YOWL

THE MAGAZINE OF THE

Scott OWNERS CLUB

DECEMBER, 1959.

8

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

I can start off with a morsel of interest for Vintage Scotters this time. Motorcycle Mechanics have come up with the answer to the old five inch front brakes, at last; though apparently they are absolutely snowed under with queries. I quote from the letter, verbatim:—

"Scott Front 5" Brake. Remove the cam and spindle. Check up that it is not worn more one side than the other, if so make a cardboard print of the best side, and carefully file the cam blades ¼" shorter each; (½" shorter from top to top). This will give you about 40% better braking if you fit a pair of Ferodo MZ racing brake linings, and see that the cam plates on the ends of each shoe are true and flat. You must see that the extra travel demanded by the smaller cam is provided at the handlebar-lever end. If not, get a new Bowden clutch lever for the brake; this will have a longer travel."

I would like to draw your attention to the author of our main article this issue, Mr. L. P. Green, of 21 Great North Road, Stanborough, Nr. Welwyn Garden City, Herts. An ex-employee of Alfred Scott, and a contemporary of the one and only Tom Ward, yet his style of writing and clarity of description bespeak a man still young at heart. His interest in Scotts has persisted longer than most of us have lived, but now he is Scottless, and, I fear, a little lonely. I think it would be a nice gesture on all our parts to extend the hand of friendship to him, either in person, or through the medium of the post, and if one of our more favoured members could bring himself to lend a two-speeder, I know he would be fulfilling a heartfelt want. I shouldn't think there'd be any need to worry about how it would be cared for, either! How about it?

Our new Midland Section seems to be going strongly, I'm pleased to learn, even if I have been (mildly) hauled over the coals for quoting the wrong Secretary in the last issue. Alan Cooper has now put me right, and also given me an idea of his group's activities. They have formed their own seven-man committee, intend to finance their own activities and have already indulged in Club Runs and a Quiz Night. The meeting place is the "Forest Inn," Lickey End (wherever that may be), so I suggest anyone interested contacts Mr. Cooper for details.

This, then, is the last "YOWL" of 1959. It has been a good year for our Club; membership is climbing steadily towards the 150 mark now; we are affiliated as a Non-Territorial Club; there have been some good runs and get-togethers this year, and of course our Rally, which I thought was a most heartening, and pleasant, event.

May I take this opportunity of thanking those who have supplied me with material for our magazine throughout this year; without such efforts the magazine just wouldn't be, and I would

be short of a very interesting job. Thanks, all of you, and may I wish you a very Happy Christmas and a Prosperous New Year.

Happy Scotting,

A. Keith King.

FROM ME TO YOU

by N. K. Johnson

It has been suggested that some members are deterred from attending Club Nights in the London Area as they are all located at "pubs", and as an erstwhile abstainer, I know this to be true. However, we have to meet somewhere, and an inn is a convenient landmark. For the summer Club Nights the "Anglers" at Walton, and the "Orange Tree" at Totteridge have very pleasant surroundings, and during the winter months the room above the "Red Lion" is convenient, and we are ever welcome. Some very attractive club premises could be hired for a mid-week club night, but this would not suit our long distance supporters.

Generally, members' thirsts do not appear to match those of their steeds; many regular supporters do not, in fact, drink, and large scale treating is taboo; so I would say to the teetotal absentees: "Forget your prejudices for one night, come along and enjoy what the Club has to offer."

FIXTURE LIST

Nov. 5th—Meet "Blinking Owl" Cafe, 7.30 p.m.
Nov. 14th—Club Night at "Red Lion", Parliament Street, S.W.1.
Nov. 22nd—London Loiter. Meet Hyde Park Corner, 10.30 a.m.
Dec. 12th—Club Night at "Red Lion".
Jan. 9th—Club Night at "Red Lion" (Bring and Buy Sale).

A NEW GROUP

Just before this issue went to the printers I received glad tidings of the proposed formation of a North West Group. I'm sure we all hope this new group will be a success, and I suggest that all those within striking distance contact either Roger Cooper, 119 Styal Road, Gatley, Cheadle, Cheshire, or our Registrar (address on page one).—Ed.

DO YOU REMEMBER ?

No. 1. The first production T.T. Replica, 1929? Normal lubrication, plus cylinder wall oiling. Short wheel base frame. Scott full girder forks. 2½ gallon petrol tank, with built-in 3-pint oil tank. Racing filler caps. Brakes: 8″ front, 7″ rear. Tyres: 26 by 325 front and rear. Hand change. Weight 327 lbs. Price: 498—£84; 596—£86.

(*Would the author of this interesting little series please make himself known to me?—Ed.*).

THE SCOTT ROTARY VALVE USED ON THE 1912 AND 1913 T.T. ENGINES

by L. P. Green

As our Registrar informs me that he has neither been able to find any reference to this valve amongst Alfred Scott's numerous Patent Specifications, nor to run to earth anyone who remembers it (let alone anyone who has ever owned a machine with an engine so equipped), I have decided, with some trepidation, to attempt (with accompanying sketches), to describe it. Although ingenious and, in the Scott tradition, superbly made, this dual function valve was not nearly so good as the single function valve incorporated in the engine of the Scott Sociable some ten years later. Nevertheless, it remains of some academic and historical interest.

Before I proceed to my description, may I ask my readers to bear in mind that I am dealing with something that I last saw (and which, in detail, has scarcely crossed my mind since), some thirty-five years ago.

The individual and diagrammatic sketches, though not to any specified scale are, to the best of my ability and recollection, in rough proportion. Such dimensions as I have occasionally seen fit to quote should equally be treated as strictly approximate. The positions of the ports in the R & L rotor sections, in relation to those in the central rotor (as well as those of the keys to the keyways), as shown in my sketches, are just pure guesswork on my part.

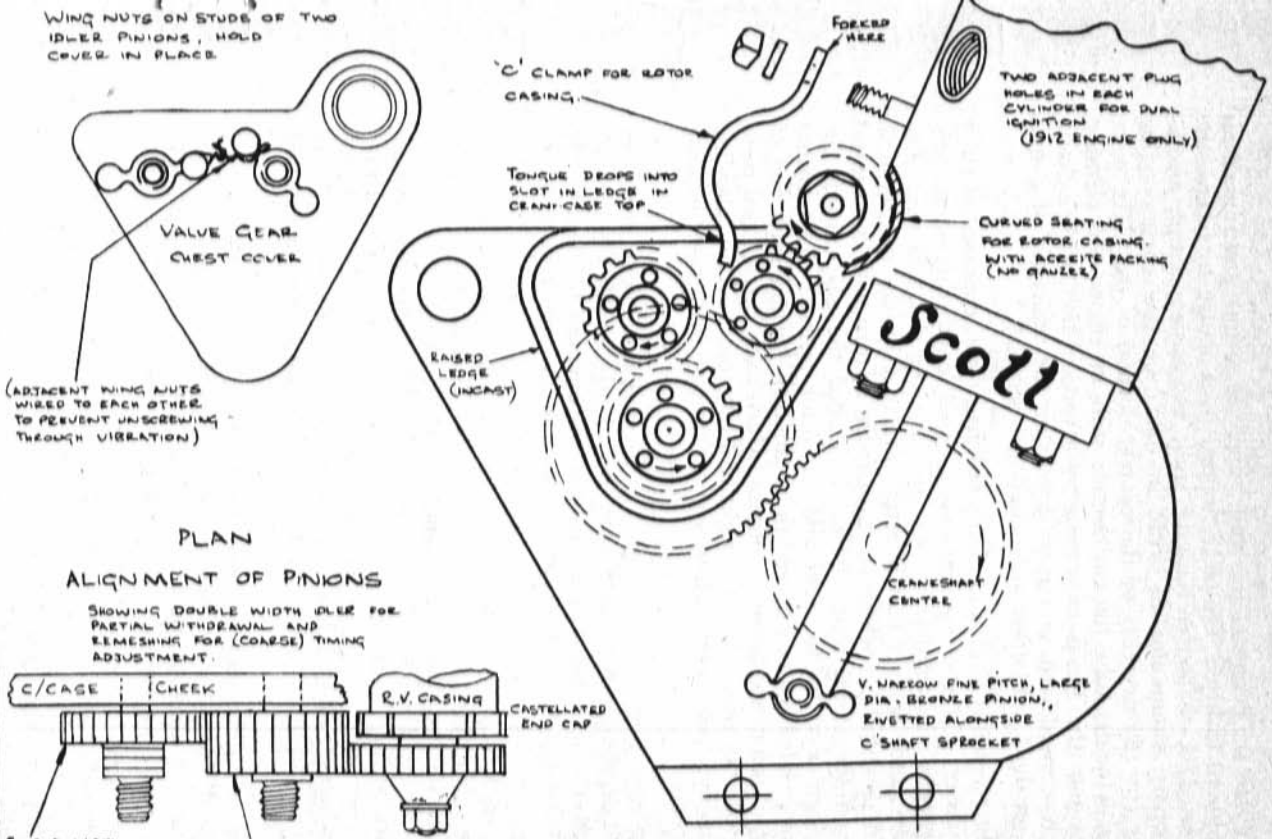
The whole system, which was designed to combine the function of induction valve with that of a delaying transfer valve, consisted basically of two separate units:

(1) A tubular rotor casing (containing the rotor in three sections together with one blind end cap, and one end cap bushed for the driving spindle and pinion), which was clamped horizontally to the curved faces of the transfer ports of the specially cast cylinder block; and

(2) A specially cast crankcase, incorporating provision on the right hand cheek for an outside gear chest and cover plate, together with the mounting of four of the six pinions in the gear train.

The complete valve unit could be detached (with care not to damage sticking "Acreite" packings), simply by removing the two "Gee" clamp nuts.

The rotor housing consisted of a cast iron tube about eight inches long by one and a quarter inch bore by one eighth of an inch thick, with an external, right hand, thread at each end to take, respectively, a castleated blind brass end cap, and a similar cap with a boss drilled for the plain taper T-shaped driving spindle. About one-third of the way along the tube from each end was cut a port (or rather two oblong ports with a separating bar), which mated with the curved port faces in the cylinder block.



GEAR DRIVE ARRANGEMENT FOR 1912 & 1913 ROTARY VALVE T.T. SCOTT ENGINES.

6.IX.59

These ports served, not only to transfer the gas from the crankcases to the cylinders, but also to control the initial entry of the gas to the crankcases.

Onto the centre of the rotor tube was shrunk and pinned an aluminium inverted Tee-piece, topped by a flange to receive the (inverted) L-shaped carburettor stub; and having within an oblong port communicating with, in turn, the two corresponding ports (at 180 degrees) of the central portion of the three piece rotor. (Incidentally, the carburettor stub, or elbow, was clamped down onto the Tee-piece seating by a vertical bolt, with locknut, which screwed into, or out of, a boss on the underside of a spilt clip on the frame down tube-cum-oil reservoir).

The hardened steel, and highly polished rotor, consisted of three sections of tubing of approximately equal length driving successively from right to left by key and way, or slot and peg. The central rotor section had inserted into it a bronze casting with two diagonal slopes which communicated in turn with the central port on the casing and, alternately guided the gas towards the induction ports in the right and left rotor sections. This bronze liner extended about one eighth of an inch beyond each end of the steel rotor, and these extensions, which each carried two pegs, spigoted very neatly into the right and left rotor sections allowing just enough, near universal, movement, to cope with rotor housing distortion.

The right and left rotor sections each had two oblong ports (set at 180 degrees), which alternately fed (1) the crankcase, through the lower half of the transfer port in the cylinder block, and (2) controlled the transfer from the lower to the upper port in the block.

No special provision was in evidence for lubricating the valve whose racing life, I was once told, was only two thousand miles (enough for testing, practice, and the race). Although there was a boss in the Tee-piece inlet casting this had neither been tapped nor drilled, and I can only conclude, either that a little oil may have been used in the petrol, or that the valve took its chance with whatever oil may have been splashed, or blown through, into the near extremities of the rotor and housing at the moment of transfer.

The only difference between the 1912 and 1913 valves, that I can recall, was the refinement of copious honeycombing, with drill holes of about a quarter inch diameter (in appropriate areas which would not cause leakage), of the rotors of the later engine.

I have been informed that the valve of the 1914 I.O.M. engine was actuated by connecting rods, and after studying the disposition of the pinions in the valve chest of the earlier engines, it is not difficult to imagine how this may have been carried out; thereby eliminating four of the six pinions.

VALVE DRIVE

The Scott Valve rotated in the same direction as the crankshaft and at engine speed; and the drive was achieved through a train of six straight toothed pinions, or spur wheels, as follows:—

Riveted up alongside the right hand crankshaft cog, in the very limited space between the former and the right hand cup, was a very thin (about three thirty-seconds of an inch) bronze pinion of some two to two and a quarter inch diameter, with teeth of such very fine pitch as to remind me of a clockwheel. This meshed with an almost identical pinion (except that it had a boss) which was pinned to a short steel shaft which ran in, and passed through, a bush in the right crankcase cheek. (The pin was very light and was presumably intended as a safety shear device in the event of valve seizure). To the other end of the shaft was fixed the first of the train of pinions, at the lowest point in the valve chest.

The special crankcase had been cast with a continuous ledge (about half inch deep and roughly resembling an equilateral triangle with radiused apexes and its "base" uppermost), proud of the standard flat crankcase cheek. The first pinion, and the three final pinions, were all made of hardened steel, of coarse pitch, and of equal (about one inch and an eighth) diameter, thus preserving, throughout the train, a one to one ratio. All but the penultimate pinion (of double width and driving the pinion on the rotor shaft) were of the same width (about three-eighths of an inch over the teeth) and all but the pinion on the rotor shaft were substantially reduced and drilled, between, with about five holes of about three-sixteenths of an inch diameter—a really beautiful job, as indeed were also the rotor sections.

Meshing with the first pinion was, at about ten o'clock, an idler pinion running direct on a steel stud (cut, I think, with oil, or grease, retaining spiral grooves). This, in turn, meshed with the double width pinion (referred to above), which was also an idler pinion, on a second stud. These two studs also served to mount two wing nuts which were employed to attach the readily detachable gear chest cover plate. Finally, this second (and double width) pinion, drove the pinion held on the plain taper of the Tee-shaped rotor driving shaft, which engaged in two, diametrically opposed, small slots in the end of the right hand rotor section.

Fine timing of the valve could be achieved by very careful setting of the driving pinion on the plain taper, and once the optimum setting had been empirically discovered the pinion could be securely and permanently tightened on the driving shaft. Rough, initial timing was effected by partially withdrawing the double width idler, so that, whilst disengaging from the other idler it still remained in mesh with the rotor shaft pinion. This was possible because the latter was overhung and did not conform to the gear line of the rest of the train.

This explains the existence of the hole in the lobe of the timing chest cover plate, which enabled the boss of the driving pinion, together with washer and nut, to protrude beyond the line of the cover plate. To complete the timing (advancing or retarding the valve in relation to the crankshaft), I seem to remember that the valve would just work, though not well, with one tooth plus or minus the optimum setitng; all one had to do was to give the necessary amount of twist to the double width idler (clockwise to retard the valve, and vice-versa), and then re-engage it with the single width idler. Owing to the aggregate backlash amongst the coarse pitch steel pinions (that between the two, large, fine pitch, bronze pinion was, and remained, negligible), it was, of course, necessary when timing initially, to work the train backwards against the stationary crankshaft as much as possible before checking the rotor position and locking the driving pinion on the driving shaft taper.

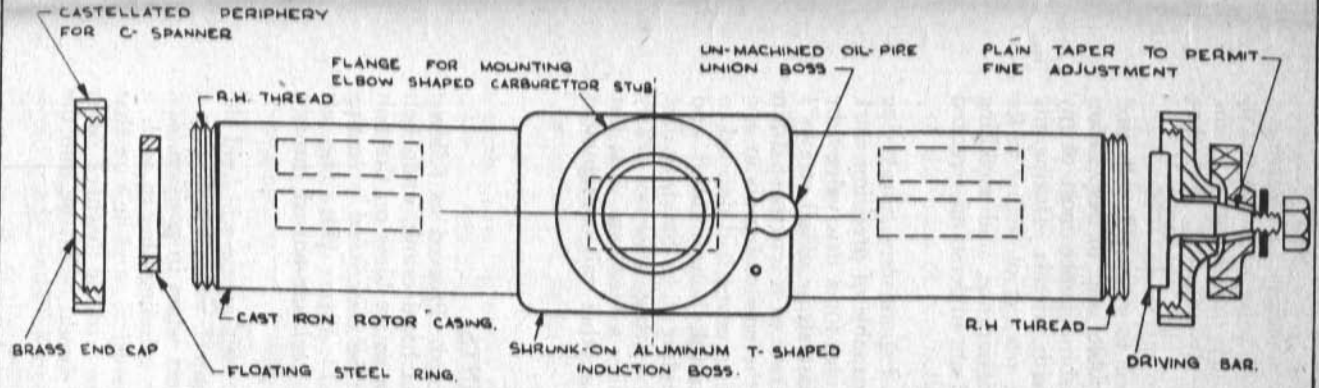
As I approach the end of my article, may I be allowed to include some items of my experience with two rotary valve machines.

When I bought my first R.V.T.T. Scott (the actual 1912 winner) it was already eight years old, and probably nth hand, with both cylinder bores and valve housing badly worn. Nevertheless it proved, in everyday, and workaday, use, about the most enjoyable and the most reliable machine I have ever owned. Initially I had some trouble with the blind end cap of the R.V. Tube unscrewing (why didn't A.S. thread that end left hand?), but as I had no workshop facilities for making a locking device I countered the tendency by smearing the thread with, I think, red lead. The loosening of such a part, if not checked in time, could have had serious consequences, as could also the unscrewing, by vibration, of the valve chest wing nuts; which was easily dealt with by lightly wiring together the adjacent lobes of the two nuts.

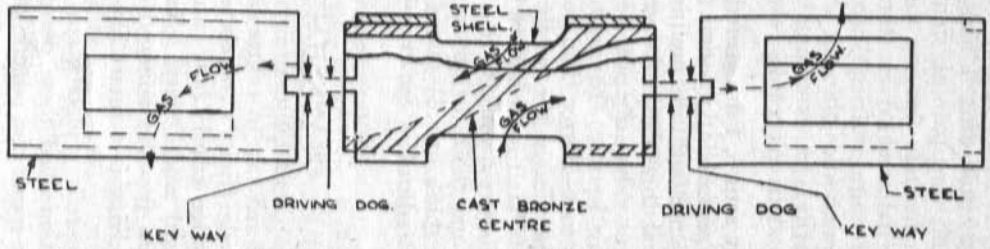
An apparently ever virtually unlubricated valve interior caused me much initial neurosis, but I soon ceased to worry as when, with a much soldered, and ever weeping radiator, I one day accidentally discovered that the engine was running quite happily with water only in the cylinder jackets, and no circulation!

The steel gear train was naturally a bit noisy but I used, periodically, to pack the gear chest (which was open around the cover lobe) with graphite grease. With the above, and the odd puncture on small section inferior tyres, and the flinty roads of the early twenties, as my only troubles the old girl took me everywhere I wanted to go on (believe it or not) a $3\frac{1}{4}$ to 1 High, and a $5\frac{1}{2}$ to 1 Low gear.

Incidentally, to anyone who may be sufficiently interested, and happens to have a copy of Ixion's Motor Cycle Cavalcade, I think a misty view of the actual machine with F. A. Applebee in the foreground, and Frank Philipp with his machine behind, can be seen in a photograph at the top of a right hand page.



PLAN VIEW OF ROTOR CASING (WITH DRIVE AND END-CAPS SECTIONED.)



3-PART ROTOR UNIT. (WITH CENTRAL PORTION SECTIONED.)

(VALVE ROTATES CLOCKWISE, AS SEEN FROM DRIVING END.)

DIAGRAMMATIC ONLY.

ROTARY COMBINED INLET & TRANSFER DELAY-VALVE OF THE "SCOTT" 1912 & 1913 T.T. ENGINES

6.IX.'59

6

I ultimately sold this machine to Tom Ward (then in Bradford) —who, I may add, treated me most fairly.

When I took delivery of my second R.V. machine (a reserve for the 1913 T.T.) the left hand engine bearer lug was fractured. After some delay this was replaced, by which time I had a machine in much better condition, and perfectly adjusted. But that machine was just FATED.

Only a short while after I had started to ride it I collapsed with serious, and very painful, spinal trouble, and in desperation sought the sun in Italy, leaving the machine (since most of my life I have been homeless) in storage with friends. During my long absence a mutual "friend" (on the pretext of selling it for me) took it away and, through sheer ignorance, and meddling quite unnecessarily with something he did not understand, wrecked the precious and irreplaceable valve unit.

When, on my return, I discovered this, I spent some time trying to trace, by recommendation, some firm capable of precision work who would execute faithfully my instructions for a new valve tube to pattern. And then came the very "last straw of all straws"! The replacement valve tube was as accurate as a length of drain pipe and (n plus 1 straw), having made the new casing about one sixteenth of an inch shorter than pattern, someone had decided to shorten correspondingly the really beautiful, honeycombed and glass smooth left hand rotor section by holding it, by hand, against a very coarse emery wheel! So, with driving keyways nearly ground away, and the rotor end resembling a face cam, I at last gave up in (I think literal) tears; and another rail consignment departed for Bradford. "Sic transit. . . ."!

CRANKSHAFT HINTS

A delicate job, but quite straightforward. Proceed as follows: Unscrew left hand nut in centre of right hand crank, undo bolt on left hand side (right hand thread), a smart blow on the bolt head will dislodge crank; bolt can then be unscrewed, releasing right hand crank and rollers. (Supers 13, Flyers 15). The left hand crank can then be removed by a steel bar passed through the flywheel, giving it a smart blow.

Take great care in replacing cranks; a little grease will hold the rollers in position (bed these down on the bearing by passing a piece of string round the outside of rollers when in position, and tighten). Replace packing gland (after grinding this in with a little fine valve grinding paste, or knife powder), and be sure that the tongue of this engages with the keyways in the flywheel. After the crank bolt is screwed up, each crank should be driven into the flywheel, using a hammer and tubular punch. Three sharp blows only.

A SHORT HISTORY OF THE "WEDGEPISTON FLYER"

by Mr. Wedgepiston

Born 1938; lived for a year; died in a fire; paid off by insurance as a write off at the beginning of the Second World War. It was salvaged, dismantled, painted, and wheels rebuilt. Was to be used on the grass track (Brands Hatch) but the owner went into the army, so the Scott was boxed up till after the war.

It was then offered to me. I bought it, and it was duly brought home by van and spread on the lawn. The driver said it looked as if a Doodle-bug had dropped there! We then started to rebuild, with only a Scott Handbook for a guide. Things got put in wrong way round, such as oil pumps and wheel bearings—but eventually were put in right.

Next job was finding a sidecar. I found an old Matchless with a beaded edge rim which I modernised, and which did good service. I rebuilt the wheel with an old W.B. Rim, and we had much pleasure from it with runs to the coast, etc., with the family.

Recently a new rim, 36 hole, was required for the sidecar, which could not be purchased. The information was given to one of Dunlop's travellers, and the jig was altered at the works to produce this, and at a reasonable price.

DO YOU REMEMBER ?

No. 2. The first three-speed Scott, 1924? Open frame with oval tanks. Scott plunger forks. 532 c.c. orthodox Scott engine with narrow big end bearing. Lubrication, drip feed to each cylinder, or Best and Lloyd mechanical pump. Long gear lever. Expanding brakes.

No. 3. The Scott spring up rear stand conversion set, 1932? A clock type spring housed in a neat box, and concealed. Fitted on the stand off-side fixing bolt, and into the stand recess. Price was 12/6.

No. 4. The 650 c.c. vertical twin Scott? This machine was exhibited in 1930, with delivery promised for October, 1930. It was a departure from the practice of the past 22 years, having the engine set vertically in the frame, with the driving sprocket at the end of the crankshaft.

The cylinders were still side by side with the flywheel in the centre, and the important features of the cylinders, ports and pistons unchanged. The crankshaft was a single forging supported on each side of the flywheel by double row ball bearings, and its ends by two phosphor bronze plain bearings. The crankcase was split centrally. Although of the split type the big ends had roller bearings. The frame construction was more conventional, the twin tubes from steering head to crankcase being superseded by a single tube, and two tubes, one above the other, ran to the saddle lug.

(The following is an extract from an article in one of the old Scott Postal Discussion Club Notebooks, very kindly lent to me by Tom Ward. This article really took my fancy and I've tried to trace the author for permission to reprint, without any luck, so, relying on his feeling as pro-Scott as when he wrote the article, I am printing without.—Ed.).

EXTRACT OF AN ARTICLE BY C. RATCLIFFE

From its inception the Scott has been the eternal argument against the single system of stereotyped design and literally bristled with unique details, quite apart from the major details, which set it on a pinnacle of its own. Its plug terminals were brass balls, nipped between double spring tongues on the cable ends. The twin crankcases had snap doors; its gearbox a foot change, and it had a frame that held the road like a postage stamp; as opposed to frames by other makes which bumped like oil drums rolling down steps.

All motorcycles, like ships, are credited with a feminine gender, and no motorcycle was ever so feminine as the Scott. It was at once the most adorable, the capricious and the most exasperating machine ever made! The uniqueness of its specification won its first devotees who were attracted by its starting, its positive drive, its gears, its looks, and its crescendo-diminuendo hums and squeals. Once they bought a Scott they either contemptuously eschewed all rival makes, or else sought immediate divorce! The petty critical type of mind came enraged with its lubrication system—it was always difficult, and still is, to organise a level feed of oil to both cylinders—or with its misfiring when coasting down a hill, or when ticking over in neutral, or when running light at low speeds on the flat, or with its over sensitive plugs. Plugs were none too good in those days, and a plug operating in an oily atmosphere with the cooling protection of the water jacket was apt to be tiresome. All these minor faults have distinguished the Scott since birth; no less pre-eminently than its fine qualities. The opposite type of mind—the appreciative mind—crashed heavily for the Scott virtues. In those bygone days the Scott was UNIQUE—the ONLY twin cylinder two stroke—the ONLY gearbox—the ONLY kickstarter (yes, the Scott was equipped with a K/S at birth!)—the ONLY chain drive! Those were the Scott features, and in years to come the entire industry copied the chain drive and adapted gears and kickstarters, although they disdained the open frame and valveless engine. We may well regard our Scott as the ancestor from which all modern machines were developed, and be proud of its origin.

The Scott starting was always good—do I hear any dissenters? —the absence of the dirty, slippery, unreliable belt, and it's sweet, sure hill climbing. The superb road holding which, more than any

other feature assisted it to T.T. victories. To these obvious excellencies must be added another, of a more psychological nature—it's noise! I say noise deliberately, for the Scott was never a quiet machine. Perhaps the most accurate term for the Scott exhaust is a "Yowl", how we love it! It could scream at high revs like a soul in torment, and in milder moods it would hum. It suggested a turbine rather than a host of metal objects rotating and clacking.

Years passed and most of the Scott excellencies came to be shared with the pneumatic drill type of four stroke. The pinched its starting, its drive, its gears, and they easily excelled its speed—the original two-speeder was never better than a 45 m.p.h. bus. I still remember gleefully how three pals set out on a crazy "follow my leader" run, which was scheduled to last till dusk! There was no set scheme, route, or destination. Whoever led of the three was to go wherever he liked, as hard as he could go! The run was to last until night, or till only one of the machines was rideable. The trio rode respectively, a T.T. Triumph (single gear, belt drive): a 5 h.p. Zenith, with belt and gradua gears; and a standard two-speed Scott. The Zenith was easily the fastest, but was shod with very heavy Kempshall tyres with a flat tread, which skidded so badly on corners that he kept falling off all day! The Triumph was the next fastest, but was handicapped by one, rather high gear. The Scott could make rings round (and inside) the others on sharp corners. Whenever any mishap or miscalculation let the Scott into the lead, it stayed there until the driver made a bloomer; for he naturally dived into the twisty lanes where the Zenith skidded on corners, and the Triumph stalled for want of low gear and acceleration. The Zenith and Triumph pals both bought Scotts the following week!

Unluckily for all of us, Scott resembled the type of novelist who produces one glorious work, excites the greatest expectations, and never writes another. Alfred Scott, having given birth to the original Scott, went all barren, and when the four stroke brigade caught up on all the inimitable features of his design, his brain went into cold storage and he never set the industry a second problem.

* * *

(Later in this Notebook, Tom Ward had a little piece to say concerning the last paragraph of Mr. Ratcliffe's article; here it is).

On one point, however, I profoundly disagree. You say Alfred Scott produced one glorious masterpiece and then his mind was drained as empty as a squeezed orange—or words to that effect. Well, I lived in the same city as Alfred Scott throughout his engineering career, so please let me put matters in a very different light. That career extended roughly from 1904 until his death in 1922; only eighteen years altogether, and in that time he took out at least 46 patents, of which only the first 21 related to the Scott motorcycle. The unfortunate thing is (and this fact does not seem to be widely known), that Alfred Scott entirely sold out his

interests in the motorcycle bearing his name in 1915, and he had no further hand in the development of that machine. You will admit that this fact explains a lot of things which are otherwise hard to understand.

You will ask, why did he do it? One can only guess that he regarded his motorcycle as sufficiently matured for other hands to carry on, whilst he pioneered in fresh fields. We know that he had become immersed in the complicated job of designing the ideal three-wheeler, which he believed would supersede the motorcycle and sidecar, then becoming very popular. In 1915 alone he took out no less than nine patents in connection with this three-wheeler, working all hours of the day and night to do it.

But, you will say, was the Scott Sociable, as it was called, a second masterpiece within the meaning of the act? Well! A friend of mine recently bought one for a few pounds. Like thousands of others, he knew nothing whatever about them, but this is what he wrote after sampling its qualities:—

"My admiration for the genius of the late Alfred A. knows no bounds. The independent springing, rotary valve induction, hand starter with steering wheel which folds away to make same easier to use, all shaft and gear drive, smooth running, etc., etc., etc., make the machine twenty years ahead of its time. I have tried it up an incline of 1 in 3 which was boulder-strewn, and very rough, and the Sociable went up like an army Jeep . . . ."

The Sociable was original from sparking plug to wheel cap, and quite as big a masterpiece as the bike, and the only reason that it did not survive the between wars slumps was purely financial. There were twenty-two patents involved in the Sociable design altogether.

READERS WRITE (continued from page 15)

But to get back to Alfred, when he started making the Sociable he registered his own job in Nairn, Scotland, which had his initials—the letters A.S. If you fancy the idea, the little county on the Moray Firth does not register many new vehicles and is still registering AS around number 3,000 I believe.

I have always been very partial to the registration number 1. Have it on my present job, and also the last one, SMG 1. While riding this one I saw SMC 1—in Shepherds Bush, I think—an ordinary Standard 12. I can think of a better place for it. Oddly enough I spend much of my time in Nairn, and I decided many years ago, when I was writing a column under the pen-name of Jason, that I would get JAS 1, and keep it by transfer. Alas, it will not happen in my lifetime if they have taken 55 years over the first 3,000 and there is still AAS, BAS, and so on, to come.

RSF Section,
RAF Ballykelly,
Limavady,
Co. Derry, N.I.

Dear Sir,—Being the very proud owner for over a year of a 1950 Squirrel, I have often wondered whether anyone with such a machine has ever thought of converting the dual front brake from leading and trailing shoes to dual double leading shoe. As Scotters know, the normal front braking arrangement is quite potent, but I would be most interested to hear from someone who has converted or, like me, is thinking about it. A dual double leading shoe front brake would indeed be a most powerful stopper.

Another idea that has passed my mind is a primary chain tensioner, which could be spring loaded and adjustable from underneath. Here again, anyone who is interested I would be pleased to communicate with.

Anyone who has the dual front compensating mechanism, and would like to change over to the new Aerco design, but have insufficient funds, well! I can supply details which increase the stopping power, and it also makes it easier to fit fairings by removing the compensating mechanism (even though it is good).

Yours sincerely,
G. A. Robinson.

SCOTTS WHA HAE

Another line from Jim Sheldon.—Did you ever notice Alfred's registration numbers? Bradford was AK of course, we all know that, and the bikes in the catalogues were all AK 222, (2 strokes, 2 cylinders, 2 speeds). Alfred's prototype in 1904, when registration started, got AK 166, and the young Jowett's prototype car in 1906 was AK 494. The first production Scott, Arthur Lamb's, was AK 1056. But, what about AK 18? Frank Philipp had it on his Bradford Scott which made 100 successive climbs of Sutton Bank in 1911. Alfred himself had it on his own Shipley outfit in 1913 and 1914. Meanwhile A.K 4 had appeared on Frank Applebee's T.T. job in 1912. It makes one suspect that Alfred Scott was "veteran minded", doesn't it?

I like these old numbers myself and used to keep a little book to record derelicts with single letter registrations for people who were rebuilding veterans and wanted an authentic number. It does do something to the lines of a first class restoration, you know. Talking restorations, why does one so seldom see the white tank panel on vintage Flying Squirrels, or the white tank top?

ADVERTISEMENTS, for sale, or wanted, can be inserted at any length at the rate of twopence per word or number, per issue.

WANTED for 1923 two-speeder: Carburettor ($\frac{7}{8}$" Amac) and controls; XL-ALL saddle with oil filler, footboards, legshields, rear carrier.—Flt. Lt. Gardener, R.A.F. Lindholme, Yorks.

FOR SALE. 1947 Squirrel. Completely overhauled this year. Three month guarantee given against mechanical failure. Chrome good. Paint fair. Engine + .020, still running in. Belstaff Black Panther suit, 38" chest, 5' 6" - 5' 8" height. $7\frac{1}{4}$ crash helmet. £75 the lot.—D. C. H. Goodall, c/o Wilts United Dairies, Brookside Road, Uttoxeter, Staffs.

CONTEMPLATING GOING TO AUSTRALIA ? For your new Scott and spares consult the main agent. Temporary address: 89 River Street, Kempsey, N.S.W. More information in the next issue.

READERS WRITE

Dear Editor,—I should like to raise a point in connection with the article in September "YOWL" on "Getting the best out of your model."

The writer, in referring to the oil pumps, said "My recommendation is to set it and forget it." I only wish one could forget it.

To quote my own experiences:— The trouble started with the pump on my 1930 model, which gave a lot of trouble, and was eventually sent to Pilgrims for attention and rebuilding. After refitting and adjusting I hoped that things would be all right. The next thing I knew was that the pump had stopped, and I had a slight seize. Until the day I sold this model I had to keep on adjusting the pump every few hundred miles.

I then acquired a 1948 Scott, and though this was better, I had one side pump cut out when ascending a Scottish pass, and only managed to keep going on this occasion by turning the pump up so much that I left a wonderful smoke screen. The pump was fitted with new camplates and the engine rebored and new innards fitted. After the machine was gently run in I went on a tour of Pembrokeshire, and if I hadn't kept a very close eye on the pump I should have run into trouble again.

In my experience, the adjustment only seems to keep for about 100 miles. Perhaps some expert reader could put his finger on the trouble. I might add that I have ridden Scotts for about thirty years.

Yours faithfully,
Richard Finch.

(In my opinion it's the oil that gives that trouble, not the pump, but I too would like facts and opinions on this most important subject. All letters received by 20th December will be printed in the January issue.—Ed.).