

# Y O W L

JOURNAL  
OF  
THE  
SCOTT  
OWNERS'  
CLUB

AUGUST  
1964

# OFFICIALS OF THE

# Scott

## OWNERS' CLUB' 1964-65

*Member of the Federation of National and One Make Clubs*

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**MIDLANDS :**

**New Committee members will be elected at the forthcoming Midlands A.G.M.**

*"Yowl" is printed by the North Wales Chronicle Co. Ltd., and distributed for the Club by George Stevens, "Pen-y-Graig," Coed-y-Parc, nr. Bethesda, Caerns.*

### EDITORIAL

This year's T.T. weather may not have been particularly memorable, but judging by the uproarious get-together on the Wednesday of Race Week at The Mitre, it didn't seem to dampen the spirits of the Club's Island contingent. Good job the water-cooled twins knew their own way home when it was all over. . .

Although the clerk of the weather upset plans for some club filming, the Island turn-out seemed to compare well with other years; and more than one member went home with dreams of a "very special Special" based on mods noted outside the Villa Marina.

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Our seventh annual national rally is only a few weeks away, and organising officials are hoping for a record turn-out. I make this plea to new members and those who haven't attended before: **THIS YEAR, MAKE AN EXTRA SPECIAL EFFORT TO COME ALONG—AND DON'T FAIL US!** We guarantee there will be something to interest all.

All the best,

VAL.

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### SEEN IN THE ISLAND

One of the rare Clubman's Specials, modified to swinging arm suspension.

A battered two-speeder, garaged at the premises of Peel Engineering, said to have been ridden in 1922 T.T. Practice by Harry Langman.

A Shipley bitza, built by a newcomer to the Club, featuring B.S.A. front forks and mag.-driven rev.-counter.

Mr. Fred Smith of Thulston, Derbyshire, on his basically 1939 Clubman's, fitted with B.S.A. teles and Frank Varey speedway 1928 498 c.c. motor, going like a bomb. (I know—I tried it!)

Mr. D. W. Davies, of Brigg, Lincs, on his modern Scott outfit with Velo. Venom 4-speed gearbox and distributor converted to drive a magneto.

"Hercules" on his Scott-engined Shipley-Norton special with Velo. gearbox and Roadholder forks.

Pete Taylor's sprinter, this year featuring a new frame and new forks, yowling nicely at Ramsey Sprint—in company with Ossie Neal on a well-drilled sidecar outfit.

Alan Cooper, on a well-kept ex-Cyril Wright T.T. machine which was ridden by Jack Welsby in the 1926 Senior when he finished 18th—part of the way in top gear only. This machine is nearly original except for the cylinder block which was taken back by the Works after racing.

And George Stevens, on a home-brew bearing the legendary number plate: AK 166—with one-off swinging arm conversion and Mavro oiling system—a mod. also carried out by Midlander Mr. Raynor on his 1926 three-speed Super.

Only Scott in the Ramsey motor cycle exhibition was a 1922 2-speeder owned by bank employee and race marshal Charles Craine. Pity the radiator had a modern core!

And a few Scott personalities :—

Harry Langman and Geoff. Milnes who, during their annual Manx pilgrimage, showed a lively interest in the vintage Scotts in Thursday's Rally at St. John's; tuning wizard John Catchpole, keeping an eye on his latest brainchild, a trials 350 single cylinder two-stroke on view in the Ramsey motor cycle exhibition; and C. H. Wood, of Bradford, keeping himself busy in the Vintage Run.

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### SCOTT LORE. . . .

Any member wishing to dispose of old Scott road tests, impressions, diagrams, photos, etc., is asked to send all such literature to the Editor, to whom it is priceless as a means of reference; similarly, back numbers of *Yowl*. Any such literature is assured of a good home.

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### SOME SPEEDWAY MEMORIES

*by Allan Jefferies*

But for a crash I suffered, there might never have been any Scott Speedway models. As only Frank Varey did any good on them, I often sympathise with all the other poor suckers who purchased them in a vain effort to emulate his brilliance.

The crash I had was on Frank's own 3-speed Super and I wrote it off completely (or rather I was run into by another rider whose Scott combination's wheel lifted on a left hand bend as I rushed smartly in the opposite direction!)

I suffered a fracture of the skull, cheekbone and jaw but I was repaired more quickly than the Scott which even had its crankcase cut in two by the impact. When I became mobile again, Frank and I decided that as we had to start from scratch we might as well build it as a machine suitable to ride on the dirt track. The year was 1928 and that was the nomenclature of what later became known as Speedway.

We got cracking and to assist the project, I promoted two meetings at Greenfield Dog Track, Bradford, and at various tracks in Lancashire.

Frank's stupendous strength and courage allied with our ignorance of fork geometry soon made him a spectacular favourite with the crowds. The works became interested, no one more so than Harry Langman and he along with his co-Tetley drinker Cecil Knowles, the frame shop gaffer, organised the production of a special dirt track machine. Our efforts with the Super frame had taught us a bit, so a frame was fabricated which was a cross between the Flyer and the Super. The Sprint Special of later years had rather a bit of Speedway experience behind it.

The model was almost finished one Saturday lunch time. Frank was due to ride at Bolton in the afternoon so he went off with the old model and I remained behind to help finish the new one which I promised to have in Rochdale Town Hall Square at tea time.

This was managed with a struggle and I handed the new machine to Frank for a meeting at Salford, and I took the old boiler and rode it at Rochdale. We had agreed to meet towards midnight at a steak pudding shop in Littleborough. This cafe was a favourite of ours as there was a parrot which Frank and I were teaching English. The parrot learned a lot that night as the new model and Frank had won the Golden Helmet at Salford!

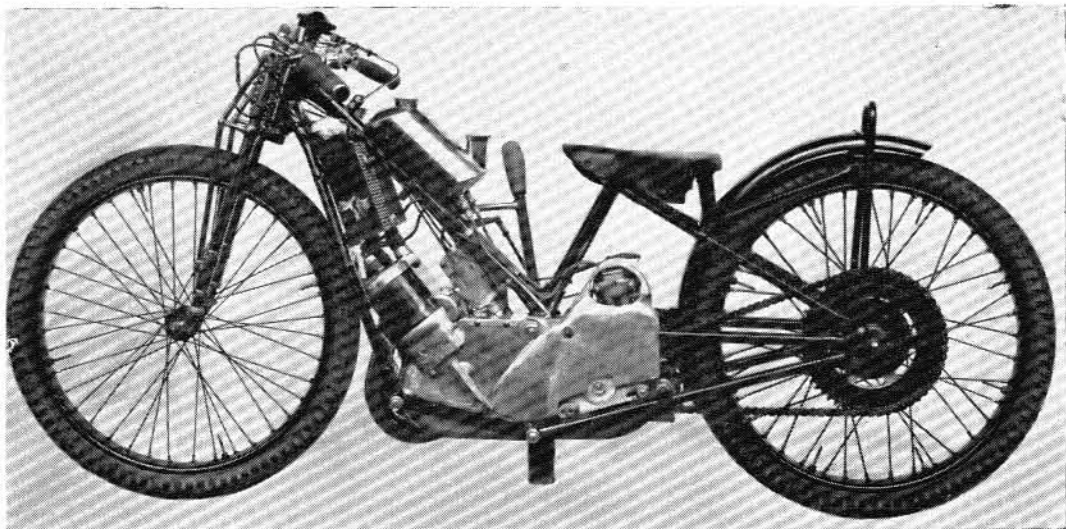
I could fill a book with our adventures of the next few years but I shall never forget the exhilaration of the night Frank became a star. Little did I know how many plugs I would change nor how many times I would whip off the crankcase doors to clear out the excess oil at tracks all over the country. Promoters clamoured for Frank's spectacular shows at their stadiums and soon we were covering 1,400 miles a week travelling round the country. My duties were rather all-embracing as I acted as tuner, mechanic, chauffeur, valet, masseur and on one occasion dentist. Frank had thousands of fans but no one idolised him as I did, for I appreciated the wonders he performed with a model far too heavy for the job in hand.

*Editor's Note*—a resumé of Frank Varey's exploits on the Speedway Scotts is on public view in the Birmingham Science Museum, together with one of the machines he made famous, and the coveted Golden Helmet.

*Below :*

A well-known veteran Scott: H.E.5, Walter Green's immaculate shows piece. Here, at the start of a Coventry/Birmingham run, it is displayed by his son, while the genial Barnsley clubman rides his even better-known B.S.A. On the extreme right is our president and, beside him, the late Rem Fowler.





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This picture has appeared in *Yowl* before—but as no block of Frank Varey is available, this production version of the Speedway Special, with Webb dirt track forks, will serve to remind older readers of the machine he made famous. There is a splendid selection of racing pictures on show with Varey's Scott, in the Birmingham Science Museum ; and perhaps reproduction in *Yowl* can be arranged later in the year.

*Photo* : C. H. Wood.

## MANX BREVITIES

Monoblocs are gaining popularity in The Clan. At least four models in the Island had them in place of the old remote-float type of carb.

Did the Shipley Scotts really steer well? One might well ask—in view of so many different front fork conversions going the rounds. . . .

More than one Scotter noticed his engine suffered a drop in power on the climb from Ramsey to the Bungalow. Yet the mountain mist is supposed to improve carburation. The mystery deepens. . . .

The Manx folk are renowned for their patience and courtesy. I had cause to be especially grateful to several unknown garage mechanics who during T.T. fortnight went out of their way to do minor repairs to my alloy bitza. I particularly want to thank Mr. Ellis Lowe, of Kirkmichael, a racing mechanic, who although "snowed under" with other jobs, stopped everything to help unseize my engine.

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## A NEW ZEALAND NEWS BULLETIN

*by Keith Cutten*

Two Auckland owners are joining the S.O.C.: Mr. G. S. Woodward of Challenger Street, E.1., and Mr. J. Stewart of Vale Road, St. Heliers Bay, E.I. I am now looking for another man with a 1929 500 Squirrel which has been fitted with a 4-speed Velo. gearbox. Have had little time to spend on my own machine so far this year but hope to start work in earnest during the winter.

Speaking of enthusiasts, it occurred to me that some members of the S.O.C. might be interested in the activities of the Vintage Car Club of New Zealand, which is a very lively movement possessing a number of highly interesting cars and early motor cycles. Among the collection is a Z-series 2-speed Scott, once my own machine.

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## NEW MEMBERS FROM 16th MARCH, 1964

Robert Kerr, 4, Urmston Road, Liscars, Wallasey, Cheshire.  
Eric Lemon, 7, Selfield Road, West Ewell, Surrey.  
Oswald Maynard, 3, Mount Easy Cottages, Horsmondon, Tonbridge, Kent.  
Jeffrey Reed, 46, Chilton Road, Richmond, Surrey.  
Brent Scholes, 35, Knowle Avenue, Thornton Cleveleys, Nr. Blackpool.  
Francis Steed, 41, Siddons Road, Coseley, Near Bilton, Staffs.  
John Stuart, 82, Vale Road, St. Heliers Bay, Auckland, New Zealand.  
D. M. Yeoman, 424, Caspel Street, Christchurch, New Zealand.

### *Change of Address :—*

C. J. Sykes, 42, Westfield Road, Western Park, Leicester.  
D. W. Lawrence, 12, Burrows Close, Great Bookham, Surrey.  
D. Knowlton, Plot 89, Galleon Estate, Wolverton, Bucks.  
G. Gellatly, "Candia," Cove Drive, Silverdale, Nr. Carnforth, Lancs.  
C. E. Williams, Valley View Cottage, Harrington, Northampton.

### TOUGHER INNARDS

A most interesting Scott seen in the Island was ridden by Bristol toolmaker John Burgoyne. His machine: a 1927 600 c.c. Flyer, with very close gears.

John spent several months machining his own double-thickness cranks from nickel chrome molybdenum steel and a titanium big-end in an effort to toughen-up the bottom end—a traditional weakness in most Scotts.

John hopes to install titanium con-rods at a later date, and has already lightened the pistons by twenty per cent—and obtained more revs—and other mods. have given him an extra 24 c.c. Performance—which I was unable to gauge on a short solo run—is said to give a top speed of over 90—and he hasn't run out of tuning ideas yet!

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### THAT RACING PROJECT

**Some good news:** the rider-tuner behind the 350 c.c. Scott road racer mentioned in the June issue has written to say he is well satisfied with preliminary tests. And you may see it on British circuits this season.

He goes on: "I am glad to tell you that although we decided to leave the Island alone this year, the 350 has by no means been shelved—development is going ahead very well and we do most definitely hope to put in a few races this season.

Initial tests were halted when I came a first class tumble at 70 m.p.h.—in Bottom Gear! However little damage was done (to the bike, I still have scars to show!) and the machine was tried out at Gainsborough airfield on May 17. Despite some trouble with the ignition system and the fact that, for testing purposes, it was very overgeared, it attained 120 m.p.h. at 7,000 r.p.m. in top gear. As we hope for 8,500 r.p.m. with a little fiddling, you can see that there is no cause at all for despondency! The after-test strip showed that the motor was very easily on top of the job, and indeed you would hardly have known that it had run. Well, 1964 is the year when we sort out the "bugs," and 1965 should see some real action, but I think that even now, with its absolutely shattering acceleration and reasonable speed, it can go out and not be a disgrace.

As to the exhaust note—this defies description. Off-song, it sounds mild enough, but wound up, it sounds like ten dive-bombers."

Two-stroke fans everywhere: keep your fingers crossed.

Since the preceding paragraphs were written, you may have read more of the racer in the motorcycling weeklies, which gave it very good coverage.

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### THAT T.T. WRITE-UP....

I feel a special word of thanks should go to George Stevens for an excellent, illustrated article in this year's T.T. programme. Easily the most readable contribution, his write-up gave the club some valuable free publicity—just when we most need it. But how I wish I had sixpence from every one of the scores of sightseers who still strolled up, T.T. programme under arm, to say: "I didn't know Scotts were still made"! !

## THE "KENDAL" SCOTTS

(PART I)

by *George Stevens.*

*(Introductory note: While touring the Lake District just before Easter this year, Kitty and I spent a couple of days near Kendal. We weren't on a Scott, but using a 1952 Morris 8 van—unexciting but extremely practical transport. No holiday of ours passes, however, without some sort of Scott association. I had a fairly thick folder of cuttings, letters and pictures of the Scotts made by L. S. Parker of Kendal; but I had never visited the works before. The old buildings were just about to be demolished, and a load of old machinery scrapped. By good fortune, I met three men who were pleased to find someone still interested in the old Parker-Scotts: Mr. James Parker, Mr. Whiteside and Mr. Bert Hill. They helped willingly, and filled all the gaps in my notes. As usual, I have far more pictures and drawings than we can afford to reproduce, but by splitting the article, it should be possible to use the best few.—George).*

Lancelot Steele Parker, the son of a Westmorland blacksmith, was born towards the end of the last century, at a time when the bicycle industry was booming. His father, James Parker, had set up a smithy at Kendal in 1879; but as the new-fangled cycles caught on, he developed his premises into a cycle agency and repair shop—and of course his son entered the business, which in due course became "James Parker and Son, Longpool, Kendal." The family business prospered, and as motor-cycles came upon the scene they, too, were handled by the Parkers, who soon obtained an agency for Indian machines.

At the end of the Edwardian years, when the Scott motor-cycle first appeared, L. S. Parker took a keen interest in the newly developing two-stroke machines, and often displayed Press cuttings in his showroom window. An article on Scotts happened to be on show at a time when Alfred Scott visited Kendal, touring the Lake District on one of his machines; and after introductions had been made, a friendship-cum-business-association began and lasted until Scott's death in 1923.

The Kendal firm became agents for Scott machines (and A.J.S. as well, incidentally), but Lancelot Parker was more than just a motorcycle agent: he was an engineer of considerable ability. His respect for the production Scott did not necessarily mean that he considered it perfect, or even impossible to improve upon, as did many excellent engineers at that time. Patent number 12,573 of 1910—L. S. Parker's two-stroke, four-cycle twin-cylinder engine (and this is not a misprint!)—is one surviving testimony to his ability as designer, draughtsman and practical engineer. Another is to be found in his Provisional Patents 12,248 and 12,375 of 1916—a compound springing device for the frame of the "L.S.P. two-stroke lightweight." But this is jumping ahead. . . .

In 1913, shortly after the second Scott Senior T.T. win, Lancelot took delivery of one of the 1913 works racers—the rotary valve jobs—registered it for road use (EC 1320) and used it in local sporting events. With this, and other "standard" Scott machines, he made quite a name for himself in Lake District hillclimbs, trials and even speed competitions. His regular successes provided excellent publicity for his Scott agency, and from a distance of fifty years we can surely condone a crafty bit of fiddling that went on just after the 1914 T.T. The Westmorland M.C.C. organised a petrol consumption trial over a 34-mile course which included Shap Fell, and held it on June 11th. This was not the type of event Scotts shone in—as readers will know—and even your author has been somewhat sceptical of the "over 200 m.p.g." figure with which L. S. Parker secured first place on formula. Here is a quotation from one of L.S.P.'s subsequent letters to Alfred Scott: ". . . . These figures will no doubt appear rather strange



Stage one—A Kendal Scott with modified frame, fuel tank and saddle mounting. The yoke around the top engine bolt, serving as a pivot for the seat tube, is clearly visible.

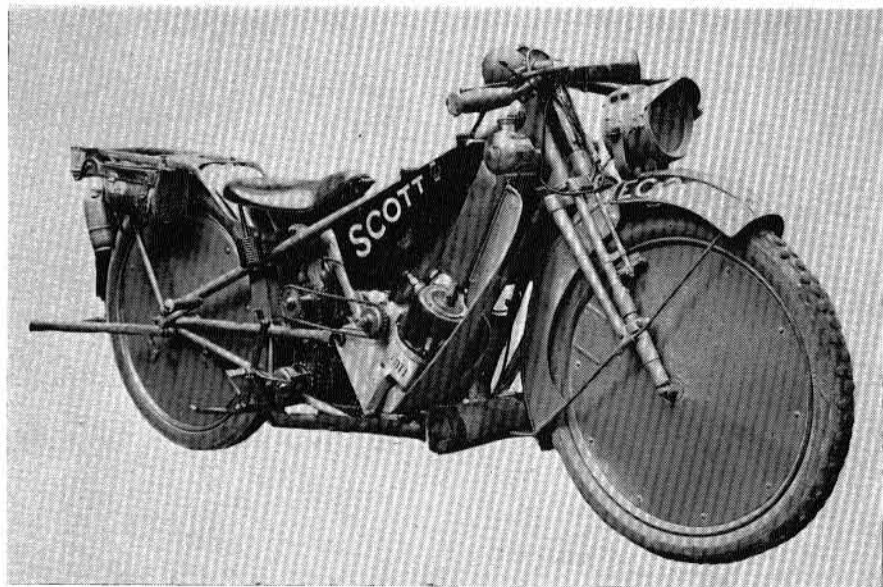
(Photo : J. Bland, Kendal).

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to you, but they are quite correct and should open the eyes of those who consider the Scott a petrol-cater. I should consider it a great favour if you would be good enough to publish my name when advertising my successes, as the advertisement would be of considerable value to us. Thanking you, etc. . . ."

The machine used was a 1912 Standard Scott which had covered about 12,000 miles and which was fitted with a  $2\frac{1}{2}$  to 1 top gear. It also had the old frame-tube oil tank, with feeds to each crankcase; and many a chuckle has been evoked in Kendal, over the years, by recalling how a Scott could be made to run many miles on pure air—so long as there was petroil in the lubricating system. . . . You get the idea?

When World War I came along, the Kendal workshop went over to Government work, and it was during this period that an unfortunate accident occurred in the machine room, as a result of which L.S.P. lost the sight of one eye. . . .but this in no way diminished his participation in "Scotting". As mentioned before, in 1916 he planned the production of the L.S.P., a machine with a triangulated tubular frame, horizontal engine and an ingeniously suspended saddle. The seat-tube was pivoted at its lower end but controlled by long springs in tension, between the saddle and the steering head; and the saddle itself was sprung in the vertical direction—by means of a tube sliding within the pivoted seat tube, but this time compressing enclosed springs. (A patent was applied for in September, 1916, and if possible—that is to say, if the club can afford it!—some of the drawings may be reproduced, along with rotary valve plans, with the next article).

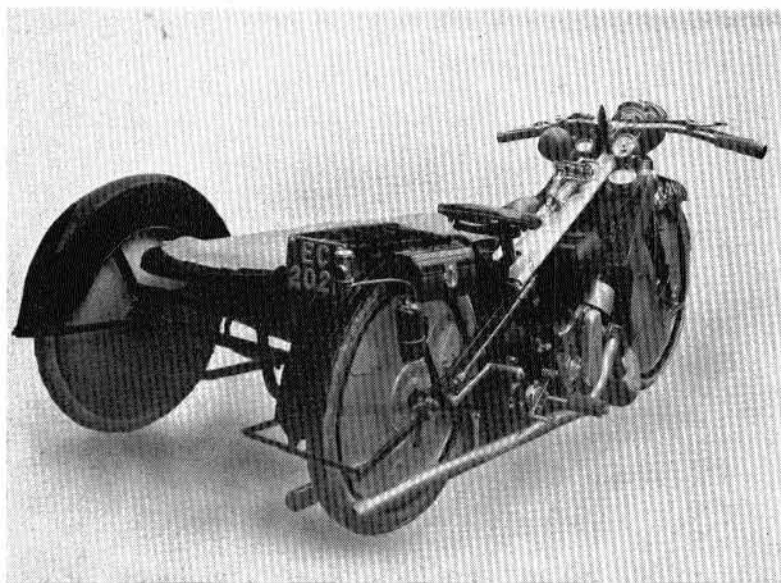


Stage two—The early experimental version of Parker's rotary valve conversion, based upon the 1913 T.T. valve but adaptable to any touring Scott engine of the period.

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The situation in 1916 was pretty grim, and a government order stopped the production of all motorcycles for civilian use—so the L.S.P. went into cold storage for the duration. It was never produced, unfortunately, but the very neat method of springing the saddle **was** used—on modified Scott frames. Shortly after the War ended and motorcycle manufacturers got back into their stride, Parker decided to modify production 2-speeders in various ways and to sell them as "Parker Specials" or "Kendal Scotts."

In the first experimental models, the most obvious alterations were to the saddle mounting and the fuel tank. The springing already described was incorporated, a very wide "yoke" round the top engine bolt being used as the seat-tube pivot. The long suspension springs were neatly hidden in a panel-beaten sheath which enclosed the long frame-tubes running from steering head to rear spindle, and a thin "wedge" shaped fuel tank was housed immediately beneath these tubes, behind the radiator. Disc wheels—which enjoyed a brief spell of popularity just after World War I—were fitted, and to start with no changes were made to the Scott engine. Parker, however, felt that there were some advantages in the rotary valve, as fitted to his 1913 T.T. Scott, and set about designing and putting into production a complete induction/transfer valve which could be fitted to a normal Scott engine. The prototype was chain-driven from an overhung sprocket on the magneto shaft (*see figure 2*). This was, perhaps, a shade crude, unsightly and exposed—but it worked. The next step was the "tidying up" of this valve drive, and this was achieved quite simply by



Stage three—The layout finally adopted for the rotary valve conversion : totally enclosed chain drive from the offside crankcase door. Also visible are the special cylinder barrel and heads.

(Photo : J. Bland, Kendal).

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moving the drive sprocket to one crankcase door, and enclosing the whole device in a neat, polished aluminium cover. One of these conversion sets turned up at the Birmingham Science Museum a couple of years ago. . . . and it was identified, by people who should have known much better, as a genuine 1913 T.T. valve!

The Parker rotary valve conversion set was a beautifully made job—all pattern-making and machining being carried out in the Kendal workshops. Almost immediately it was followed by another superb conversion—cylinder blocks with detachable heads, separate exhaust ports (long before they were made at Shipley) and deep, attractive-looking aluminium water-jacket heads.

More pictures and drawings will follow, provided Editorial permission is granted, in the next issue.

(To be continued).



## TWO-SPEED MODIFICATIONS.

(PART II).

by *W. C. Fox.*

During operations on the lubrication problem the other ball bearings in the gear received consideration. The high and the low gear drums run on single line ball bearings kept in position, because the diameter is large, by bronze "bracelets." But, because the pull on the drums is diagonal and with a tendency to wriggle when the gear is engaged, the arrangement was not entirely satisfactory and the balls tended to track both the hub body and the inner surface of the drum. One inch by three sixteenth inch needle rollers were tried, but the possibility of the needles getting across the correct line of rotation suggested results too horrible to risk. Instead, Tom Ward of Derby, whom every right minded Scott enthusiast seems to know, was asked to convert the bronze bracelets to take  $\frac{3}{16}$ th "square" rollers. This alteration was a definite improvement but still lacked some refinement. Finally dural "bracelets" were used giving a wider area of bearing and using fewer rollers.

The other bearing, which from time to time failed, was the central thrust bearing carrying the gear expander ring operating lever. As a bearing it was simple in the extreme, just four hardened and ground flat surfaces separated by two rings of very large balls kept in position by two very light steel rings. If one could have run it in a bath of oil it might have worked, but as the bearing was running in a horizontal position any oil present was immediately flung off by centrifugal force and sooner or later the balls "scuffed," jostled one another and created enough pressure to burst the light retaining ring—and one had no gear at all and walked home. A search through the catalogues of ball bearing manufacturers disclosed one firm producing a ball bearing thrust washer of almost the exact dimensions required. It consisted of two rather thin hard steel plates with a thicker bronze plate between containing the balls and affording no opportunity for one ball to rub against another. Furthermore the plate was only a little less thick than the full diameter of the ball and could, therefore, act to a certain extent as an oil retainer. While Tom Ward was in process of fitting these washers—there was a slight amount of careful work necessary—he casually remarked, in the correspondence on the matter, that it made a great difference to the loading on the thrust washers if the expander rollers in the end of the operating lever fully entered the "V" slots in the gear rings before they began to engage. If they rode on the rounded shoulders of the "V" slot, even to the slightest extent, the loading jumped up considerably. A small but important point—and with a curious outcome. It revived a long cherished desire to have a hand operated clutch on the two speed gear.

Anyone who has been stopped in the middle of a steepish hill, particularly in heavy traffic, and has been faced with the problem of getting the gear into engagement without stopping the engine, or starting off like a bomb, will appreciate the difficulty and the need. The necessary parts were sent off to Derby with a double request: "a," that the slots should be brought into line with the correct entry requirements and "b," that the included angle in the rings should be altered so as not to exceed three to four degrees—the standard angle as used by Scotts seemed to be about 10 degrees. This work was done with the beauty and precision of a tool-room job and several immediate benefits were evident. The gear was infinitely smoother and convenient in operation, and very light in addition. Also, the friction band on the quick-thread nut wanted very little tightening and retained its adjustment very much better than formerly. In addition it was found that low gear could be fully engaged by thumb pressure only on the end of the actuating rod. (Low gear is engaged by pushing the thrust rod towards the near side of the machine by means of the quick-thread

nut). Do the pushing by means of a suitable spring and hand operation by handlebar lever, giving all the advantages of a clutch became possible. This however entailed a certain amount of simple lathe work and some definite alteration to the quick-thread nut and gear pedal and to the hollow bolt anchoring the near side end of the gear spindle. The first thing was to find a suitable spring to push the gear into engagement. Because the gear pedal is held to the quick-thread nut by two studs  $1\frac{1}{2}$  ins. apart, this severely limits the size of spring, unless one wishes to drastically re-arrange the mounting of the gear pedal on the nut. A suitable spring of about  $\frac{3}{8}$  ins. diameter, a free length of about  $1\frac{1}{2}$  ins. and composed of some three to four turns of  $1/8$  wire, was found. (Possibly one of a set of clutch spring from a car). Full compression, some 200 lbs. or more. A housing for it was turned up from a length of 2 ins. steel rod. This was first drilled  $\frac{3}{8}$  ins. and then cleared to allow the spring to slide easily but without undue clearance. The overall diameter was reduced to little more than  $7/8$  ins., but a flange  $\frac{1}{4}$  ins. thick was left on one end and the other was provided with a threaded portion some  $\frac{3}{8}$  ins., in length, 26 t.p.i. for the retaining cap. A grease nipple was put in the centre of the cap. The total length of this housing depends on the length of the spring secured and how much the shouldered  $\frac{1}{4}$  ins. nut in the end of the thrust rod projects beyond the outer face of the quick-thread drum. The flange on the spring housing was drilled with two  $\frac{1}{4}$  ins. holes positioned to slip over the two studs in the quick-thread nut which retained the gear pedal. The gear pedal itself was scrapped and in its place a piece of  $1/8$  ins. steel plate  $2\frac{3}{4}$  ins. wide and some four ins. long was provided.

In the centre of this the spring housing was riveted, clearance holes being provided for the spring and the two quarter studs. A gear pedal was fabricated from suitable steel strip and pieces of aluminium rod and riveted to the plate. The spring retaining cap was made about  $\frac{3}{8}$  ins. in length to make it possible to assemble the whole without having to first compress the spring. Also the long cap provides a means of adjusting the thrust exerted by the spring. When assembling with the spring box it is necessary to make sure that the thrust rod can pass freely through the quick-thread nut. In the original Scott arrangement a fairly large diameter washer on the thrust rod and immediately behind the shouldered  $\frac{1}{4}$  ins. nut transferred the movement from the nut to the rod. With the spring in use make sure that this washer is left out.

A normal handlebar clutch lever and Bowden cable were used as controls and the motion is transferred to the spring by normal type clutch mechanism—which one has to make for oneself! Disengagement of the gear is secured by pushing on the end of the actuating rod against the pressure of the spring fitted on the quick-thread nut. To do this a rod has to be passed through the hollow retaining bolt at the near-side end of the gear. For this purpose a piece of  $3/16$ th silver steel rod was used and the standard hollow bolt was replaced by one at least a quarter of an inch longer and with a head of increased length to provide room for a packing gland. The oil travels down the hollow bolt, but as a piece of rod is being put in the centre of the bolt, oil channels have to be provided to ensure the oil supply to the gear as a whole. Cork, from the metal caps found on beer bottles, was used as packing in the gland because it was easily cut, and more important still, cork makes a much better, friction free, packing than either cotton or hemp and is a much tighter joint. The clutch actuating arm will need a fulcrum point. This can be provided by a piece of  $3/16$ th steel plate locked under the head of the hollow bolt. It has to be fairly thick so that it may not flex under spring pressure when the clutch is operated. Into this piece of plate, and as near to the bolt head as possible, a yolk, made from a piece of  $5/8$ th steel rod, is screwed. It is as well to turn the rod down to  $1/4$ th and thread it 26 t.p.i., having of course first formed the yoke end to take the operating lever. The lever itself is best made from a piece of steel bar,  $1/4$  by  $\frac{1}{2}$  ins., drilled at each end to take the fulcrum pin and the anchorage for the bowden cable.

A mechanical advantage of something of the order of six to one is about right for the lever and this will make it of such a length that it will come at the long end, just above the main back fork member which runs from the main engine bolt to the back axle. Anchorage for the bowden cable can conveniently be arranged from the adjusting lug on the frame for the magneto platform. (In my case coil ignition had caused this lug to be without employment).

This alteration provides a clutch action on low gear only. In neutral and top gear there is no tension on any part of the bowden cable so in the interest of keeping things generally together it is well to put a suitable coil spring over the exposed length of inner bowden cable between the stop and the end of the lever. No very great pressure is necessary, just enough to stop the handle bar lever rattling or the cable jumping out of its housing. If the making of "bits" and the general fitting up has been done with reasonable care the clutch action will in service be found to be precise and with no back-lash, while the grip required should not be beyond that which can comfortably be applied by any normal hand. It is perhaps worth commenting that although this alteration work was done some years ago now, constant use has merely indicated the advisability of having the bare metal parts properly plated so that the whole may look respectable.

All these alterations to the two-speed gear have revived another idea, long cherished but so far not carried out—positive location for top and bottom gear with a handlebar controlled locator for neutral. The friction grip was always a bit of a nuisance in traffic if one wished to get into neutral in a hurry. This alteration is already more than half carried out, but a description of it must wait until at least it has been put into operation.

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### QUOTABLE QUOTES . . .

The following is a selection of comments made by various road testers of the technical press, on Scotts down the years:

On the 1924 3-sp. Squirrel: "Once in top gear and running at say 25 m.p.h., one realised more than ever how the Squirrel differed from other machines. Not a sound except for a faint swish of chains and the very musical hum of the exhaust."

On the 1925 596. c.c. Flying Squirrel two-speeder: "All the delightful characteristics of the Scott are, if not magnified in their entirety, at least as discernable as ever in the new model. Definitely better road holding is given by the B. and D. fork stabilisers . . ."

The 1928 498 c.c. Flying Squirrel: "Essentially as a sidecar machine does the Flying Squirrel shine, for it will pull under load all day long without showing any sign of fatigue, even though the highest average speeds that road conditions allow are maintained."

The 1929 300 c.c. single-cylinder Squirrel: "First and foremost, it handled like a Scott, which is saying a good deal for the steering properties of any light-weight . . . There is no doubt about it, the Squirrel, in true Scott fashion, can be 'put over' on corners without any hesitation."

The 747 c.c. Three-cylinder Scott of 1934: "The Scott Three provides a performance that is sheer joy to any enthusiast, coupled with steering, braking and general controlability that vie with the best on any machine produced."

The 1937 498 c.c. Flying Squirrel: "The outstanding characteristic of this unique engine is its remarkable smoothness. So smooth was the engine of the model tested that it was only by gross maltreatment that the transmission could be made to snatch—the engine never complained."

The 1939 Clubman's Special: "With the machine on the open road, the speedometer needle can be kept at about 75 m.p.h. as often and as long as circumstances permit. Never does the engine give the impression of being over-driven; rather is there a tendency to flog the engine unnecessarily, so delightful is the silky smooth power output coupled with mechanical quietness and an adequate silencing system."

The 1960 Flying Squirrel: "And what of all the turbine-like smoothness we have heard so much about? Well, there is that and more . . . Punch would be quite the wrong word. Higher up the scale the power really comes in . . ."

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### ... AND SOME SERIOUS CRITICISMS:

"How much better use could be made of the power with another cog in the three-speed gearbox"—"The box however, does not hold much oil, and must be refilled rather more frequently than the average"—"The gear ratios appeared rather too low for solo work . . . in touring trim 78 m.p.h. is about the maximum solo speed of the 596 c.c. Flying Squirrel . . . at this speed there is a certain amount of back wheel bounce."

"There is very little clearance for the shin when the kick starter is used, and bumps and bruises are very liable to grow on a particularly tender spot. Cranking the starter pedal or re-arranging the (non-adjustable) footrest should be considered by the factory."

"Others will say that it is vibrationless. But it has a slight vibration . . ." "After a period of running at below 30 m.p.h., the engine tended to receive too much oil, and therefore to misfire." "On two runs, the engine showed signs of pulling up." And still, after 40 years in which Scotts could have taken steps to "shut it up," the same criticism: "Can a water-cooled two-stroke twin be mechanically noisy? This one was."

Of course, what the Scott really needs is oil-bath primary drive, preferably by gears; flat-top pistons; a leak-proof alloy radiator; and at least four speeds.

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### MIDLANDS FIXTURES.

August 9: club run to Derbyshire. 10 a.m. Car Park, Forest Inn, Lickey End.

September 6: Support V.M.C.C. Veteran Run. 10 a.m. Heresall Common, Coventry.

September 13: SEVENTH NATIONAL SCOTT OWNERS' RALLY. 12 noon. Crown Meadow, Evesham

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### LONDON FIXTURES.

Meetings at the Red Lion, Whitehall, at 7.30 p.m.:

Saturday, August 22, September 26, October 24, November 28.

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### NO GO

A Scott Swift prototype very nearly appeared in the Island during T.T. fortnight. A rumour circulating at the Vintage Rally at St. John's was that it had actually been seen. But a reliable source reports that due to various minor snags with the motor, the machine in fact never left the mainland. Pity.

## AN UNBELIEVER CONVERTED.

by *D. Dunford.*

Let me confess straight away that I took some converting. My motorcycling began at an early age and like most youngsters my fancy flitted from one make to another. But though two of my friends rode Scotts, what they saw in them was quite beyond me.

It was only after I had contracted the vintage virus that I saw the light. It was in the little country town of Romsey that I heard of "a queer old motor-bike with a radiator on it lying in a shed at the back of a shop." No time was wasted investigating and yes, it was a Scott, an open frame two-speeder, complete but looking very tatty and neglected. I traced the owner, a businessman who could not find time to renovate it, and for £5 the machine was mine.

And so the Scott became a stable mate to strange machines which wore plated valve springs, polished footboards and leather belts. But before any sprucing up could begin, I had to see if there was any life in the beast; and I had heard tell that the water-boilers could be most stubborn to start unless one had the knowhow. So, a quick check: clean plugs, some petrol, oil and—I nearly forgot, these things need water!

So flood the carb, and lo! after several kicks it was firing—on both pots at that. But there was a lesson in store for the new owner. Hardly had I straddled the newcomer and firmly planted a boot on the pedal marked "Low" than I was deposited in the laurel bushes. This Yorkshire bred upstart, I decided, would have to be tamed.

The following winter, work began on renovating the Scott but apart from minor jobs, the motor was not disturbed (I thought it best to leave the strange engine to those who best understood its workings). Soon it was time to make my annual pilgrimage to the Isle of Man, so what better place to become better acquainted with the refurbished two-stroke?

And so it came to pass. In the magic atmosphere, I met those who spoke the language of the Scott, drooled about TT Reps. and Flying Squirrels, and invited the newcomer and I to yowl with them round Braddan and up the one-in-four hill at Onchan Head; and so I was converted.

The Scott is still with me, leading a pampered life, resting during the winter months and being taken out on special occasions in the summer. And though I have tried unsuccessfully to break its drinking and smoking habits, my runs on the old bike still stir my pulse.

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## ONE MAN'S PIPE-DREAM.

by *Spendthrift.*

The following pot-pourri of bits and pieces for a Scott Special was inspired by articles in the magazine over the past few years. But does it measure up to your idea of a road-burner?

1. Shipley frame modified to swinging arm suspension.
2. Tuned 600 c.c. motor.
3. Four speed gearbox.
4. Mavro, oiling.
5. Transistorized ignition (like the M.Z.).
6. Norton Roadholder forks.
7. G.P. carburettor.
8. Clip-on lights.
9. Alloy mudguards, radiator and all fuel tanks—to give an all-up

weight of no more than 300 lbs. and a top speed of 100 m.p.h.

## THE LONG ARM OF COINCIDENCE . . .

A Scott badge sent by Harry Langman to an enthusiast in the Isle of Man brought back Scott racing memories ; and Harry has given me permission to reproduce an interesting letter from Mr. R. Quayle, of 3, Western Avenue, Douglas, Isle of Man.

Mr. Quayle, in thanking Harry for the badge, wrote : "As you mention your happy memories of the Isle and its people, it may interest you to know that such memories are recalled by my father, an ex-constable, who was on duty at Braddan Bridge during the sidecar race of 1923, when you were leading Freddie Dixon on his Douglas.

"Unfortunately, your passenger left it too late to swing over for the right hander and you came "unstuck" in the middle of the Bridge—a real purler. To add to the trouble, Freddie was sighted coming from the Quarter Bridge and in fact got to Braddan before my father had had time to get you away ! However, Freddie lifted his chair clear of your outfit, and with a malicious grin, sailed on.

"This is not the end of the story, though. My father tells me that having got you out, suffering from a split nose, he got you to Hospital, but he says you played merry Hades about 'stopping you from continuing as you had got as far as Ballaugh Bridge."

Mr. Quayle continues : "Needless to say, you were a wreck, although your passenger escaped serious injury. Those were the days when, if the sidecar passenger did not send the chips flying off his helmet on the wall of the first turn at Braddan Bridge, he was 'no use' as a thriller. Dad says he often wonders how the top liners of today would have fared with the machines and under the conditions of those days ; not so hot, perhaps. Still it was evidently all good sport. Again, many thanks and with kind regards from myself (and my Dad who well remembers you.)"

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The article in the June issue on Graham Kirk's blown Scott prompted several club members to jot down more details ; and here is a resume of what they say :

Mr. Kirk died a few years ago, but his blown Scott lives on—in the care of his widow, who is keeping it for one of their sons to ride. Let's hope it won't be too long before it yowls again.

Incidentally, this same Mr. Kirk may have added indirectly to your riding pleasure. He invented the cable lubricator.

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## THOUGHT FOR THE MONTH.

Apart from the Three-cylinder motorcycle, surprisingly few Scott multis have been made, yet with slight weight paring two Squirrel engines could provide the basis for a really potent special.

The few "specials" we have seen in the past have included the Morgan-Scott 4 and the 6-cylinder car engine. Now however, there may soon be another.

A well known Midlands member proposes a transverse four, using two Scott motors mounted in a Douglas Dragonfly frame and cooled by one big radiator. The aim : extreme smoothness and some real power.

## ALL SET FOR ANOTHER YEAR:

KKP 105 had been off the road throughout the winter; on the first fine day of Spring, an inspection was made of the work necessary to restore the Scott to good condition.

All chrome parts (what's left of them!) had been thinly coated with grease, as the Scott had been standing in the open under a cover, during the entire lay-up period.

Stage one was a thorough clean, using first a paraffin rag, and finishing with Gunk and water. It was unnecessary to worry about soaking the magneto; this having been removed for overhaul prior to laying-up.

After drying the bike with carefully hoarded rag, the mag was refitted, and the ignition correctly timed.

The method of doing this was to use a scribed line across the flywheel, which when aligned with the sharp edge of the crankcase casting gives accurate T.D.C. After making sure that the ignition lever is fully retarded, and that the cam ring is in the retard position, the magneto armature is turned in the right direction of rotation until the heel of the contact breaker arm is in the centre of one cam. The loose mag pinion was then tapped onto the shaft, using a tubular drift and 1½lb. hammer. The timing was then checked, and it was remembered that a loose or worn mag chain could cause a variation in the ignition timing.

Fitting two clean and carefully gapped plugs completed the work on the ignition.

The carburettor was removed, stripped, and cleaned—taking special care to remove all sediment from the float chamber, and to check the main jet for partial blockage.

The main jet size was 180. It was decided to revert to the correct size of 170 which should prove more suitable for the 498 c.c. block now in use.

A small amount of petrol remaining in the tank had become decidedly stale and it was decided to drain this off for cleaning, and refill with fresh Benzol mixture. The copper petrol pipe was blown out with the tyre pump.

The radiator was re-filled and checked for leaks; all was well here, but the drain-bolt on the cylinder block needed a new washer.

During the lay-up period the motor had been frequently turned over, and after checking that an ample supply of clean oil was reaching the pump, it started easily and ran well.

It remained to inflate both tyres to correct pressures, check and lubricate all control cables with engine oil, grease round all points, and finally wax polish the whole bike.

While polishing the dual seat two splits were noticed in the cover. The first of these was neatly sown together using waxed thread. The second split, being close to the metal frame, was patched using black rexine and balsa cement as the adhesive. Care was taken to remove all grease and polish before cementing on the patch; finally the entire seat was polished with black boot polish.

I.R.

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John Catchpole is offering for sale the "Aero-Scott" engine, made a few years ago. Basically one of the 650 c.c. Flying Flea engines, the bottom half replaced by two Villiers crankcases, this motor would make a very special Special. Price will be around £20 . . . and would-be owners should write to John, care of Central Garage, Ramsey.

## FITTING NORTON FORKS TO A BIRMINGHAM MODEL.

by *Tim Massey.*

Note: It would seem that there are two patterns of Norton Roadholder fork: the earlier pattern with springs fitted outside the central strut, and a later variety after 1958 with springs inside the strut; there may be other differences. But the springs in either pattern are not visible when the fork is built up. The following refers to the earlier pattern.

Everything seems to fit quite well to my Scott and the machine behaves well on the road—much better, I think, than the original forks.

Wheelbase is reduced by  $1\frac{1}{2}$  inches and now I find I can put on my goggles with both hands! In fairness, though, I must admit the original forks were rather worn, but not dangerously so. But now to the work involved:

First, make sure the forks selected are solo; I made the mistake of getting sidemar forks and had a lot of work converting them. A tip: solo forks have the strut parallel to the tube which fits the head.

Use the Scott ball races with the Norton fork, but note that the lower ball-race requires a central sleeve to ensure a correct fit—not a difficult job. The top ballrace, I found, fits easily as does the top nut, though this latter may need a spigot turning on it in order to fit inside the Norton top bracket.

Having got the forks on the bike, a stop is needed to prevent the radiator being damaged. This is a device very similar to the existing friction damper on the Scott and is quite easily made from  $\frac{3}{8}$  inch plate (but take a look at a Norton to get the right idea).

The Scott wheel spindle is okay but needs a new end; grind off the corners of the hexagon end and fit a sleeve which will suit the new forks. The sleeve will need to be a good force fit in the spindle. This takes care of one side of the spindle.

On the opposite side. The fork leg needs to be bushed to suit the Scott spindle. To fit the wheel, it will be found that about  $\frac{1}{8}$  inch has to be removed from the central boss of each brake back plate. But do this with care so that the wheel remains central.

The brakes themselves are anchored by dural plates attached to the top of each fork leg on the studs which normally are used for the mudguard stay. They are  $\frac{1}{4}$  inch but for safety I tapped mine out to five sixteenths Whit., and made four studs to suit.

A new mudguard stay will now have to be made to fit these same studs after the brake anchor plates; the other mudguard stays fit quite well, except that the stand has to be shortened by about one inch to clear the exhaust pipe on "full bump."

Summing-up: the handlebars fitted the Norton top bracket okay, but the headlamp does not sit very nicely in the bracket and has yet to be dealt with. The steering damper fits quite nicely beneath the fork stop device, and the Scott damper knob and spindle also fit, though the threaded portion has to be threaded a little further along the spindle.

Editor's note: Mr. Massey is to be congratulated on having successfully installed the Norton Roadholders. Having had extended experience with them I can categorically state they are wonderful forks. Now I'm off to do a similar mod.

N.B.: The above notes apply to the current Birmingham Scott—there may be other problems with the Shipley lay-out. Insatiable Scott types (and aren't we all?) will have seen the brief write-up elsewhere referring to Matt Holder's personal Swift which has been fitted with Norton forks. Wonder how it handles?

### TECHNITIPS.

Whiskering plugs ? Then try Mobiloil A and a pair of Champion L10s. A member who made the change-over two years ago says his '61 model no longer suffers plug trouble and the engine covers greater distances before a decoke is necessary.

If the forks on a Brum Scott seem stiff, try lubricating them with oil—S.A.E 40 grade. Editorial experience is that you get a softer ride.

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### COLWYN RALLY, 1964.

Sunny and successful. That sums up the seventh annual Colwyn Rally, held on May 24 and organised by the Cheshire and North Wales Region of the V.M.C.C.

Attention was cleverly focussed on the water-cooled entries—by a full-page photo. of Bradford's Ernest Lister on his Scott outfit with daughter June in the chair, in the official programme.

All told, at least ten Scotts turned out—including Tim Massey, of Baldwins Gate, on his Birmingham model with S.U. carb and Norton forks.—to give, for the benefit of onlookers, a contrast of the old and the new.

All in all, a very enjoyable day out.

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### SMALL ADS.

Wanted: good honeycomb radiator, longstroke engine, T.T. Webbs.  
For sale: pair 1950 wheels complete, Dowties—Editor.

One pair of five inch Scott forks wanted—Langworthy, 26, Field Lane, Chilwell, Notts.

Up to £30 for 1926-40 twin, appearance not important if mechanically sound—Robertson, 41, Green Lane, Caldicot, Monmouth.

“Grand clear-out: dismantled Scott forks, frames, engines, gearboxes. Offers. Or part exchange for 2-speeder”—R. A. Miller, 51, Friars Crescent, Delapre, Northampton.

Note re small ads.: Rate is now raised from 2*d.* to 3*d.* per word.

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By an unfortunate oversight, the addresses of the following members have been mislaid and they are asked to write immediately to the membership secretary:—

Mr. F. P. De la Rue.  
Mr. R. Griffiths.  
Mr. M. E. Pavery.

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### PLEASE NOTE . . .

that for the time being, our new Treasurer, George Silk, will issue simple receipts acknowledging subscriptions.

## TIPS.

The Scott clutch thrust-race and worm are prone to grit and dust thrown up from the roads. A periodic clean, and lubrication with engine oil, will ensure an easier and longer life for these expensive components.

Extending the rad, overflow pipe back to the bell-mouth of the carburettor, is an old Scott tip—said to promote smoother running, thanks to the water injection effect. It is worth trying, using a three-sixteenth bore polystyrene tube to a short brass feed-tube soldered into the bell-mouth.

Transfer port gaskets can be made, in an emergency, from corn flake packets ; coated with liquid jointing, these will often do the job better than the original article.

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The 1964 "Scott" Trial draws near—and this year the event celebrates its half-centenary. How about a few hardy clubmen yowling up to the North Riding, on the machines which *made* this Trial ? It is too much to hope that a Scott will actually compete, although every year a splendid silver cup goes begging. Our president would love to see someone justify his "best rider on a Scott machine" clause. As it is the cup has to be awarded to the best "rider making his first appearance in the 'Scott.'"

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Seen in Charlie Murray's Motorcycle Museum, in the Isle of Man : a 1910 Scott engine, almost complete and in very good condition externally. Pity the Scott carburettor is missing . . . . .

\* \* \* \* \*

The covers of this issue—produced hurriedly because of the change in printer—bear the following illustrations : a 1912 "Standard" 2-speeder ; one of the current experimental 350 racers and a production Birmingham Flying Squirrel. Future issues will appear in the familiar purple-and-silver covers, similar to these used in 1962. (The centre picture appears by courtesy of "Motor Cycle.").

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Opposite page : This month's distinguished contributor, A. Jeffries, astride the special works Scott he rode in the 1933 Manx Grand Prix. (The block was kindly provided by *Motorcycle Sport*).

(Photo : Shore, Keighley).



## BRIEF NOTES ON THE 1964 A.G.M.

The meeting, held at the Forest Inn, Lickey End, on July 11th, started at 8.00 p.m. Only about 25 members were present. Apologies for absence were received from the President and the Editor. Minutes of the previous A.G.M. were read, and accepted after some minor amendments. Reports were made by the Secretary (R. Rawlins), the Midlands Secretary (S. E. Thomas), the Treasurer (C. Smith) and—by post—the Editor (Val Ward). Discussion following the reports, the main topics were finance and the club magazine. Since the introduction of the new annual subscription scheme, whereby all subs. fall due in April, 250 members have renewed at the new 30/- rate. (Only these fully-paid members, plus our 6 honorary members and one life-member, will receive *Yowl*, so if one of your acquaintances doesn't get a copy, that will be the reason). About 100 further members are expected to cough up in the next few months, but consistent recruiting *must* continue if the club is to prosper. The balance sheet, published on page 12, has not yet been audited, but shows our present state of affairs. As things stand at the moment, we have only £112 with which to produce a whole year's publications, so some radical changes have been made. A new printer now produces *Yowl*, which will in future be distributed by George Stevens, with the exception of surplus copies sent to the Editor or other Committee members. It will continue (or start!) to appear on the 1st of each alternate month, and contributors are requested to send copy to the Editor at least five weeks before publication date, in order to simplify proofing, etc. (A report of the 1964 Scott O.C. Trial was to have been included in this issue, but it was not to hand at the time of going to press). With luck, a duplicated list of full-paid club members will be included with this copy of *Yowl*.

New Club Officers were elected as on page one, and the meeting ended at about 11.00 p.m. Several riders turned out at the Tour of Birmingham next day, and probably the most eye-catching machine on display was George Silk's 1960 Flying Squirrel, complete with plated 5-gallon Swift tank and sports sidecar.

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## SCOTTSNIPPETS.

The current (August) edition of "Motorcycle Sport" contains a very well-prepared appraisal of the Scott Sociable, with four illustrations. Cyril Ayton, the Editor of this journal, is one of the clan's most helpful Pressmen; and the high standard of his magazine is winning a steadily increasing circulation. More Scott articles will follow in the Autumn and Winter.

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Both weekly newspapers, and the only *weekly* magazine devoted to motor-cycling, have given considerable publicity to the prototype Scott 350, which will probably run through its teething troubles this year, and find form in 1965. Here's wishing both tuner and rider every success.

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Would you like a superbly printed colour poster for your workshop wall—one with a Scott association? The British Travel and Holidays Association have recently published a splendid picture of the Birmingham Science Museum's Vintage Car collection—and right in the foreground is our Secretary's highly polished Scott "Sociable" engine/gear unit. Printed by the Shenval Press, London, these posters bear the reference 63/64 14; and the cars illustrated—if you're interested—include a 1903 Panhard and a middle-twenties Singer.

## BOOKS FOR SCOTT ENTHUSIASTS :

**"THE GREATEST OF ALL TRIALS"** by Philip H. Smith.

The story of the Scott Trial from 1914 to the present day, with a colour frontispiece and 25 illustrations. 88 pages of absorbing Scott history, with the emphasis on the motorcycle which gave the "Scott" its name. 7/6 post free.

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**"50 YEARS AGO—THE 1913 SENIOR T.T."** With engine drawings, pictures and details of the 1913 racing Scotts. 1/3 post free.

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**"50 YEARS AGO—THE 1914 SENIOR T.T."** This year's edition, with full details of the very unusual 1914 T.T. Scott. 1/3 post free.

\* \* \* \* \*

*All obtainable from :*

**G. STEVENS, Pen-y-Graig, Coed-y-Parc, Bethesda, Caerns.**

