set me biting the carpet and ululating my anguish to the Moon. One method was to render the magazine quarterly; the other, to degenerate the quality of the finished item. I've got a better idea. Some sideline must be started to help defray the expenses and I'm asking all of you to cudgel your brains for ideas. I'm sure one of you will turn up trumps at least. I'll be anxiously awaiting the postman. I have been asked on occaisons how the old Scotts will be treated in this forthcoming business of ten year old testing. I have a '27 Super myself and I've done all I know to make it's five inch front brake perfect with the result that it's still hopelessly inadequate by modern standards. Looking in, (I think), the second issue of Motor Cycle Mechanics I read their proud boast that no query had beaten their technical department, so I promptly referred this question to them, complete with S.A.E. Now, about three months later. I still wonder if they intend replying, so I throw the problem open to all members in case any one has had more luck than I.

You will notice, in the Honours list, that we now boast of a Competition Secretary. The greatest tragedy that can befall anyone in such a thankless job is to promote an event which no one, or only very few participate in. My suggestion is that you all acquaint Mike with your own likes and dislikes in the field of competitive sport. You may be the type to prefer snooker to road trials, or pint sinking to sprints. Whatever you like, if Mike knows as well he has a better chance of laying on something to please you.

Here's hoping to meet you all at the Rally next month; and let's pray for a nice day.

Happy Scotting,
Keith.

WHAT'S IN A NAME. *(concluded)*

nasty gash in the door, but a half hours work with a hammer and chisel got things back more or less shipshape. I don't suppose Alfred would have liked it, but then, you can't please everyone, can you? Emmie is performing quite well since this little episode, thank you....."

What does all this mean? Are these young men really so callous about their relatives? No indeed! It's merely a conversation about their motorcycles which, like their ancestors did with their boats, they have given them names. Since time beyond memory men have done this, and I suppose it has always been so.

FROM ME TO YOU

by N. K. Johnson.

REPORT OF ANNUAL GENERAL MEETING

The first Annual General Meeting of the Scott Owners Club was held at the Clarence Hotel, Whitehall, S.W.1., on 11th July, 1959.

After approving minutes of the previous meeting, the meeting proceeded to adopt the Hon. Treasurers Report and Accounts. The Treasurer stated that he had financed the Club out of his own pocket to the extent of £12.10.0, to keep the Club out of the red, and that he felt that some reduction would have to be made in magazine printing expenses in future; the recent doubling of A.C.U. affiliation fees had been a cause of unexpected expenditure. Mr. Finch was warmly thanked for the able manner in which he had served as Treasurer.

Our retiring Chairman, George Silk, then spoke of the pleasure he had obtained from formation of the Club and participation in the various runs and club nights. He thought that the magazine and badge were first class, and was pleased to see that a Midlands Group had recently been formed. Gratitude was expressed to Matt Holder for his gift to the Club of a large quantity of lapel badges. George is emigrating to Australia in September and will take with him the best wishes of all those present.

Keith King thanked all those contributors who have helped him in his task as Hon. Editor, and especially thanked Geoff. Davison for his kind cooperation. Further contributions would be gratefully received. Keith's labours won a 'yowl' of approval!

George Stevens reported that a 100 machines had been entered on the Register; and that he intended to bind his collection of Alfred Scott's Patents. He won the award for shortest speech of the evening.

Our Social Secretary, Don Avis, (otherwise known as 'Lofty') commented on the lack of support for Club Runs, and enthused on the enjoyable Scott get-togethers in the Island during T.T. Week. Support was canvassed for a Club Annual Dinner, but none appeared to be forthcoming.

The Hon. Secretary drew attention to the replica of the 1914 Scott Trial Cup which has kindly been presented to the Club by our President.

Thanks were expressed to Dick Holloway for his past services as Assistant Secretary.

In accordance with the rules the Committee then retired, and the Officers, as shown on page one, were elected.

The following resolution was moved by Mr. R. Rawlins, seconded by Mr. G. W. H. Silk, and carried unanimously:—

"That, in recognition of their long devotion to all matters relating to Scotts, Mr. Harry Langman of Leeds, and Mr. Tom Ward of Derby be elected Honorary Life Members of the Club,and receive a copy of each issue of 'YOWL'.

A complaint was made that Mr. Wellington was not receiving the magazine, and investigation shows that he was unfortunately omitted

from the mailing list. We have made what amends we could in this matter, and hope Mr. Wellington will accept our sincere apologies.

The meeting terminated at 9 p.m. and was quickly followed by a demonstration of the amazing properties of 'Bardahl', the anti-friction agentplus, which proved of great interest. Due to the late hour, some members were unfortunately obliged to miss the film show which Lofty gave after the demonstation. This showing of 8 m.m. films of Scotts at Banbury and in the Island was great fun, and we are hoping to gradually build up a stock of films to amuse us during the winter months. If you feel the urge to become a filmstar, just turn up on the next Club Run, and we'll see what we can do.

After the meeting broke up some members felt the need of fresh air and dashed off to Piccadiily, and points West. There was no mystery about their objective—the Brecon Beacon, or bust, but their late departure made this seem too ambitious, and they had to be content with crossing the border into Monmouth before turning in their tracks. The empty rolling road early morning air, and collective yowl made this run a most pleasent ride, and we were pleased to have the company of two members from the Midlands.

The Club has been served by it's Officers during the first year of it's existence, and has received much support from our President, and Vice-President. Given your support as well, we can look forward to a greatly incresed scale of activities, spread over a wider area than hitherto.

NATIONAL RALLY. SEPTEMBER 6th.

The Club has obtained the use of the land at the rear of the Bridgefoot Car Park at Stratford-on-Avon for it's Rally on Sunday September 6th. There will be a concours, to be judged between 1 p.m. and 2 p.m., and, it is hoped that some very rare and interesting machines will be present; and to exhibit various items of Scott interest. Refreshments are available in the car park.

In future years we can look forward to obtaining private ground and greatly increasing the scope of the Rally, but this year we have not had the recources, either in money or Committee manpower to stage anything more elaborate than a simple Rally and Concours. With your support the 6th September should be a grand get-together, both of machines, and riders.

FIXTURE LIST

Sat. Sept. 5th—Brighton Speed Trials. Meet Palace Pier, 10 a.m.
Sun. Sept. 6th—National Scott Rally.
Sat. Sept. 12—London Club Night. The Anglers, Walton-on-Thames.
Sun. Oct. 4th—Romsgate Sprint Trial.
Sat. Oct. 10th—London/Essex Club Night. Blinking Owl Cafe, (A127) 7.30 p.m.
Sun. Oct. 25—Essex Run. Gallows Corner, (A12/A127 Romford) 10.30 a.m.
Sat. Nov. 14th—London Club Night. 'Red Lion' S.W.1.

GETTING THE BEST OUT OF YOUR MODEL

It my few years experience of Scotting, I have met and talked to many different owners,—I've even ridden some of the machines, and it has become plain to me that there are those who can make a bike run well and be reliable, and there are those who do not enjoy the same success. I therefore offer the following tips in the hope that they will be of assistance to someone.

Now I know that some of us are blessed, (or cursed) with 'bitza's', but that need be no excuse for a poor running, uncomfortable and awkward machine. I am not concerned here with the need to put everything in perfect working order, it's surprising how well a very worn machine will run if treated with respect.

The heart of any bike is undoubtedly the motor, and, looking at it objectively, there is not much in this unit which can give trouble, except perhaps a lack of compression. Of the two compressions in a two stroke engine I have always found the crankcase one to be the more important, for it is the degree of compression down below which governs the effectivness of the transfer action, and the effectivness of the carburation. Keep the crankcase compression up and you will probably notice a difference in the oil behaviour. The oil inlet is timed to coincide with maximum crankcase suction, hence the greater the suction, the greater the oil induction!

Having looked at the motor, we must now examine its ancillaries. Here we certainly can run into trouble. Take the plugs. I venture to say that these are probably more misunderstood than any other component part of the machine, for, simple as they appear, the problems they create are ever changing. To start off with, one must understand the differences between plugs for different jobs. Some are termed 'cool', that is they have a low heat value and a high oil resistance. They are suitable for slow, cool-running engines and they are so designed that the small amout of heat generated in the engine is sufficient to keep the plug hot enough to burn off the oil and soot. At the other end of the scale there is the 'hot' plug—so termed because it has a hot job. The type is a very solid affair capable of absorbing considerable heat without building up a high temperature—naturally this kind of plug is easily fouled by oil. It is at at once obvious that in a Scott there is a conflicting demand—we want a plug for towns so we can heap on the oil without harm, and yet we want a plug for the open road, so that we can speed up without overheating the plug, the symptoms of which can always be recognised by the way the engine goes off note and slows down after a few hundred yard of relatively high speed driving. We must also remember that in a two stroke the plug is firing twice as often for the same revs as a four stroke plug, so it runs in a perpetual furnace and in consequence doesn't give half the life expected of it. A four stroke plug has a breather between firing strokes!

We must start off by selecting an average plug—such as is recommended in the handbook. Over a period of time we discover whether we are having to clean it too often—plug designed for hotter engine; fit cooler plug, or drive harder,—or experiencing pre-ignition at high speed—plug designed for cooler engine; fit hotter plug. Eventually one finds *almost* the ideal plug for one's driving. My experiments with plugs still go on—I've used about twentyfive pairs on two bikes in five years!

Before leaving the subject of plugs, a few words on whiskering may be of help. This annoying fault has at times driven me to distraction, and usually plagues me most during the first few weeks of owning a strange model. The first thing I do is buy a pair of new plugs with whose characteristics I am familiar. I then fill up with commercial petrol, and try again. This often works, but driving technique has a lot to do with it, and bound up with this is the regulation of the oil. If you are liberal with the oil then during slow driving periods, as in heavy traffic, the oil collects in a liquid state on the plugs. As soon as you open up this oil carbonises onto the plug points and, combined with other dirt and metal particles in the engine together with the electro-static action of the spark, it bridges the gap beteewn the electrodes. The answer here is to keep the engine working hard enough at all times to be sure of maintaining dry plugs. The lead content of the petrol is also a whiskering agent and for that reason the commercial spirit is to be recommended, although this is still not entirely lead free. Engine cleanliness is governed to a large extent be the type of oil used, and a grade which deters the formation of deposits is to be preferred. A weak mixture will tend to produce whiskers by causing overheating to the extent where the metal of the plug electrodes begins to disintegrate. All these remedies must be tried and it has sometimes taken me several weeks of patient and careful work to eliminate the trouble, so don't give in.

Having found suitable candles, let us examine the mystery box which makes them spark. A magneto is one of the most vital parts of a bike, nothing can let you down so skilfully and so subtily at the crucial moment—my bike stopped dead one night (late) just because the magneto failed without warning. If you feel you want to go out now and overhaul your electrics refrain; a magneto, dynamo, or coil ignition set is beyond the average mechanic and even if you can pull one to pieces without breaking it, the chances are that you will achieve nothing. *Most* magnetos need to be re-magnetised if the armature is removed, and this can be done only by the specialist. If you suspect your mag, take it to a reliable repairer and leave it to him—you'll be glad you did. Obviously if it is only a question of replacing the H.T. leads this can be done without difficulty, and it is not a difficult operation to set the contact breaker gap to half that of the plug, so these can be done at home.

Our second important ancillary is the carburettor. I do not propose to go into the intricacies of tuning—an Amal instrument still baffles my Binks bred mind!, but a useful point which not everyone will know is the fact that the mixture strength over the whole throttle range can be delicately adjusted by swinging the float chamber on its mounting bolt. The disturbance of this when the carb is stripped for cleaning is often the cause of that inexplicable change in performance. Another puzzler, and one which caused one of my machines to sieze up, is the addition of oil to the petrol without richening the mixture all the way up the scale to compensate for the displacement of the petrol by the oil. The effect is much the same as that created by water in the carburettor. The same valume of liqued passes through the jets, but it is not *all* petrol —some of it is oil which does not burn—hence the petrol/air ratio is altered. Petroil fans, beware of changing your mixture proportions, and beware of careless mixing too!

The third item which helps the oil on its way is the oil pump. This piece of equipment is capable of giving trouble-free service for very long periods without attention, My recomendation is that you set it and forget it. When setting it, instead of timing the drips against a clock at what *you* think is a good idling speed, try counting the number of pulses at the break between each actual drop of oil—remove the sight glass window if you have difficulty in seeing the oil. No matter what revs the engine is doing, this method of adjustment will work, in fact if you run the engine a little faster it will be easier to judge. Use three to four pulses per drip for running in and five to six, or even seven if you are a careful rider, for normal use. It is a wise precaution to fit the locknut type of adjusters, to discourage inquisitive beings from upsetting the adjustment!! I fancy more than one Scott has siezed inexplicably because of this!

Let us now turn to the transmission. Here we have an important unit which is often left to play second fiddle to the motor. There is no gainsaying the fact that a rigid yet free running transmission makes a world of difference to the performance. If a dry chain can be stretched by more than 2% of its length then it is scrap. 2% is not a lot you say, but remember, on the rear chain this represents an elongation of about two whole pitches. It is by running elongated chains that hooked sprockets are formed and since some Scott sprockets are not easily obtained these days, it is easier to replace chains. Keep the chains well lubricated all the time—periodic imersion in hot graphite grease is quite good, but cold grease will not flow like oil, so when it is squeezed out of the links it cannot return, whereas oil will. Give the chain regular treatment with engine oil—a little and often and you should find that they will run sweeter, longer.

Between the chain comes the gearbox,—on a Scott, one of the most hardworking, quiet and reliable gearboxes ever produced. I think we all know enough of the driving angle to be able to use the box without damaging it,—

but there is more to it than that. How many of us can claim that we have a gearbox free enough to turn the mainshaft between finger and thumb with bottom gear engaged. It can be done, but many gearboxes are stiff, due to mal-alignment of the shafts and bearings. This trouble is particularly prevalent where the box is built up of components not originally matched to one another. For example a footchange cover fitted to what was a handchange shell. Check this carefully and adjust until complete freedom is achieved. Remember that you may have freedom of the bronze bushes due to wear having taken place, but this is no excuse for allowing poor alignment of the ball bearings. These will break down far more quickly and with much more disasterous effects if only slightly distorted. Notice how these bearings are given the lighter duties to perform—the bronze bushes taking the real strain.

The clutch of a Scott is another very reliable unit, but apt to be a bit baffling at times. How many of us can boast of a really smooth clutch? Here are one or two points to be observed in producing a shudder free start. It is essential to ensure that the withdrawal race is unpitted. That groove you have noticed in the steel rings is a sign of very advanced pitting. If you are not in a position to obtain new rings, and provided someone has not already done it, you can turn then both over. To do a thorough job, a new set of balls should be fitted too. Now, as far as the fixed pin fraternity is concerned there is not much else one can do except check the pin lengths with a micrometer and ensure that the wear on the end plate is negligible.

For those who have the later adjustable pins, there is still hope. Remove gearbox and clutch together from the frame and mount securely on the bench. Re-connect the operating cable to the handlebars. Squeeze the lever just enough to remove all the slack and put a slight load on the bronze quick thread arm. When you spin the clutch you will notice that this arm rocks slightly as the pins roll round the race. Adjust the pins till the arm no longer rocks, and the clutch will be perfectly smooth. Do not separate the clutch and gearbox or you may well upset this adjustment.

We now have the engine and its ancillaries functioning smoothly and driving a silky transmission, but what about the wheels? Even these, simple as they are need care and attention paid to adjustment. Make sure that the bearings are neither too tight nor too loose. If a bearing is a bit lumpy then adjust it until the roughness disappears, because the lumps are small tight spots causing excessive bearing temperatures, which not only melt the grease but also hasten further the deterioration of the bearing. Also, just because this only a wheel bearing, do not think that any second class grease will do.

There's grease and grease, and most of the major oil companies are now marketing greases of a multipurpose variety—far superior to the ordinary types. These multipurpose greases are soft in consistency, but not to the extent that they will pour, and yet the melting point is as high as 360 degrees Farenheit whereas ordinary grease will usually melt at half that figures. In addition, the new greases are completely waterproof and rust resistant, and, more important, they do not deteriorate in service. Don't go gay and overpack the bearing in your exuberance and desire to try the new product, leave a bit of space for expansion and movement. Above all, avoid the use of Vaseline or anything similar. This is a form of petroleum wax which the oil companies are at great pains to remove from the oil that they sell to you. Vaseline has no valuable lubrication properties, although it is a good rustproofer for parts in storage.

Having covered the wheels, it is logical that we should examine the brakes. These should always be more than a match for the power of the engine, so give them your best attention always. All loose bearings in the linkage, weak parts, such as an over skimmed drum, bent rods and badly fitting linings will impair efficiency by making the action spongy. The threaded portions of the adjusters must be in perfect condition—if worn they could strip in an emergency. Bowden cable nipples must be absolutely secure, and this cannot be achieved merely by soldering the cable end in carefully. File a tangential groove across the back of the nipple with a small rat tail file. Solder up the nipple with about $\frac{1}{8}$ of an inch of cable protruding. Split the strands and bend them down into the grove on either side of the hole. Solder up again and then file smooth. This joint should never pull out!

Tyres can be life savers or death traps—never neglect them. Beware of reject tyres and seconds at reduced prices. They are not rejected for nothing, and the reason is not usually one which the layman can readily spot.

Having ascertained the correct pressures, stick to them. *Never* let your tyres down on a hot day. Heat is very damaging to rubber; it works in a way which you cannot see, by affecting the molecular structure. When you let your tyres down the increased friction between tyre and road and the increased molecular friction due to flexing, does more damage than a pressure as much as 30% in excess of that recommended, even though an increase in pressure gives an increase in temperature, temporarily. You will stand far less chance of a blow out or a puncture by keeping the pressures up!!

Give a thought for your tyres when riding—rapid acceleration and sudden braking do a lot of harm and are not examples of good driving. Try not to drive recklessly over bad surfaces, the sudden shocks and flexing are damaging to the fabric of the tyre, which in most cases is still only cotton.

Once the fabric cracks, the strength of the case has gone and in no time at all it will split. Be careful to remove all stones which lodge in the treads and be even more vigilant about keeping petrol, paraffin, oil and grease well away from the rubber.

Let us turn now to the finer points of the bike. Those points which distinguish the enthusiast from the indifferent owner. Bowden cables are one of the most efficient flexible linkages ever devised and yet how often they are left to maintain themselves. Here is a case of a little attention reaping a large reward. Check eack cable carefully to ensure that there are no sharp bends, and take care to see that all moving parts are kept at a distance. Chains have a bad habit of sawing things in two! Always keep the cables thoroughly lubricated—to do this effectively needs a little more effort than just a squirt with the oil can. Buy a couple of toy balloons from Woolworths, half fill one with a mixture of engine oil and petrol (on no account use paraffin as this will not evaporate and will make the cable operation very jumpy!) Push one end of a cable well into the oil filled balloon and then tie the neck of the balloon securely around the outer case. Tip up until the oil runs into the cable and then squeeze gently. Eventually oil will run from the other end of the cable and you can then be sure that it is fully lubricated and no rainwater will be able to seep in and cause rusting and stiffness. Regular attention with the oilcan should now be sufficient to keep the cable in good condition. Lubricate all the handlebar levers, and gear and brake linkages wtih engine oil at regular intervals. Dont forget to oil or grease between the handlebar and the twistgrip sleeve—you'll be surprised at the improvement.

Even though the controls are all well lubricated, they will be difficult to operate if not correctly positioned. Always have important items placed so that a minimum of effort is required to reach and operate them—this makes driving less tiring and saves fumbling in an emergency. Make sure that the various levers do not foul one another, especially the front brake lever and the twist grip. A lot of awkwardness and possible damage can be avoided if the handlebars are arranged so that they do not come into contact with the tank on full lock.

For the most comfortable operation of both brake and clutch levers, try setting them as follows. Set them as close to the grips as possible and twist them into such a position that, when you are seated on the machine with the arms and fingers extended in a straight line from the shoulder, with thumbs under the grips and palms resting on top, the levers come just under your finger tips. This is the method of setting recommended by the police!

The foregoing points are just some of the many different items which make for smoother running. There are many more. One must always be listening for those elusive little sounds which act as telltales and pointers to possible trouble. After a period of driving one machine, these sounds grow upon you and give a fair indication of the performance of various parts. When riding a Scott, remember what makes it tick, and have a little feeling for the works. If it wont go just as fast as you think it should, when at other times it will, dont force it, relax a little, let the bike have its head. One often finds that the bike will not go as fast under certain conditions, and it may be harmful to force it. If you are patient and allow the bike to go its speed it will always work willingly and amply repay you for your restraint. I used to push my machine hard at one time, but, I have discovered that it does not pay. Very little time is lost in the long run by treating the model a little more gently, and this is more than compensated for by the increased life of the bike.

A TIP FOR VINTAGE OWNERS

by R. Rawlins.

From past experience I have found that assembling the sprung portion of the Scott Plunger forks require more strength and skill than I possess, so I considered it necessary to devise a method more in keeping with my lack of these essentials.

TOOLS REQUIRED 1 Wire Strainer (double ended) 2 pieces thin strong wire—1 piece 30"—34". 1 piece 24". 20 gauge. 1 steel $\frac{3}{8}$" rod 7" long.

METHOD Attach the top spring cap to the tension spring, pass spring through the top spring case and then place the compression spring into position. The two pieces of steel wire are now bent in half and placed over the bottom hook of tension spring Thread the wires through the tube of the sprung portion of the fork having first placed on the bottom compression spring dust cover and pushed up into position. Lay the assembly on the bench, put the $\frac{3}{8}$" steel bar though the wheel spindle holes, extend the wire strainer to its limits, hook one end over the centre of the $\frac{3}{8}$" bar and fasten the short piece of wire to the other end of the strainer then screw in the wire strainer to its limit. It is doubtfull if this will be sufficient to pull the tension spring completely through the fork, so firmly twist the 2nd longer piece of wire round the $\frac{3}{8}$" rod, this will hold the spring while the wire strainer is re-set and then the second go should get the tension spring through the fork. Attach bottom spring cap, ease off the wire strainer until the cap is nearly home, then place a screw driver blade under the cap, remove both pieces of wire, remove screw driver blade and cap snaps into position.

This may sound a little long winded but it is'nt in practise, and only needs a little effort with one hand to turn the wire strainer.

SCOTTS WHA HAE

Another line from Jim Sheldon.

Did any of you read "The Story Behind the Name—Scott" in the Motor Cycling issue for last Christmas Day? The idea behind these things is not reminiscence of course, but some sort of straightforward record of dates and facts, rather boring no doubt, and laying no great claim to literary skill. To save you warring, the facts were all vouched with contemporary record or original documents, which means such things as a personal examination of the assignment of the Scott-Jowett Agreement to the new Company in 1909, or a look at the 1914 catalogue to see if the page about the 'equalising factor' was still included. It was.

I am allowed four pages for each of this series, but I found I had written eight about Scotts and tried to talk my way into a bit of extra space. I thought the photographs alone would be worth it. In the end I had to do some drastic dehydrating and a lot of things got left out. Like the Grand Prix and some of the Specials. Also I am informed that I did not give enough space to the Super Squirrel. Sorry.

As usual, after the whole thing was finalised someone managed to get in with the usual, minor alterations, even to what was left, so if any of you are keeping the issue and would like to put it back to what I said I suggest that (1) Column 1, last line, you move the comma from after the word 'operation' to after the work 'gear'. You will then find that the rocking pedal operation was used by the Werner Brothers.

(2) The photograph at the foot of the same column was of Alfred Scott's Premier pedal cycle in 1904. I do not know when the pedal cycle was made but I do know when it got AK 166,

(3) In the third column I said both trade and press were audibly shaken, and meant it. They squealed,

(4) The following page (258) I captioned the top illustration the 'new' Flying Squirrel. As long as I can remember I have talked of 'new' Scotts starting with this revision of design, and so have lots of other riders. With so much overlap between the older design and the 'new', the Vintage years are better divided so, I think.

(5) In the final column someone has added 'first of the positive stop controls' to my mention of the Velocette foot-change, and

(6) L. Williams won *two* Clubmans Aggregates, lower down.

Normally this sort of thing does not matter but Scotts are different as you know. Four pages? I could have written a book.

MY SCOTT AS A SIDECAR TUG

by A. K. King.

Many times in our lives we are called upon to do things which are contrary to our own desires, and often the 'rebellious self' is difficult to discipline into obedience. I know.

I really exulted in my '49 Flyer as a solo. Each mile was ecstasy, every bend a fresh breath of sheer exhilaration; and the further I rode, the farther I wished to go. Gradually though, the repeated sight of round juvenile eyes glancing hopefully between my Scott, my long disused sidecar, and me; plus the wistful.

"You are going to put the sidecar on ONE day, are'n't you Daddy?", wore my resistance down, so, one day, full of utter dejection, I showed my Scott the old V23 chassis and, so it seemed to me, I was rewarded with a baleful stare from her eight inch eye. I felt a low down cad. But fate was ready for me. The King family offspring suddenly appeared on the scene and a ladylike little voice asked, "Will the Scott be able to pull the sidecar, Daddy?"

'How dare you even doubt it' I snarled, practically foaming at the mouth at their unconscious inuedo, "Haven't I always told you that there is no better machine than the Scott?"

That, of course, was that. The point of no return. I often wonder, though, what brought my kiddies along at that psychological moment.

The chassis was modified, and fitted; a nineteen tooth sprocket replaced the twenty one, and the old plywood saloon was fastened in position. The deed was done. Foolish me to have ever worried. Though somewhat difficult to start away uphill my Scott combination was nippy and powerfull. I can remember the occasion when my father-in-Law rode the pillion, my wife and her teen age sister had the two sidecar seats, and my children, (I only had four then), filled the spaces in between. Thus loaded we came to a 1 in 6 gradient; thus loaded we climbed the gradient at a steady 25 m.p.h. in first. I was really impressed by the power in that engine, particularly as I had to file out about .020" of ovality on the port piston.

Inevitably trouble came. The bottom fell out of the sidecar, the chassis wheel bearings ground themselves to powder, and the Scott began showing signs of strain, so, I broke the sidecar up, kicked the chassis into the back garden, and tenderly dismantled the Scott.

Nearly three months later I was ready for the road again. My Scott was up to scratch, the old chassis was repaired and supported a Leyton sidecar. I had a lot of fun, and covered many miles with this outfit. Many of you saw it. I also completed my cure of all the snags, bar one on the use of this machine as a sidecar tug. It was with every confidence that I eventually fitted a Mk.2 Astral. That confidence was justified. I unhesitatingly state that, providing you give it a chance, the Scott is as supreme in the role of sidecar tug, as it is when gloried in as a solo.

The Snags, and the Cures.

The biggest snag, to my mind, and the one that can't be effectively cured, is the large front wheel trail. Excellent for solo work, but really heavy going for fast right handers with a heavy combination. A five inch sidecar, wheel lead and and two inch toe-in help, but not a lot so, when driving I always have a pillion passenger before allowing one in the sidecar, and use the engine to promote an artificial differential when cornering at speed. The old hands know quite well what I mean by this, but for the sake of our novice charioteers I'll explain.

The sidecar wheel, apart from supporting a share of the weight, does no useful work of it's own accord. It does however provide a medium whereby the inertia of the sidecar and chassis can be converted into useful steering assistance. Apply a fair parcel of urge to the rear wheel and the bike strains forward; the chassis wheel however, getting no urge of it's own has to be dragged along against the inertia provided by most of the sidecar and chassis. With the third wheel hanging back, the rear wheel driving forward and the front wheel acting only as a correcting agent it is easy to see that a natural tendency for a swing around the sidecar takes place. This is really useful knowledge and capale of direct application. Do all your braking before entering a left hander, and begin opening the throttle directly you are running on your curve. Likewise, if you are ever in trouble on a left hander bang every ounce of horse power into your back wheel; you'll go round like a pebble on a string.

The reverse action also holds true. Shutting the throttle imposes the drag of engine and transmission on the back wheel, and inertia carries the chassis wheel onwards. Shutting the throttle just as the weight begins to tell on a right hander really helps to get you round.

This use of the engine is, to me, the greatest diffence between solo riding, (i.e. constant speed cornering), and combination driving. When all is said and done, though, I wish I could easily reduce my front wheel trail by three or four inches.

There was one snag I encountered which really brought me to the verge of despair. For months my front wheel shed spokes by the dozen, (just ask me if I know how to respoke that wheel and I'll throw it at you!), and it was only by chance that I finally achieved a sound wheel. An acquaintance of mine suggested that I respoke with R.E. Meteor front wheel spokes. These are of the butted variety and only about an eighth of an inch too long. I sat me down last Rally day and fitted them and I am happy to report that, with our second Rally only three weeks off, they are, each and every one of them, still intact.

It's surprising how ignorance can lead one into false assumptions. My bike has the close ratio gearbox, and, as you may remember, I fitted a nineteen tooth sprocket for sidecar work. Getting away on a hill was sheer murder, and to stall when getting away on the flat was not unusual.

The part that confused me was the terrific flexibility of the motor. The idea of fitting a smaller sprocket filled me with wild ideas of poor fuel consumption and madly screaming engine. After discovering that a wide ratio conversion would cost me £6, plus my own gears, I began thinking in terms of a Vellocette box, but I hate having my bike off the road. Buses, trains or any other wheeled greenhouse utterly nauseate me, and I have six miles to go to work. (Shoot the man who mentioned push bikes!) To make a short story long(!) I eventually fitted a seventeen tooth sprocket. Fuel consumption improved; top speed rose, (yes I've had my speedo checked), pull away is easy and, considering the size of my chair, I've a pretty fair acceleration now. For the sake of comparison, with the Leyton sidecar and nineteen tooth sprocket I used to average 48 m.p.g. with a top speed of 65 m.p.h. After fitting the smaller sprocket, 53 m.p.g. with a top speed of 73 m.p.h. Even now, with a Mk.2 Astral fitted I average 45 m.p.h. and touched seventy with two up on several occasions.

A design fault on the '49 Scott, (Heaven help my neck), was the balance box arrangement for equalising the front brakes. This I didn't notice to any extent when solo but, oh dear, in combination. The less said the better. However, I eventually fitted the newer twin cable arrangement as used on the later models, and that was the complete cure. I'll recall a little episode for you, and my wife would vouch for the truth of it as she was riding pillion at the time. It was shortly after I had fitted this new brake arrangement that I was ambling quietly along at about thirty five in generally heavy traffic, when one of our Portsmouth area lunatic drivers very smartly cut me off and applied his anchors. Without thinking I grabbed large handfulls of front brake. I also applied the rear, but that was a wasted effort. The Dowties bottomed hard and the back wheel lifted clear of the road. I've never been so surprised, (and shaken), in all my life.

WHAT'S IN A NAME

by SOCSEC.

I suppose it has always been so; at least I suspect the roots of it are deep in primeval history. Perhaps one hairy man first did it. Perhaps he had looked for several suns, and quite a few overtime Moons at his selected cylinder of wood, now redundant from being a tree, until most it's innards and the best part of the tribe's stock of stone axes were littering the forest clearing; and then, perhaps, before he launched it into the local swamp he stood back to admire his work, and pondered for a moment. The Gods had been good to him; only one toe and two fingers lost and the job as good as finished. But they might not smile so benignly at the launching, perhaps a small personal sacrifice would be a good investment. The trouble was, who? He had sold all his livestock, and his only daughter to go into the boat building business, and his wife was still pretty, and quite a bit useful. That just left Grosethi.

(*continued overleaf.*)

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WHAT'S IN A NAME. *(cont'd.)*

Grosethi was his wife's mother, and always knew best about everything, claiming, as she did, to be in touch with the Spirits. Yes, thought our hairy man, Grosethi would have to do. And a very nice sacrifice she made, with the whole village turned out to watch. The Gods must surely be pleased with all that smoke.

But the fretting in our hairy man's brain was not over yet. Glimmerings of conscience, call it what you like, he was still a worried man. Grosethi had not wanted to be sacrificed; in fact she had been quite outspoken in her usual rhino fashion when he had suggested it. However, a drop or two of sunray juice in her evening grog had done the trick all right, but would the Gods consider this a little outside the rules? On the other hand she always claimed to be the one person in particular that the Gods couldn't get along without. She would presumably have joined them one day and all he had done was to hasten the process a little. But there it was, she had not finished to her own satisfaction in this life before he had arranged her incandescent transfer to the next.

Then perhaps he had an idea. She could be immortalised Her name would be transferred to the first fruits of his new vocation. After all, there was a marked textural resemblance, if not one of form; and so it came to pass that, as the disembowelled tree trunk slid from it's natural environment of leafmould and spiders to it's future home amongst the sun-sprayed mud and weeds, a name was chanted:—"Grosethi".

For time beyond memory men have named their boats; perhaps it has always been so. And still they do it, although in the enlightened days of candyfloss and electric chairs, the writing off of a human being is no longer considerd essential.

But it does not stop at boats, does it? Consider the following, abridged, passage from a typical letter passed between two, presumably normal, young men of this decade. 'Hope you are all well at your end, just as we are here. Poor Emmie slipped a disc in her big end the other day and made a— *(cont'd on page 2.)*

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