

Y O W L



THE MAGAZINE OF THE



FEBRUARY, 1960

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

What a beautiful bird the frog are . . . or, if you prefer, just how cockeyed can our English weather get? Looking out of my window now I see thousands of whirling snowflakes gleefully rendering the roadway treacherous, and, at the same time, showing a delightful contrast in colour with the red bricks and brown trees under the mellow influence of the soft winter sun. One might almost call it Feminine Weather! I hope no one's forgotten their anti-freeze.

Recently, I saw our collection of Club Films. I also discovered that a surprisingly large percentage of our membership have yet to do likewise. Let me give you an idea of what you have been missing.

Four films have been made up so far, the filming, cutting and editing all being the work of Lofty Avis, and a good job he has made of it too. I saw the films in my front room, projected on to a screen the size of a 17 in. television screen, and apart from the context of each reel, I was really impressed by the quality of the reproduction and the superb colouring. The titles are: On the Island (or Guv. closes the cafe); The Banbury Run; The Duel, and The 1959 Scott Rally.

On the Island shows parts of the "Old 'uns Do," you know, Scotts running around effortlessly, and the occasional four stroke that the owner thinks is worth trying to repair. Also an excellent shot of Geoff. Milnes hairing round Bradden Bridge on TT2, and almost wiping a bus off the road in the process, plus an amusing skit played by our ever-smiling secretary. The Banbury Run is a documentary, with some good shots of a few of our members who were participating.

Only one thing is lacking to make The Duel the box office attraction of the year, and that is a sound track. Guv. pours scorn on a two-speeder and involves himself in a road scorching session. There's neck and neck cornering, vicious kicking at the other bloke's bike, shots of Guv. running along ditches and hairing off the road into a field and finally kneeling in tribute to the Two-Speeder. A wonderful piece of work by all concerned. The film of the Rally needs no introducing. It is a good record of the event and includes shots of the Wiggle-Woggle, and of the Great Sidecar Yowl.

Take my advice, don't miss seeing these films, they are first class entertainment. More are to be made, too.

One of our members, R. K. Pickard, of 21 Weald Way, Woodhatch, Reigate, Surrey, would like to get in touch with anyone acquainted with the Scott Engined Mercury. He has one himself, and is particularly interested in the history of these machines.

Happy Scotting,
A. KEITH KING

FROM ME TO YOU

by N. K. Johnson

On 18th December, 1959, our past Chairman, George Silk, sailed from Tilbury Docks bound for Aussie, taking with him two Scotts, and the best wishes of all Club members for success and happiness in his new life. Thank you, George, for all your help to the Club.

This year the Motor Cycle Show will be held from Saturday, 12th to Saturday, 19th of November, and a

SCOTT OWNERS' CLUB STAND

is now being planned. The cost will be heavy, and cannot be met out of current funds. We are starting a special Show Fund, and hope to raise something towards it from London Members by way of Auction Sales, Raffles, etc. The benefits to the Club of having a stand are obvious, and I am sure that all members will give this project their maximum support.

Show week is our best opportunity for a social get-together. We can lay on an informal evening's entertainment, or a more formal dinner/dance, whichever you wish. The biggest problem is finding out what YOU want—this is usually done by trial and error, with much use of the Clanger echo-sounder. More about Show business in the next issue.

Our National Rally this year will be organised by the very keen Midland Group, and will probably take the form of a navigational folly, and concours. The date of this important event will appear in our next number. Another "must" for your diary are the T.T. Races on June 13th, 15th and 17th, and I should be pleased to hear from any member wishing to make up a party. Some of our Midland members intend to camp out that week, and if any of our members have experience of camping on the Island, they might care to give Alan Cooper the benefit of their advice.

A Committee Meeting held on the 5th December, 1959, disclosed a cash balance of £66 17s. 6d. (This seemingly astronomical figure has to meet a variety of demands in the next few months.) Tom Burtonshaw, having kindly volunteered to act as Assistant Secretary, was duly co-opted to serve until the next A.G.M. Letters of thanks were received from Tom Ward and Harry Langman upon their election as Life Members. A letter was received from the Auto-Cycle Union formally approving affiliation of the Scott Owners' Club.

A fresh supply of machine badges has been received from the makers; they cost 15/- each, post free, and can be obtained from the Assistant Secretary (address on page 1).

ON VICE — FREE SCOTTS

by "Mr. Stiffpocket"

Upon receiving the September issue of "Yowl" and finding myself styled "Chairman of Vice" for the club, a great feeling of guilt descended upon me regarding my lack of articles for the aforementioned publication.

I then proceeded to search for some suitable subject on which to write. I decided that those articles which I find most interesting are the historical ones, and these I leave to those more knowledgeable than myself.

The second subject which drew my attention was one about which I do know a little, i.e., making old Scottie go and keep going. I shall now proceed to give details of the several modifications which I have made to my four Scotts. I am only going to expound on those which have proved a success with the addition of one or two problems to which I have not yet discovered the solution in the hope that it will draw an article or two from another "surgeon."

One very useful accessory which I fitted to my first Scott, a 1929 Flyer, was a speedometer. My machine was fitted with Scott girders and a standard 19" front wheel. The following directions should not be adhered to too rigidly as obviously some slight modification will be necessary for a Webb wheel, etc.

The first stage is to detach the front wheel and thus determine the diameter of the boss, and examine clearance of the brake shoe, etc. The next step is to visit a motorcycle shop, preferably one in which one can wander behind the counter and browse. A speedometer gear-ring should be found of a sufficient outside diameter to give a wall thickness of approximately $\frac{1}{4}$ " when bored out to fit snugly over the boss. These are quite soft and are easily turned. On the inside a generous radius should be turned, especially if the drum is pressed out as on a Scott wheel.

When turned to a good fit a speedometer gear-box should be obtained from the same source as the ring, remembering to buy two locking nuts at the same time, one for each side of the brake plate. Also required is the pinion. This should be as small as possible, but with of course corresponding teeth to those on the ring. I believe mine were both intended for some obscure Norton.

The gear-ring should then be attached to the wheel hub with four 6 BA steel nuts and bolts with suitable packing (I used one extra nut under the ring) to provide 100% tooth area.

A very slightly elongated hole should be drilled and filed in the brake plate to accept the gear-box, and a much smaller threaded hole ($\frac{1}{4}$ " BSF or similar) adjacent to it at the gear-ring radius. Thus the gear-box can be fitted and the pinion can be checked for alignment (just feelable backlash) through the smaller hole. This can later be fitted with a grub screw.

When fitting the gear-box it may be necessary to modify one of the brake shoes. On my machine I filed a small cut-away for the pinion and moved the return spring anchorage hole about $\frac{3}{8}$ ".

Having assembled the gear-ring and pinion the box should be well greased and the speedometer head must be obtained; this is where the manufacturers' help is required. The procedure I used was this—firstly equip yourself with all (and I mean all) relevant information. This includes wheel size and tyre size, number of teeth on gear-ring and pinion, outside diameters, type of head required, i.e., with light and range 80 or 120 m.p.h., trip, etc., as these help to avoid mistakes.

Telephone to the technical information (speedometers) department of Smiths and supply all the information to someone knowledgeable, explaining your position. I think it was a Mr. Catlin I spoke to and he was very thorough, asking me to phone again the next day, by which time he had traced the serial number of the head which corresponded to the other two pieces of equipment.

This does sound rather complicated but it is not really, and for the sake of two or three phone calls is well worth the trouble. Except for a broken cable this arrangement gave me no trouble for several thousand miles until I sold the bike. Regarding these cables, an L.E. Velocette cable did this job admirably in my case, though I removed that steel spring protection, and replaced it with a length of plastic tube, pre-war Velo fashion. However, if a cable is not forthcoming immediately they can be made up at no extra cost within a few days at most dealers.

This arrangement is quite satisfactory, although not compulsory on any machine registered before October 1st, 1937. It is also not quite so accurate as an outrigger or rear wheel driven speedometer, due to the fact that ones front wheel is not permanently in contact with the road surface.

However, it has the advantage of cheapness (in fact I obtained the head wholesale after I had been supplied with the serial number).

This instalment absorbed more space than I anticipated, and I shall therefore make it Item No. 1 in this series.

FIXTURES

13th February—London Club Night, Red Lion, Whitehall, S.W.1.

12th March—London Club Night, Red Lion.

20th March—Support Pioneer Run.

9th April—London Club Night, Orange Tree, Totteridge.

TUNING THE CYCLE PARTS

by Roger Cooper

How many motorcyclists, wishing to improve the performance of their machines, think of tuning the cycle parts rather than the engine? For those not experienced in engine tuning, but nonetheless enthusiastic, this method of improving performance is the best one to start with because it avoids making such mistakes as losing all the low speed performance and good fuel economy—as so often happens when attempting to achieve higher revs and more power.

That is all we are going to say about the engine, except to assume that it is in reasonable order. We are now turning our attention to the more mundane power wasters on a motorcycle.

First remove both driving chains and examine the sides of the sprockets. If there are signs of excessive wear, more on one side than the other, then the chain line is not true. Two sets of circumstances may cause this.

1. The sprockets may be parallel to one another but not in direct line, thus giving the chain a cranked run; or
2. The sprockets may be at an angle to each other, causing the chain to twist or "turn a corner."

The best way of ascertaining which fault is causing the trouble is to lay a straight-edge along the sides of the sprockets in the same way as one would lay a straight-edge along the road wheels to check alignment.

Obviously, as a machine would not be manufactured with misaligned sprockets, it is not correct to start filing bits off until the offending parts fit. Rather one should check carefully into the root cause of the trouble. Perhaps the frame has been bent, or the gear-box tray, cracked at one time, has been carelessly welded and warped—if welded! If not, it may present a true line-up until load is put upon it by the engine driving the bike, whereupon it distorts. This is a most damaging fault because it throws load on many of the related parts, stressing them well beyond their designed limits. The only remedy is careful welding of the crack.

Having established that the chains are in line, care must be paid to the way in which they are tensioned. A Scott will run with the chains very badly adjusted or worn, but it will run far better if they are carefully maintained. To achieve this the chains themselves must be in good order. A 2 to 2½% stretch is enough to render a chain useless for all practical purposes and if a test shows, on a clean, dry, oil-free chain, that this much wear exists, then it is false economy not to replace the chain immediately.

When adjusting chains, remember the golden rule—"Check the tension again after securing **all** the nuts and bolts." This may sound ridiculous if you consider that a chain adjuster is used to position the various components accurately, but it is not so ridiculous if you remember that every time you release the gear-box studs under the tray the box tips forward slightly so that on tightening the studs again you pull it back a little **and tighten the primary chain in doing so**. If you do not check again to establish that a minimum of $\frac{3}{8}$ " of slack is evident, **all the way round**, you may well find that the chain is tight and throwing a severe load on the gear-box bearings and engine main bearings. This will not only reduce the freedom of operation but will also drastically reduce the life of the bearings. On the other hand, a chain which is too loose will flail round, hitting various stationary components and causing a large amount of clatter, if no actual damage.

The foregoing comments apply equally well to the mag chain, with one important addition. This light and flimsy component is very prone to seizure, the cause of which can often be traced to the fact that the side plates of the inner chain links have eased off their bushes and jammed between the bush ends and the outer link plates. A repair can sometimes be effected by removing the chain and either gently squeezing or punching these plates back into place—when you have the chain on the bench you will be able to feel which are the tight joints and closer inspection will tell whether or not this is the cause of stiffness.

Another common type of magneto chain seizure is due to rust caused by the ingress of water due in turn to lack of effective lubrication. This can easily be spotted on the bike by the stains on the side plates, around the link joints, as well as the fact that the chain remains bent after leaving the sprockets. The remedy here is to remove the chain and clean it thoroughly, making certain that every link is quite free and that the chain is perfectly dry, both inside and out. It should now be dipped in a bath of molten grease and agitated for several minutes to ensure that the lubricant has permeated right to the heart of the bearings. Dry and refit the chain, and then remember to keep it well soaked in engine oil, even though a lot does run off. If you do this for all the chains you should never again need to remove them for servicing.

The techniques applying to the above hold equally good for the rear chain but be extremely careful to ensure that each adjuster is moved the same amount to preserve wheel alignment (and sprocket alignment, too). Remember also to tighten up the torque arm anchor bolt!!

Let us now examine the gear-box—a unit which, on a Scott, is renowned for trouble-free performance.

Long suffering though it may be, the gear-box will always respond to careful treatment and maintenance. A few hints on the use of the kick starter may be useful for those who have not studied this item. It is interesting to note that a Scott kick start crank (two-speeders excepted) should not engage until horizontal. Occasionally it will engage earlier, but it is dangerous to try to start the engine from this position since the pawl seldom engages fully with the ratchet and may well disengage under load, thus letting you down sharply with a sprained ankle. Before starting, pull in the clutch and turn the crank a couple of times—this also serves to free the clutch plates should they be slightly stuck—and allow the pedal to return only to the horizontal position. Make sure that you feel the ratchet engage with the pawl and turn the engine up to compression, if necessary raising the crank again (but not above horizontal) to engage the next ratchet tooth. Now swing on the starter swiftly, smoothly and with increasing force towards the end of the stroke. Don't jab at it or "kick" it. You can't jolt the engine into motion, it takes time for the works to build up speed and you will only jar and strain everything, including yourself. Another point to note is not to remove your foot at the bottom of the stroke. Let the pedal return against your foot and come to rest on the stop gently. Finally, the quarter of a turn afforded by the Scott kick starter is ample for the job and with a little practice you should be able to start the engine whilst sitting in the saddle.

If great difficulty is experienced in persuading the pawl and ratchet to engage securely, it may well be that these are worn. It is not **always** necessary to buy new parts to remedy this; any enterprising amateur mechanic should be able to remove these parts and match them up with the assistance of a fairly coarse oil stone and the effort is well worth while, if only for the sake of preserving the skin on your ankles.

With regard to the tuning of the rest of the gear-box, the main objective is to achieve complete freedom of movement, regardless of the load on the various parts. To ensure this, all the bearings must be in good order. If the bronze bushes are worn, this will throw the shafts out of true and will put undue offset load on the ball bearings, quickly putting an end to their useful life. The lubrication of a Scott gear-box is by no means critical, but an oil of over S.A.E. 50 viscosity will absorb quite a lot of power, without lubricating any more effectively.

Turning to the clutch, there is not much here which can absorb power except clutch slip or clutch drag. Clutch slip wastes more petrol and will be dealt with first.

Clutch slip is usually caused by oil on the plates—if Ferodo—weak springs, or wrong type of springs, or lack of free movement on the withdrawal race, i.e., the plates are not being allowed to bed right home.

Removing oil from the plates is not a tedious job if you are prepared to be bold in your action. You should set fire to them! Do not, however, set fire to the sprocket. This is a hardened steel component and its design is such that it warps when heated and will not fit back on its rollers—I know, I've tried it! Burn out all the other Ferodo plates until the insets are almost white and have ceased to smoke. A gas ring, primus stove or blow-lamp is the best means of doing this. The plates will warp slightly but, being soft, are easily trued up again when cold. Hammer all the inserts up tight after burning off and then rub down lightly on emery cloth laid over a dead flat surface.

On re-assembling the clutch it is a good idea to wash the steel plates in petrol, or gunk and water to remove all traces of grease. The 30 rollers should receive only the lightest smear of grease—any excess will only fly off and find its way onto the plates you've just cleaned. It does no harm to run this roller race dry, especially as it is never highly stressed. Provided that the smear of grease is enough to prevent rust, no damage will result.

Make sure the springs are all the same length and tension. Scott clutch springs must be compressed slightly before the nuts will take up on the studs. A very wide bladed screwdriver is best for this job—sufficiently wide to support both sides of the nut at once. Run the nuts down until they are flush with the ends of the studs to make sure that they clear the final drive sprocket. If they are run down further, there is a chance that the clutch will not withdraw properly due to the springs becoming coil bound—i.e., compressing solid.

Now we come to the third cause of clutch slip. If the plates are all flat and true they should free off with only a very small amount of end movement of the final plate. The withdrawal mechanism provides for far more movement than is strictly necessary, so there should be no excuse for having perpetual thrust upon it. If the worm lever is just at right angles to the cable when all the free movement is taken up, the remainder of the available travel will free the clutch plates fully. Allow about $\frac{3}{8}$ " free movement at the handlebar lever to ensure that no unwanted load will be put upon the withdrawal race.

Sometimes people do not allow this amount of slack in the cable because they are trying to overcome clutch drag. For a time such a practice will work, but in the long run it pays to seek the root cause of the trouble.

A common fault is a spongy operating cable. If the outer casing has become stretched slightly it will tend to compress under load and this compression is taking up vital operating movement. Replacement of the cable is the only real remedy—take care when fitting, to ensure that it is not stretched again. When buying a new cable do not look for one with a heavy duty specification as is recommended for some makes of machine, a medium cable is quite adequate and much lighter to operate. Yet another common fault and one which may baffle newcomers to Scotts more than the old hands, is a buckled clutch plate. A quick check to ascertain this is to listen for the plates rattling when the engine is running, in gear, with the clutch disengaged. If no familiar clatter can be heard, then it is fair to suspect a bent plate. However, before pulling the clutch to pieces, just check visually that the withdrawal mechanism is functioning correctly, and that you are not allowing **too much** free movement (by adjustment of the clutch pins). Set the adjustment up first and then check again. If still tight then strip the plates out and inspect each one thoroughly, truing them up where necessary. If you have a part Ferodo, part cork clutch, then it is more than likely that the corks are the cause of the trouble. Unlike Ferodo they are soft and compress when squeezed. They are often squeezed quite considerably in a clutch which also has Ferodo plates because the whole assembly must be compressed tightly for the harder inserts to grip. The best remedy is to have the corks replaced before proceeding further. Finally, take a note of the primary chain tension. If too tight this will put a strain on the clutch sprocket and not allow it to run free on the roller race.

Now we are sure that the transmission is functioning at its best, let us turn to the wheels, remembering that it is the rear wheel which receives most of the wear and tear by virtue of carrying more weight than the front and also by transmitting the power.

It is necessary first to ensure that the wheel is a rigid unit, and a true one. Buckling or ovality must be corrected. Spokes are small but very vital parts and if there is any suggestion of weakness or rust, the faulty units should be replaced. Unless one is

experienced in the building of wheels, it pays to let a professional do the work, and for the sake of simplified maintenance, specify stainless steel spokes.

Now the heart of the wheel is the bearing, and it is here that difficulties will be encountered with the older machines. Strip the bearings down if you are not sure of the condition, and examine them. The races, cones, and balls or rollers should be absolutely free from blemish, and, if not, should be replaced, as pitting is a sign that the respective components are past their useful life and will only deteriorate further. When replacing worn cups and cones it is false economy for the sake of a few shillings, not to replace the balls as well!

Wipe out the hub thoroughly and make sure there are no stray balls inside. It is usual to have 9 or 11 uncaged balls in each side of a cup and cone bearing, and with each ball in place there should be a space left which is not quite large enough to take one more ball. This check will not be necessary with a ball journal bearing on which there is no adjustment, or on a taper roller bearing, which is also caged.

When assembling cup and cone, or roller bearings, do not overfill with grease otherwise excessive temperatures will be created and the grease will ooze out—usually onto the brake drum. Sufficient high quality grease to fill each bearing, with a small amount in the hub itself will last for thousands of miles. Adjust the bearings until there is a mere trace of side-play, and after doing up the locknuts check again that wheel spins free and does not stop suddenly without running back in the opposite direction.

Ball journal bearings are even simpler to service. If they show signs of slackness, they are worn and should be replaced. When tapping a new bearing into place, be careful to bring pressure to bear on the appropriate part of it. That is when fitting into the hub, tap the outer ring, and when fitting to a spindle, tap the inner ring. This is to prevent the balls and races from being prematurely damaged. Ball journal bearings should always be fitted dry to prevent grease from finding its way between the surfaces of the race, hub and spindle which are intended to be tight fitting, although if extreme difficulty is experienced in introducing grease through the channels provided it should be possible, with care, to fit one bearing, pack it and the hub with lubricant, and then fit the other bearing (making sure that no stray grease has got into the wrong places), greasing it from the outside when once in place.

Before replacing the brake plate have a good look at the linings and the mechanism. It might be advisable, if these are oily, to clean them in carbon tetrachloride or even replace the linings if very badly oiled. Make sure that the rivets are all tight and countersunk and recessed. Aluminium rivets are especially damaging to brake drums because there is a strong tendency for them to pick up and hold abrasive materials. If in any doubt, have them replaced with copper ones.

In cases where the lever has to be pulled well past the point at which it is at 90 degrees to the operating rod a further investigation is needed. If the linings are not unduly worn and the cause cannot be attributed to anything else, then the shoes may be shimmed out on the cam faces by wrapping a small piece of 18 or 16 s.w.g. mild steel sheet round each shoe end. Be extremely careful about doing this as spongy brakes will result if the shims do not fit firmly. With Enfield wheels, the brake shoes of which have detachable steel end pads, it is a simple matter to remove the pad and fit a washer behind it. In certain extreme cases the cams may be badly worn and the best remedy is a replacement. For those who have irreplaceable parts, a welding process known as Stellinging can be used to build up the faces.

Check that the same bearing is not sloppy and making operation spongy. If necessary, bush the bearing, or, in an emergency fit shim bushes between the existing parts to fill the space. The reason that this little bearing is often slack is the fact that people forget to grease it and the best way of preventing wear is to remember it. Put a couple of spots of oil on the pivot end of the shoes, but not too much or it will be onto the drum in no time.

When fitting the brake plate to the spindle be sure it can be tightened up securely against the bearing without upsetting bearing adjustment, or fouling the drum itself. Run the nut down finger tight and check that the torque arm and the two flats on the spindle are lined up to fit the frame. Now apply the brake hard and tighten the nut down fully. Applying the brake at this stage centres the plate exactly so that the two shoes touch simultaneously, giving maximum efficiency.

(To be concluded in the next issue)

READERS WRITE

(continued from page 14)

This summer I made my first long trip into Scotland, and my delight at the wonderful scenery (I went to Mallaig via the famous road to the Isles) was only equalled by my satisfaction in the effortless way in which the Squirrel ate up those apparently endless Scottish miles; averaging a steady 65 miles to the gallon, and holding a steady 60 m.p.h. gait for long periods. I had no trouble with the oil pump, and covered about 800 miles without touching anything, not even a plug.

The brakes proved equal to those on the Vincent, the only ones that have so far, and the rear springing, with its adjustable legs, was very comfortable indeed. The lights are really good, and the dynamo has never failed to charge, even at the lowest speeds. The only thing about the 1957 model that I'd change for that on the 1949, is the forks, as I found the old Dowty oleomatic forks were really soft, whilst the later Dowty "pattern," but now with springs, in instead of air, are inclined to be too hard.

One other thing, considerable play has developed in the rear fork bearings and I would welcome information as to how to remove this; the slotted nuts provided not seeming to make any difference.

Well, Mr. Editor, I seem to have rambled on and on, but isn't that what we all like to do when talking to fellow "Scottists," or "Vincenters" for that matter.

If you can find room for some of this "natter" in "Yowl," perhaps somebody else will do likewise, and then, off we go.

Yours sincerely,

Arthur E. Harland.

* * *

Dear Sir,

"Yowl" seems to get better every issue! "Greenie's" article was very interesting, but a slight misunderstanding must have occurred over the patents situation. The Scott Rotary Valve was first patented—in crude form, with unreliable chain drive—in 1911. Substantially as described, the earlier valve was housed in a stator cast integrally with a special cylinder block. (Those at last year's patents exhibition may remember the coloured diagrams on view.) The improvements made in 1912 and 1913 were not patented, and that is probably why the mistake occurred.

"Greenie" has an amazing memory, and I hope we'll get more articles from him—especially as he worked at the Scott Autocar Co. He can tell some very amusing anecdotes about the "crab"—and the designer.

G. T. Stevens.

READERS WRITE

(continued from page 15)

Perhaps I ought to state, straight away, that I also have a 1949 Vincent Rapide, and am a member of the Vincent Owners' Club, and therefore can compare, perhaps both machines, and Clubs.

First, the machines. I can only say that they are both very fine machines indeed; each most satisfying in its own way, and, as I have raised the gear ratios on my 1957 Squirrel to 4:1 on top, as against the 3.5 top gear of the Rapide, both very similar in some respects.

However, starting in January ('59), I bought a 1949 Flying Squirrel, really to act as a stop-gap whilst overhauling the Rapide, after which my son Geoff, already a Scott fan and owner, would take over the 1949 Squirrel, and I return to the Rapide.

But it did not turn out quite like that. Owing to lack of time the Vincent did not get its promised overhaul and, holidays looming ahead, Geoff took over the Squirrel and I, perforce, had to get out the Rapide, rattles and all, preparing to make do until such time as I could tackle said rattles.

Once again fate stepped in. A 1957 Squirrel appeared in the local newspaper adverts at a reasonable price and, as Geoff and I agreed after seeing same, we just could not miss such an opportunity, particularly as my chief objections to the 1949 model had disappeared for 1957. Namely, a spring frame was now used in place of the unsprung rear end of the 1949, and the objectionable vibration period at 50 m.p.h. was now much reduced, and further up the speed range, and therefore not likely to bother me so much. So, once again, the Rapide was put back into cold storage to await time for, now necessary, repairs. Not without certain regrets, as its performance was still colossal, and high speed handling firmer and apparently safer than the 1949 Squirrel, due, I think, to its weight and wonderful springing.

A few minor adjustments, a new rear chain, a plastic petrol pipe to isolate the tank from what engine vibration there was, and the new Squirrel has given me some 3,000 miles of wonderful motorcycling to date, and resulted in me joining the Scott Owners' Club which, I am finding out through "Yowl," appears to be equally as enthusiastic as the Vincent Owners' Club.

After seeing the colour slides taken at the Scott Rally by my son Geoff (who, incidentally, attended on my old 1949 Squirrel with the blue tank), I have made a mental vow to be present at the 1960 Rally. To have heard all those Scott sidecar outfits tearing down the field must have been really something.

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READERS WRITE

(continued from page 16)

The Pilgrim pump, although sometimes temperamental, is a fine, reliable accessory. In good clean condition—supplied consistently with oil of the same viscosity—it will function happily for thousands of miles (I'm speaking of the steel—pin—cam variety!).

Like Roger Cooper, I would say, set it permanently at about 1 in 5, or 1 in 6, but NEVER forget it. The Inspection Window is just that—an Inspection Window.

The Pilgrim Motor Co., Pilgrim's Way, Farnham, Surrey, run a first-class overhaul and spares department, and give a service second to none.

Signed,

A Satisfied 1-in-5 Drip.

* * *

Dear Mr. King,

I am more or less new to Scotting, having acquired a Birmingham built Scott last summer, and joining the Club shortly after.

I own a small private workshop containing some fine machine tools, and I am willing to take on any small machining jobs that Club Members might require. I am a turner by trade, so members can be assured of a decent job being made.

I would like to point out that I am not advertising for work, and this service is for Club Members only, and it is only up to your judgment if you want to pass on this information, verbally, or through the pages of the magazine.

I would like to offer this service free of charge, but with the prices of today for tools and materials, a small charge will be necessary, and it will have to be noted that it will be a spare-time job only.

If members require any machining jobs doing, I would suggest that the member should first write to me, giving a description of the part required on a sketch, together with a S.A.E. I will write to the member stating, if I can take the job, how long it will take, and the approximate charge to cover cost.

Yours faithfully,

Robert Kerr.

* * *

4, Urmson Road,
Liscard, Wallasey, Cheshire.
Dear Editor,

Having received and read every word of my copy of "Yowl" for December, and now awaiting the January issue, I thought that perhaps I might help to keep the ball rolling by writing a few lines about my Scotting this year.

(continued on page 14)

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

Parental opposition forces sale of "WUN-LUNG" 1930 300 c.c. Probably best in country. Contact Vice-Chairman. Wanted—"Scott Club" Badges.

1959 (July) FLYING SQUIRREL, 1,600 miles only, as new, £265 o.n.o. H.P. arranged. Smith, 2 Ridgeway, Droitwich, Worcs.

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.

READERS WRITE

Dear Sir,

Your correspondent's query in the December issue of "Yowl" regarding engine lubrication reminds me of some excellent advice which I obtained from the great Ted Murphy over twelve years ago, and which I would like to pass on.

It is, to leave the oil tap on all the time, as the constant opening and closing of this tap increases the likelihood of an airlock forming in the pipe leading from the tank to the pump.

I have always followed this advice and have not had any engine lubrication trouble on any of my Scotts since.

Yours faithfully,

Eric Cliffe.

* * *

Dear Mr. Editor,

May I add a few words to the correspondence on 'oil pumps? General maintenance and adjustment was fully dealt with in the "Lubrication" Service Sheets, but there are two rare faults of importance.

- (a) A small particle of dirt can prevent one of the non-return ball valves from seating, thus causing that side of the pump to "dry up." (I've never had this trouble, but it could explain Mr. Finch's query.) Remedy: Clean oil tank and pipes, and a good filter.
- (b) Minute air leaks can be very puzzling. They never occur on pumps with the lock nutted regulators, but the spring loaded washers on the models with serrated knobs are not so positive—especially as road dirt can gain access. Remedy: Thorough cleaning, and new fibre washers of exactly the correct size.

(continued on page 15)