YOWL

THE JOURNAL OF THE
SCOTT OWNERS' CLUB

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EDITORIAL

At the time of writing I have got a loverly pair of brand new pistons gracing my workbench. They are the first pair I have seen supplied by B. & C. Pearson, whose letter was published in December Yowl. Although their quoted 7 to 10 days delivery dragged out into as many weeks it looks like they were worth waiting for. The casting appears to be very sound if a little rough inside, confirming the fact that they are sandcastings, there are no strengthening ribs as on some other makes. The machining on the outside looks right, with the correct oil retaining slots in the skirt. The deflector machining and polishing is to a very high standard, but to my eyes the shape of the deflector is a little square at the sides.

Ken Lack who bored my 1928 Super block to suit the pistons, reported that the pistons came from Pearsons 0.001" smaller than ordered, but as he hadn't finish-bored the block until after they had arrived it didn't matter. Incidentally Ken made a beautiful job of the block, it being blind headed and all. Pearsons wouldn't entertain my request for brass end pads (I think they thought it was quaint) saying that unless I had circlips retaining my gudgeon pins I would have to wait longer, and pay more.

My hopefully set deadline for getting my Three-speed super on the road is around mid-April, so's to have it available for transport to V.S.C.C. April Silverstone, I can hardly wait to see if the pistons perform as well as they look.

NICK.

HIGH BEECH CELEBRATIONS, FEBRUARY 18th.

When the world was far less sick, in mind especially, and characters were inconspicuous by their very presence, the first fully organised dirt track meeting was staged at the Kings Oak Oval course at High Beech, Epping, on Sunday, February 19, 1928.

To the day some forty years later a gathering took place at the original track to pay homage to those who had ridden at that very first meeting and to wind up as it were, the celebrations marking the fortieth anniversary of British speedway. An appropriately cold day—but with some brief hours of winter sunshine the programme got under way. Earlier in the morning the various exhibition tents were opened to the public, and only he without sentiment would have remained unmoved by the trophies, prints and divers other items that reminded one of those great years in British speedway history.

A very well supported church service took place at noon, which was indeed a refreshing and wholesome part of the excellent proceedings—moreso when one realises that it is of very little importance to other sophisticated sporting celebrations these days. Hearty conversations with old friends, the pulling of ones ear lobe to make the memory work when familiar faces were seen but not immediately recalled to mind, were but part of the scene at High Beech. At 2.15 p.m. the crackle of open racing exhausts were heard, and as if the leading lady of the forthcoming show should make her presence felt, the whine of Frank Varey's Scott ousted all contenders for sheer music to the ear. Undoubtedly the Scott was the belle although there were some beautiful examples of dirt Douglas, Rudge ecetera.

With typical northern good humour and boyish enthusiasm (meant with high compliment) Frank Varey was really keen to 'have a go' but alas the organisers were perhaps not inclined to bend regulations a trifle, as had been

the case at the first meeting forty years before; thus but one complete lap was made before riders were obliged to return to the paddock. For a few brief moments however ,the young were made aware of the good times now long since past, and the older ones could re-live their youthful years.

The Frank Varey Scott is of course not the production Shipley Speedway model but a hybrid in that a Threespeed Super was shaped around a more potent motor, and the Super forks were retained. Following Frank's success in the late twenties with this machine, the works then produced the speedway model with various alterations plus the light Webb speedway forks.

And so a sporting afternoon came to an end—and reflection on the proceedings was enjoyed over a pipe and a gill in the "King's Oak". Armed with a stout ash stave still, and yet 'no score' for each transistor radio dashed to the ground. The gathering was evidently composed of respectful citizens all. Thank you Peter Arnold and the V.D.T.R.A. for organising such a pleasant event.

Incidentally what became of Geoff Taylor?

D. H.

The Scott that Frank Built.

I must confess that before attending the event reported on above I was under the impression that interest in Speedway was almost dead in this country. But after seeing coachloads of keenly interested people coming from parts north even of Potters Bar, my views are changed indeed.

One occurance which rather appealed to me happened just after one of the multitude of Douglases had been started up. It sounded beautiful with its twin open pipes, but after a couple of fruity handfuls of throttle, stopped abruptly almost as if seized. The reason for this soon became apparent as the sound of the outside flywheel continuing its rotation after the engine internals had stopped, came through to my ear, which were slowly recovering from the silencerless batterings. The owner and the spectators stood transfixed, some of the latter with bottom jaws a 'sagging, watching the fly-

wheel nut fast working its way off the end of the crankshaft. The owner came to first and quickly jammed the sole of his shoe against the still fast spinning flywheel, which fell mildly to the ground. It appealed to me anyway.

For students of Scott history I noted the following details of the Frank Varey machine. The engine number was RZ 2351, (1929). Although Mr Varey said he built the machine himself in 1928 as a prototype, and a very non-standard right-hand siamesed exhaust pipe was fitted. The tyres were 28 x 2¾ Avon, the front forks were the narrow Super type with side dampers, and no brakes were fitted. It had one of those beautiful little sprint special radiators and a hand pump in the top of the oil tank for cylinder wall oiling. The Pilgrim pump, which was magneto driven, and the gearbox and its change gear looked more or less standard, although the size of the rear wheel sprocket must have given a very low overall gear ratio, between 5 and 6 to 1, I should imagine.

Frank Varey's youthful, vital personality was a tonic for everyone who spoke to him. A unique day.

SCOTT OWNERS CLUB, COMMITTEE MEETING

10th February, 1968. Red Lion, Whitehall.

AGENDA

1.—Minutes of the last meeting.
2.—Apologies.
3.—Report and discussion on B.M.F. meeting 21st January.
4.—Yowl. Costs, adverts., future policy and Editorship after June.
5.—Date of A.G.M. and where.
6.—Diamond Jubilee Rally, date? where?
7.—Support of Banbury Rally, June 15th and Woburn, May 12th.
8.—Book of the Scott. Re-writing and printing as a Club undertaking.
9.—M.R.T.
Additional fixtures. } Midland Committee.
Inter Club liason.
10.—Club Property.
11.—A.O.B.

Members present:

R. Mountain, J. Dodds, N. Sloan, G. Lee, S. E. Thomas, H. Beal, E. Lemon, D. Bushell (on a Scott!) and R. Rawlins.

Apologies: H. H. Scott.

The minutes of the last meeting were read, agreed and signed.

3.—A report of the meeting called by the B.M.F. on 21st. January was given. It was explained that owing to considerable legislation regarding motorcyclists going on, the necessity of contacting various bodies of people during the day, and the increasing amount of work being undertaken, that paid assistance must be employed and there is insufficient basic income to do the work required. It was explained that subscriptions would have to be increased to 2/6d. per member, per club. After a lengthy discussion it was agreed that the committee supports the B.M.F. in principle if our own funds permitted this. This was proposed by S. E. Thomas and seconded by J. Dodds.

4.—Policy with regard to Yowl was discussed. J. Dodds told the meeting

that the last six Yowls had averaged £73 per issue, ranging from £65 up to £95.15.0. In 1967-68 our income was £658.17.0 and expenditure £658.9.0 far too close to be comfortable. The Treasurer spoke of a discussion he had had with the printers and said he had been quoted £3 per page exclusive of blocks. If Yowl was kept to 24 pages maximum, with an occasional well timed economy issue of 20 pages we might cope. It was finally agreed that the matter be left to the discretion of the Editor and the Treasurer. With regard to adverts. in Yowl the Editor considered he would get more cash by asking for a donation rather than a fixed price per word, per advert. It was agreed to try this.
The Editor informed the meeting that he has to resign as Editor although he would continue until the June issue. The Secretary was instructed to write to G. Stevens to see if he will take over the job again.

5.—Date and place of the A.G.M. was discussed and agreed that it will be held at the Red Lion on 25th May, at seven o'clock, refreshments will be provided and parking is available at the back of the Red Lion, and in front across the road under the archway. Items for agenda to be sent to the Secretary by 1st May.

6.—National Rally. Evesham as usual. Sunday, 15th September.

7.—The Secretary appealed for support with Scotts and well prepared exhibits for our stand at the Woburn Rally, 12th May. A shield is to be given for the best static exhibition. Also will owners of vintage Scotts compete in the Banbury Rally, 30th June, and see if this year we can have the highest number of one make in the event.

8.—Book of the Scott. A discussion on the issue of a new book was held and it was agreed that the Secretary should write to G. Stevens to enquire if any progress had been made with the new book.

9.—M.R.T. S. Thomas explained the difficulties of running a trial due to legal restrictions and also this year to the Foot and Mouth epidemic which has made holding the trial impossible. S. Thomas went on to suggest that as entries to the M.R.T. would be restricted to nine, perhaps the London section and the Midland section could hold their own trials and winners to compete against each other. Other fixtures: S. Thomas informed the meeting that the Midland Scott members will be supporting the Meridan Trial on 12th April, and meet at Stamford Hall at twelve o'clock; and hoped for the support of the London section.

10.—Club property. J. Dodds asked what property we own, and it appears that it consists of a lot of copies of old Yowls, badges, a typewriter, a number of cups and shields and that's all.

11.—Any other business. G. Lee reports that nearly all the club ties have been sold with a profit of about £1. Can he order six dozen more, they will be cheaper and show a better profit (about £11). As finance is a bit difficult at the moment it was agreed that Geoff waits until the Treasurer gives him the O.K. to proceed. The purchase of a printing device costing about £5 for the use of H. Beal was agreed.
End of Meeting.

1968 SUBSCRIPTIONS

For those who wish still to be associated with THE club in 1968, and can still afford the necessary in these hard times, I would remind them that the time has arrived and that the subs are due.

MIDLANDERS VIEWPOINT

As you may all have guessed, the M.R.T. this year has had to be abandoned, because Ginger has Foot and Mouth disease. The National Committee do apologise for the enforced cancellation of this very popular event, but the epedemic is very widespread all over the midlands.

It was suggested at the National Committee meeting that an event should be run later in the year, but it was felt that as the attendance at the Trial is only about 12—18 anyway, to alter the date would not improve matters. However, considering that we have the holidays, T.T. week, vintage events and our own rally occupying the summer months, it might be possible to organise an event in mid-November, which I will gladly do PROVIDED sufficient of you are interested enough to drop me a post card saying so—it's up to you!

Had a letter a while back from a chap in Austria who is a very keen motor cyclist indeed. He travels all over Europe including the T.T., and it appears he has taken up the cudgel to promote motor cycling in Austria. From what I gather things over there are as bad as things are going to be over here under Lady Barbara, if you know what I mean. Wonder if he's coming to the M.R.T.?

The B.M.F. of which we are members, are putting up a gallant and tremendous fight against all Ministry of Transport proposals that could threaten our sport, which of course, is costing a great deal of money. I cannot but wonder though, that with membership now including such clubs as the "59" club, etc., half the answer may lie not in 100 per cent. 'external' efforts, such as lobbying M.P.s etc., but by putting their own home in order and curtailing the raucous activities of some of the more irresponsible members in our ranks. Unfortunately, the public are not sympathetic to our cause either. Many times I have tried, without success, to get the press, etc., to cover our Scott's functions, but alas, the public would much rather have reports of me starting a 'punch-up' at the local pie shop, etc. There is, however, one very strange aspect of recent legislation—I have yet to see any reference to the breathalyzer and motorcyclists. Perhaps Mrs. Castle thinks T.T. means tee-total!

One last thought for you, while you file away at yer ports—Registrations of new motor cycles for 1967 included 84,000 50cc machines, while for 500 cc machines there were only 1,700 odd such registrations. What is the world coming to—could you direct me to the nearest canal?

GINGER.

MY INTERESTING REAR END

by D. G. Wright.

The accompanying photographs, which I trust will be good enough to reproduce satisfactorily, are of one of my machines, and was taken part way through the long drawn out rebuilding operation, which is still not quite at an end. With any amount of luck I should finish it this year, and can begin work on the next machine.

As you will see it has a kind of semi-swinging arm rear end which appears to be unique and I have been defeated completely in every attempt to trace the history of the machine despite the fact that it is by no means a veteran. I would very much like to know whether it is some kind of prototype frame or, what is perhaps more likely, that it is an adaptation or modifiction by some enthusiast owner or dealer.

The machine is registered JGO 215 of July, 1947, Frame No. 4829, with a 596 cc long stroke engine No. DPY 4926. I acquired the machine from a man who runs a scooter business in Waltham Abbey who, I believe,

bought it via a third party unnamed, from a Mr. L. A. Warner of Waltham Abbey. His is the only name in the existing log book issued in 1960 and a letter to him was unanswered. I have checked with the Licensing Authority who state that as nothing was heard about the machine for so long they had presumed it to be defunct and had destroyed the records. (It was untaxed for about six years).

Being myself very much a pre-war motorcyclist and in those days mainly a B.S.A. and Triumph rider of such limited means then that a Scott was beyond my purse. I cannot therefore go back into past knowledge and must confess that my present knowledge of the Scott and its history is still very limited and largely acquired, either from 'Yowl' articles or from George Stevens' very creditable productions.

I cannot therefore speak authoritatively of the 'Clubman' or its prototypes and references to a 'Flyer' still leave me puzzled as to what is really meant by the speaker or writer. All I do know is that I always wanted to own a Scott in my youth and used to view those who owned Scotts with a good deal of envy. The noise they made to me then was very much regarded as I would today regard a first-class rendering of Tchaikovsky's Pianoforte Concerto No. 1!

As a member of S.O.C. I have pursued my enquiries about JGO 215 amongst the more knowledgeable members to no avail. As yet nobody has any certain knowledge though suggestions have been made that it might have been adapted by a dealer called SWABEY? It is quite certain that if it is an adaptation of the original standard of 'Clubman' frame it has been carried out very professionally and is by no means a bodged up backyard shed job.

I have not yet attempted to pull it to pieces as I had visions of coiled springs flying over several back gardens if I attempted to break it down before finding out first what the design details were!

The rear guard is not standard of course, and the stays and brackets have been home fabricated.

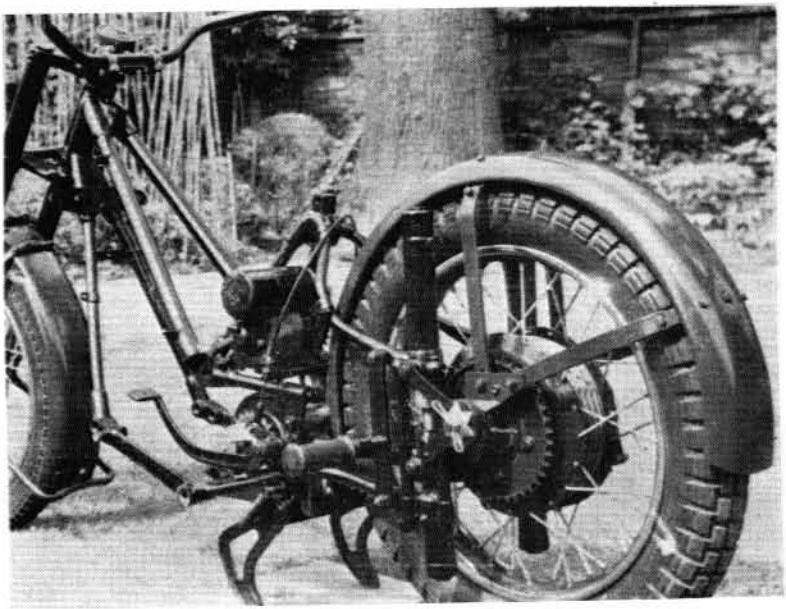
It is an immensely satisfying task going over a machine and attending to every tiny detail (with the noble help of Tom Ward, of course) and although impatient to finish it find that both business and home pressures allow very little spare time to be devoted to it. It will add immensely to my pride of ownership if I can also trace its history and know whether there is a real uniqueness about the machine.

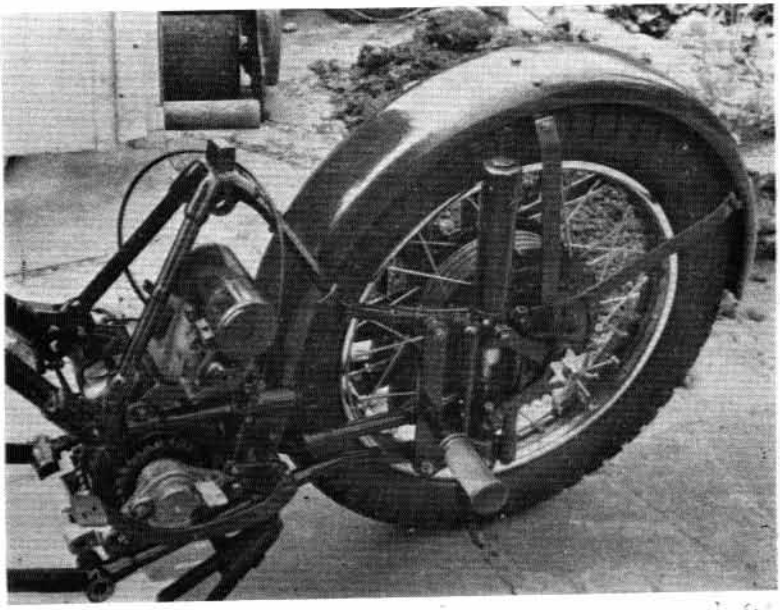
If any club member has any information or even just ideas I would be glad to hear from them, particularly if they have also a spare left hand crank for a DPY engine!—I shall need one for machine No. 2.

The rear suspension on Mr. Wright's machine is certainly a proffesional job with castings or forgings being used where the amateur would have fabricated parts. I have seen this bicycle myself and would also be very interested to learn of its origin.—Ed.

SAAB OIL

The above has been under test recently by Dennis Wray, who really reakons it. SAAB recommend proportions of 56:1 Petrol/oil, and state that if another brand (named by them) is used, this must be changed to 16:1, which must prove something. Dennis uses it in his Scott-Dragonfly special, which is converted to run on petroil, at 40.1, and says when dismantled the engine internals were all the right colour! The SAAB system uses an oil pump which injects oil directly into the main and big-end bearings, rather like our own Pilgrim pumps, but, possibly, better. If any Scott rider has used this oil in a Pilgrim pumped machine please let the magazine have your experiences.





Yes—shown opposite is Doug Wright's rear end.

THE 1922 SENIOR T.T.

Mr. Harold Wood has kindly presented the club with a copy of the film covering the 1922 T.T. There is a fair amount of Scott material in this film, and as soon as we can beg, borrow or steal a projector you'll all be able to have a butcher's hook, at the Red Lion, I expect.

The film is of the 16mm variety and if any member, or non-member for that matter, would like to offer his own projector for use by the club, I'm sure that the Secretary would be most pleased to hear from him.

THE BMF—WHAT IT IS AND WHAT IT STANDS FOR

No doubt in the last few months you will have come across the name of the BMF more and more often. You will perhaps have read of the BMFs need for more money, but you will also have read of the impact the BMF is making on everyday motorcycling affairs. Of its being constantly on the watch to try and ensure that motorcyclists get a fair deal. Let me tell you a little about the BMF and its role.

What is the BMF? It is the British Motorcyclists Federation, the voice of Britain's motorcyclists, made up of many well known national, one-make, specialist and local motor cycle, scooter and three wheeler clubs with a total strength approaching 20,000 riders and growing every week. They are in constant touch on **your** behalf with such important policy making bodies as the Ministry of Transport, the Treasury and other Ministries, The British Cycle and Motorcycle Industries Association, and with the technical and National Press.

Why a National Organisation? To guard your interests—to do battle for you wherever necessary. A powerful organisation to act on legislation and opinions which can prove detrimental to your interests. They have voiced strong opinions on many matters already i.e. the 70 m.p.h. speed limit, minimum licence age (you, I hope, signed the petition on the BMF organised to protest at the raising of the minimum licence age). Compulsory passenger insurance and safety helmets. (Only this month we have the news that it is planned to introduce compulsory passenger insurance 'within the next two years.' Only the BMF, of all the motorcycling bodies, were quoted in the National Press as objecting to this. Do you fully realise what the introduction of Compulsory Passenger Insurance means? It means that **all** motorcycle insurance premiums will increase by between 50% and 100% to quote 'The Guardian.' The only possible way we can stave off this threat is if every motorcyclist creates blue murder. How? Well, who else is going to do it if the BMF does not?) There are many other fields in which the BMF has fought for motorcyclists, not the least amongst its successes was the lowering of the toll charge for solos to cross the Severn and Tay bridges from 2/6d. to 1/-d.

What are its Aims? The aims of the BMF are clearly outlined in the constitution. There is not enough space here to give a full summary of them but as briefly as possible, its aims are to:—

a) Bring together all Motorcycle, Scooter and Three Wheeler Clubs for their mutual benefit.
b) Negotiate with other organisations on matters affecting the Federation or its member clubs.
c) Carry out Advertising and Publicity Campaigns.
d) Exchange ideas and information about the organisation of motorcycle clubs and motorcycling in general.

e) Promote the establishment of a National Headquarters for motorcyclists.
f) Encourage inter-club social and sporting activities.
g) Assist in the formation of other Motorcycle, Scooter and Three Wheeler Clubs.
h) Encourage the habit of quiet and courteous motorcycling and to establish and maintain good relations between motorcycling and the general public.

How does it help the ordinary motorcyclists? First, we must ask ourselves, "What is the ordinary motorcyclist? The BMF intends to carry out market research to see if it can help all types of motorcyclist: the enthusiast —the commuting rider—the transient rider who will soon go to a car. You will find more reference to this later in the article. The BMF really only helps those who have the wisdom to see that in an increasingly complex traffic situation a minority mode of travel can quickly become misunderstood (even hated) and eventually eliminated unless a continuous and massive public relations campaign is carried out to present the riders' viewpoint. Thus the BMF is the 'Voice of the motorcyclist' and since motorcyclists are not always good at putting across their own case, they need professional help and guidance through their own association and given an association they must also receive tangible help. Travel service, discounts, publicity to increase the ranks of clubmen, assistance in publicising their programme, cheaper insurance, etc. So far the BMF has only had very limited time and money to develop these things, but the farseeing rider realises the potential; sees that already the BMF has established a powerful lobby in government circles and has created a satisfactory working relationship with the Industries Association—unknown ten years ago. The BMF is a responsible body for powered two wheelers. Every trade, profession needs its negotiating body run by those who know and understand its problems.

What does it cost? At the moment sixpence per club member per annum but it is obvious that the BMF cannot survive with so little money coming in and in May the Annual General Meeting of the BMF (which your club delegates will attend) will be asked to approve an increase in fees from sixpence to two shillings and sixpence a member. A lot of money you think? It depends what you get for it and no enthusiastic motorcyclist is going to complain at half a crown a year if he thinks that at last someone is prepared to stand up and fight for his rights. Look what we have achieved on sixpence, just think what half a crown will do.

HOW IS THE MONEY SPENT?

a) On publicity for clubs and BMF (adverts, posters, stands at shows, directory, leaflets, badges).
b) Producing 'UNITY', the bi-monthly magazine of the BMF.
c) Countering 'anti' legislation, e.g. petitions cost over £100 to organise.
d) Stationery, postage, phone calls and van.
e) Rallies and Camping weekends.

The income for the above items comes from club revenue added to the raffle and badge sale profit, also the F.o.R. (Fellowship of Riders).

How do we see the future of BMF? The first steps are: to become a Limited Company; stabilise the financial position based on new subscriptions, if they are forthcoming; appoint a part-time secretary, at the same time build continuously on the steps already taken to see that the motorcyclists viewpoint and needs are actively and painstakingly put across to the public at large as well as to the specific bodies (government, local government, manufacturers, dealers, garages, etc.) in order to ensure that as minority road users we are not harried and misunderstood.

The BMF must concern itself with road safety (road surfaces, tyres, motor cyclists vis a vis motorists, motorcyclists special vulnerability, accident statistics, etc) use of the roads and rec-

reational areas, machine and riding gear design of the future, discount and travel services, mutual aid, market research (N.B. the various types of rider must be broken down and studied).

All in all you have just read a very ambitious programme. Can you honestly say that it doesn't concern you? Do you think that motorcyclists can survive without getting together to protect their sport? Do you care? Is it worth two shillings and sixpence?

THE SCOTT OWNERS' CLUB

To, The Secretary, B.M.F., 225, Coventry Road, Ilford, Essex. Would you please send me 'Unity' for the next twelve months (6 issues).

I enclose cheque/postal order for 6/-d.

Name: .....

Address .....

.....

CLUB TIES

It is hopefully anticipated that by the time this issue of 'Yowl' reaches you, a further supply of club ties will be available.

The first batch, which were in non-iron terylene at 15s. each proved extremely popular, and we must extend our apologies to those still awaiting delivery.

It has recently been agreed (by threatening the Treasurer) that as an alternative, an **all silk** version should be produced for gentlemen Scott riders. This will retail at 22s. inc. postage, and can be obtained from Geoff. Lee who will of course still supply its terylene counterpart at 15s. inc. postage.

BLOCKS, SCOTT, ASSORTED

It must be two or three years ago that Glyn Chambers set himself the task of tabulating details of all the Scott cylinder blocks he owned, and those he knew of in the hands of fellow Scott owners.

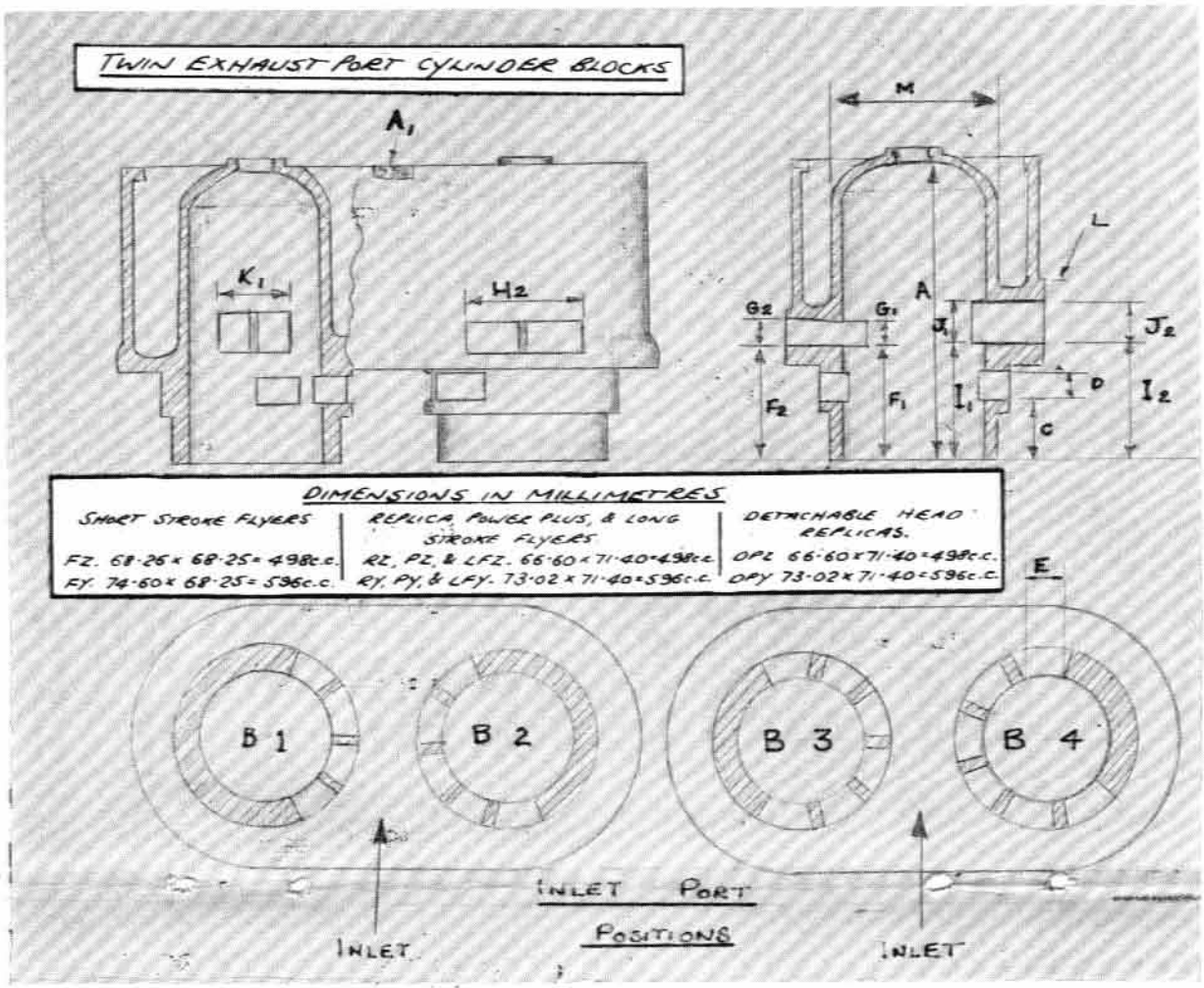
He gave Geoff Lee the accompanying chart and asked him and myself to add to it if possible. Geoff bunged one on as far as I can remember, but I think that all my blocks were identical to one of those already recorded. At least two engine dimensions seemed not to vary between all the years of the full crank case Scott long and short stroke alike, (1926 to '51), and these are from the top face of the crank case whereupon the block sits, to the centre line of the crankshaft, which on all the many varieties I've checked was $5\frac{1}{4}$" and from the bottom face on the block, which mates with this top face of the crankcase, via a paper joint, to the under surface on the block which compresses the cork or rubber ring, this was $\frac{7}{8}$" with a further 1" of skirt sticking out beneath if original and unimproved. Oh, yes, and I almost forgot a third, the dimensions between the centre of both bores.

In fact as far as I can ascertain long and short stroke Full Flyer crankcases were identical from the point of interchangability apart from, of course, the larger hole in long stroke crankcases to accommodate the larger diameter cranks. This also entails, as we all know, a slightly larger crankcase door.

The chart is really only intended for academic interest, and is, I should imagine, far from complete. If any vitally interested party would care to add or criticise what has already been printed I should be most pleased.

G. C. arr. N. S.

TWIN EXHAUST PORT CYLINDER BLOCKS



DIMENSIONS IN MILLIMETRES

SHORT STROKE FLYERS	REPLICA, POWER PLUS, & LONG STROKE FLYERS	DETACHABLE HEAD REPLICAS.
FZ. 68·26 × 68·25 = 498c.c.	RZ, PZ, & LFZ. 66·60 × 71·40 = 498c.c.	DPZ 66·60 × 71·40 = 498c.c.
FY. 74·60 × 68·25 = 596c.c.	RY, PY, & LFY. 73·02 × 71·40 = 596c.c.	DPY 73·02 × 71·40 = 596c.c.

DIMENSIONS IN INCHES

BLOCK TYPE	CYL BORE HEIGHT TO DOME (A) DIMENSION (A1)	No OF INLET PORTS & POSITION	HEIGHT OF INLET PORT FROM CYL BASE (K)	DEPTH OF INLET PORTS (H)	APPROX WIDTH OF INLET PORTS (G)	(F) HEIGHT OF TRANSFER PORT FROM CYL BASE	(F2) DEPTH OF TRANSFER PORT	(G) WIDTH OF TRANSFER PORT	(G2) HEIGHT OF TRANSFER PORT	(H) (F1) HEIGHT OF EXHAUST PORT FROM CYL BASE	(F2) DEPTH OF EXHAUST PORT	(H1) WIDTH OF EXHAUST PORT	(H2) EXHAUST PORT MANIFOLD DEPTH (C)	BORE CASTING EXT. DIAM (D)	REMARKS
FZ	5 21/32	4 81	1 3/16	1/2	13/16	29/32	2 1/16	11/16	21/32	2	2	2	2 3/32	13/16	13/16	2	2	1 1/16	3 1/2	HISTORY UNKNOWN
FZ	5 11/16	4 81	1 3/16	1/2	13/16	1 5/16	2 1/16	11/16	23/32	2	2	2	2 1/16	3/4	13/16	2	2	1 1/2	3 5/16	" "
FZ	5 49/64	4 81	1 1/8	17/32	13/16	1 1/8	2 1/16	11/16	5/8	2	2	1 15/16	2 1/32	27/32	25/32	2	2	1 3/16	3	" "
FY	5 49/64	4 81	1 1/8	1/2	13/16	1 15/16	2 1/32	11/16	5/8	2	2	1 3/32	2 1/16	7/8	3/4	2	2	1 1/8	3 3/16	" "
FY	5 49/64	5 82	1 1/8	1/2	13/16	1 7/8	2 1/32	11/16	3/8	1 15/16	1 15/16	1 15/16	2 1/16	13/16	3/4	1 15/16	1 15/16	1 1/8	3 5/16	5 INLET PORTS (UNCOMMON)
RZ	5 25/32	6 83	1 1/16	37/64	13/16	2 1/32	2 1/64	39/64	2 1/32	2 1/32	2 3/32	2 1/32	2 1/32	15/16	15/16	2 1/32	2 1/32	1 7/8	3 1/16	PORTING MODIFIED FROM ORIGINAL
RY	5 13/16	6 84	1 1/4	1/2	13/16	1 31/32	2 1/32	23/32	11/16	2	2	2 1/32	2 1/32	29/32	29/32	2	2	1 1/8	3 1/4	HISTORY UNKNOWN HIGH INLET PORTS
PY	5 3/4	6 83	1 3/32	9/16	13/16	1 31/32	2 1/64	23/32	21/32	2	2	2 1/64	2 1/32	57/64	15/16	2	2	1 1/8	3 1/4	GEN 1930 SPRINT'S. FZ BLOCK WITH RY PORTING
PY	5 13/16	6 83	1 3/32	9/16	13/16	2 3/64	2 3/32	5/8	5/8	2	2	2 3/64	2 3/32	59/64	29/32	2	2	1 3/8	3 5/16	REYNOLDS SPECIAL 1934.
DPZ	—	6 84	1 3/32	9/16	13/16	2 1/16	2 1/32	5/8	5/8	2	2 1/32	2 1/16	2 1/16	7/8	15/16	2 1/32	2 1/32	1 3/8	—	HISTORY UNKNOWN
DPZ	—	6 84	1 7/64	9/16	23/32	2 1/16	2 1/32	5/8	21/32	2 3/64	2 1/16	2 3/32	2 3/32	29/32	15/16	2 1/32	2 1/32	1 7/16	—	" "
DPY	—	6 83	1 3/32	9/16	13/16	2 3/32	2 1/16	11/16	11/16	2	2 1/32	2 1/8	2 1/8	55/64	31/32	2 1/32	2 1/32	1 3/8	—	1938 FLYER.
DPY	—	6 84	1 3/32	37/64	27/32	2 1/16	2 1/32	5/8	1 1/16	1 31/32	2 1/32	2 1/16	2 1/16	7/8	15/16	2 1/32	2 1/32	1 3/8	—	HISTORY UNKNOWN.

YOU WILL NEVER DIE OF BOREDOM WITH A SCOTT.

A sunny Sunday afternoon in the late summer of last year, found me contentedly making my way to a Vintage Motorcycle Club get-together at Crich Tramway Museum near Matlock.

My 1928 TT Replica was running to perfection, and, the memories of many hours spent on the engine seemed far away and well spent.

As usual, it is when one is in this frame of mind that disaster strikes. Strike is quite an apt term maybe as this is just what the con rod did to the crankcase when the left hand crank failed.

I was carrying some photographic equipment that day, and so did not have my "Full Stripdown" kit of tools available. My remarks on Motorway design must remain unquoted in the interests of public decency. Suffice to say I pushed the machine for 8 miles before I could get off the motorway.

In the search for a crank, I went to see Tom Ward who informed me, that he had a waiting list for second hand cranks. This led me to consider manufacturing for myself a new set of cranks in our toolroom.

The cranks were originally manufactured of a good quality mild steel such as EN 3B, and case hardened, later cranks, I am told use 3% nickel EN 33 case hardened steel to obtain a tougher core. For my own use however, nothing but the best would suffice regardless of cost. After careful study I found a special modern crankshaft steel which had an abnormally high resistance to alternating stress fatigue.

At this time I decided that if I was to get a special melt of this steel, and produce cranks, I might as well produce some for sale to club members.

The early pattern pre knife edge type crank was favoured for its greater strength. This design was strengthened by increasing flange thickness slightly and reducing manufacturing tolerances. This type of crank is of course fully interchangeable with all long stroke cranks. When using a direct hardening steel to obtain the highest strength, it must not be too hard, since it tends to become brittle. The cranks however must not be too soft, as this would increase he possibility of the main bearing rollers scuffing the back face of the crank.

The semi machined cranks were therefore returned to the steel makers for precise heat treatment to the exact specification required. The case hardened mild steel, whilst very useful in many applications especially from a production cost point of view, is in my opinion suspect when subjected to alternating stresses on a light section. The metal is no longer homogenous, the hardened case and the soft core having a different modulus of elasticity. The less elastic portion is known as the "Case". This top layer of steel approximately 1/16 deep which is infused with carbon and hardened. This portion being hard is very stiff and rather brittle.

The core of the metal is that portion which lies under the case. This has very little carbon in its composition and so remains soft. It is therefore obvious that the case would be considerably more loathe to deflect than the core. It therefore follows that in the case of a crank, the case having a maximum total section of 1/8" or less, is bearing the brunt of the deflection load. When eventually the case tires of this abuse it fails and cracks. The full load is then taken by the core, which as Scott owners know who have ignored surface cracks on cranks, does not last long.

A heat treated steel such as that I am using gives a uniform composition and condition throughout its section. Whilst not quite as hard as the case it is much tougher than the core of a case hardened type. The strength is therefore much higher and the load is taken over the whole thickness of metal and not one part at a time.

Production is now finished of these cranks and they are now available, **see advert.** The safe rev limit will be much higher than the conventional

crank and the deflection much less.

Now that the cranks are finished, I am rebuilding my engine utilising a new main bearing arrangement. I just push out the cups and substitute new interchangeable housings which carry ball races and seals. This looks like solving the problem but then that's another story.

R. E. Moss.

POU-DU-CIEL

Further to the recent references in 'Yowl' to the above aircraft, it now appears that the Midlands Aircraft Preservation Society have been given a set of flying surfaces for one. They are busily engaged in constructing a replica fuselage, but what they haven't got is—wait for it—an engine. Now I know there are several Scott Club members who own Scott Aero Engines and have them in various places such as garden sheds, garages, motorcycle frames, and mantlepieces, but I do not know of one who has an engine in the most suitable situation, housed in an aeroplane. Now is your chance to rectify this ommission, and come to the aid of this worthy bunch, (who claim they are cast in the same mould as us).

All donations of engines should be sent to:—

Mr Ron Randall, 87 Kenpas Highway, Green Lane, Coventry, CV3 6PF.

OUTLETS AND INLETS

Member Brent Scholes has had a further flush of Scott inspired enthusiasm, and has found a useful supply of silencers suitable for Scotts (and other machines, including some of those cute shrunken Burgesses for Mark Douglases). It looks as if the Burgess silencer company have had a clear out of old stock, as these silencers have appeared in various parts of the country simultaneously. The range of sizes is as follows: 1⅜", 1½", 1⅝" and 1¾" and can be obtained from Motor-World, 56 Bounces Road, Edmonton, London, N.9 who also can supply some of those rather non 'u' adapton brackets and clamps to enable one to fit them nearly anywhere. The end of the aformentioned flush resulted in the acquisition of the Amal Carburettor table given below. I believe they emmanate from Amal Service sheets.

	98cc Cyc-Auto Mk II 1945-52	*596cc Flying Squirrel* 1940-52	*Flying Squirrel* 1935-40	*596cc Racing* 1935-40
Carb. type No.	265/2	206/151R	6/151	29/005
Mix. chbr. body No.	265/002	206/151R	—	—
Int. bore	0.475"	1 1/16"	1 1/16"	1 3/32"
Jet block pt. No.	—	206/059R	—	—
Jet block sz. No.	—	51	—	—
Jet size	60	170	170	200
Throttle vlv.	3	6/3	6/3	29/3
Needle pos.	3	3	4	3
Needle jet	107	Std.	—	—
Float chbr. type No.	—	14/092	14/092	14/092 or 92
Float chbr. bdy pt. No.	—	14/111	—	—
Spare pt. list No.	422R	440	—	—

Lt.-Colonel C. E. Bowden,
Norden House,
Corfe Castle,
Wareham, Dorset.

Dear Mr. Sloan,

I noticed a reference to Mr. Victor Connell in Yowl. Could you not please reprint an article of many years ago in the Motorcycle press by Mr. Connell on how he made his "Scott never four stroke." I am sure some readers who never saw this would like to modify their Scotts.

Yours truly,
C. E. BOWDEN.

Your Wish—by the courtesy of "The Motorcycle".

AN ENTHUSIAST'S DREAM MACHINE

A tale of pertinacity and craftsmanship—of an owner who has lavished hundreds, if not thousands of hours hard work on his motor cycle.

By 'TORRENS'.

Many dream of a motorcycle built to their own ideas. A few—a very few—have the skill, knowledge and pertinacity to make their dreams come true. *Vide* the achievements of Mr. Haythorn, the motorcyclist who has never owned a motor cycle which he has not made himself, or or Messrs. Jenks and Swabey, with the "Mercury". This week I introduce you to Mr. Victor B. Connell. At first sight his machine, named and licensed as the "Victor" is simply a very attractive Scott twin-cylinder two-stroke, but anyone who knows his Scott will immediately spot a host of differences, and if he reads on he will, I guarantee, marvel at the thought and ingenuity and craftsmanship that has gone into this one machine. One needs to examine it to appreciate if anything like fully. However, I can but do my best to let you see the machine through my eyes. One day, perhaps, you will see it on the road and be able to examine it—perhaps you have come across it already, in which case the following will let you into some of the secrets of a very remarkable production.

Rear Springing

The first things to strike the eye of a Scott enthusiast (is there a Scott owner who is not an enthusiast?) are that the exhaust system is on the near side of the machine and not the right, and that there is something which looks suspiciously like plunger springing at the rear wheel. The springing is the "Master" which was on the market some years ago. It is a modified "Master" for the length of the plunger housing in each case has been increased by about ¼in. at the bottom and the lengths of the springs reduced. The latter have had a little more ground off their ends until the owner was satisfied that the suspension was really good. On the road the total movement is normally in the region of 2½in., but if the machine strikes a big pothole this becomes something like 3¾in.

The springing system adds to the wheelbase of the machine, but there is a further increase; Mr. Connell has fitted longer tubes in place of the standard rear-frame members. He has added an inch in this direction—there were various items (of which more anon) which he wished to tuck in just forward of the rear mudguard. When doing this he specially took the opportunity of arranging the chain stays so that they are horizontal. "Did you carry out the brazing," I asked, and learnt that he fitted the tubes, pegged them and boraxed the joints, but did not actually run in the brass.

Let us leave the frame and fittings for a few minutes and turn to the power plant. Coil ignition has been fitted—very neatly fitted. A distributor

from an old Austin 12 car was obtained. Two of the four lobes or cams were ground off and the driving spindle shortened. Then the distributor was fitted to off-side crankcase door in the position previously occupied by the oil pump, which, together with the exhaust pipe, was removed to the near side of the machine. Carrying the distributor is a flanged collar made of mild steel. Those who think of following suit will be interested to know that the end of the spindle has been case-hardened and that, while the spindle of the driver plate is lubricated automatically from the crankcase, the spindle of the distributor has been provided with a grease nipple. The distributor cover, by the way, is off a Jowett car.

At first the amount of advance and retard was approximately 15 degrees. It was very soon found that the engine would stand, and, indeed, thrive on, a considerably greater range. The slots in the flanged collar were increased and now there is a total of roughly 32 degrees advance-and-retard. The return spring is a short length of the spring sold as curtain "rods"!

Even this extreme range of movement is found to be worth while. Fully retarded, the engine fires with a gentle "pop-pop", **two**-stroking regularly. If at any time it is wished to vary the timing, all it is necessary to do is slacken off the two nuts fixing the crankcase door strap and move the door round!

Now we come to that matter of the space available in front of the rear mudguard. It has to accommodate a battery, a coil and a dynamo. The coil is a standard 6-volt Ford unit, mounted above a Lucas dynamo by means of a Panther aluminium housing. In case the "Exide" battery should be topped up too much or "boil" over, the coil and the dynamo are encased in rubber cut from inner tubes. Belt drive is employed for the dynamo, which cuts in at 8 to 10 m.p.h. with the machine in top gear. Use of an endless rubber belt is ruled out by the presence of oil, and the belt employed is the leather "Whittle" belt, which has proved entirely satisfactory and is adjusted in the usual way by the eccentric afforded by the dynamo.

Electrical Modifications

On the Scott the sprocket driving the standard Magdyno is a press fit on the clutch housing and secured with three small countersunk screws. These latter were drilled out and a pulley fitted in place of the sprocket. The dynamo is of the voltage type. A standard Ford switch is fitted. The internal connections have been altered and now with the key removed everything is off except the parking light and the rear lamp; with it in position, the horn and all lights can function. The switch is mounted on a 22-gauge sheet-steel cover that neatly hides the dynamo, coil and accumulator. The cover, like its opposite number on the far side, is a work of art. It began life as one flat sheet of steel. Vee pieces were cut out where the corners were to be. Then the sides were bent round a mandrel and the corners welded inside—welded by Mr. Connell—and patiently tapped until they, too, were rounded and duly mated in with the remainder. Undo two 5/16in. B.S.F. nuts from the bottom of each cover, one acorn nut near the top and the whole lot is detachable for access to the dynamo, etc. The latter, by the way, are supported on a complete metal tray. This, again, is of 22-gauge steel and has steel-angle side pieces riveted on and, for the mounting of the dynamo itself, 7/32in. steel strips bolted to the upper side of the tray. In the case of the off-side cover the bottom nuts need only be slackened. Below the switch which this cover carries is a "battery, state of charge" indicator.

The carburettor has been modified considerably, and has been fitted with twin float chambers and a special sliding choke. Many two-stroke owners know the dodge of stopping the engine at the end of a run by putting the palm of the hand flat against the air intake. I recall that it has been stated that a Scott owner who did this before shipping his machine to Australia found on arrival there that the engine started first kick—no preliminary suck-in depression of the kick-starter at all. The Victor, however,

does not exactly lend itself to one hand being placed over the air intake and in any case the carburettor has been endowed with an air filter—an Amal filter, reduced in length and fitted with a silk stocking sewn round a spring as the filtering element. This, it is stated, silences the air intake quite materially.

The elbow in which the sliding choke is fitted and which carries on its outer end the air filter made of brass is by rights part of a household sink. The choke, of course, does duty as the air slide fitted as standard to the Amal, so the slide itself has been discarded.

Three Petrol Filters

In view of the carburettor being tucked away, a choked jet could be a snag. This is guarded against by a series of three filters. There is a gauze in the tank, a gauze-type filter below the petrol tap and a tightly rolled "roll" of gauze in a rubber section of the fuel pipe.

An old type of Scott tank is fitted. This has been enlarged and in a manner that makes one marvel. It was split down the middle—that is, in line with the wheelbase of the machine—and the split opened out in the form of a vee. Then a piece was let in and soldered in place. After the soldering the joints were filed and filed and filed. Next, they were rubbed down with rotten stone. When everything possible had been achieved in these directions cellulose filler was employed. Finally (what a word in this instance!) there was the enamelling. This was done by hand with air-drying synthetic finish—actually "Dulux", an I.C.I. product obtainable in peacetime. Five coats in all, and rubbing down between each coat! For polishing rouge and olive oil (yes, peacetime again) were employed. The net result? A superb professional finish and the seams in the tank (or in other parts of the machine which Mr. Connell has made) utterly impossible to detect.

Among those other parts are even such things as valanced mudguards. The rear guard was once upon a time part of a sports car—believed to be an M.G. The general shape proved all right, but the tail portion had to be added. This was made of a piece of fine steel beaten out and welded; it took Mr. Connell weeks! The edges of the guard were reinforced by $\frac{1}{8}$ x $\frac{1}{4}$in. mild steel, which had to be bent to the curve of the guard and, packing out the channels, enabled the valances, which were made of 22-gauge steel, to be fitted. A question was how to provide a beaded edge on each valance. The ingenious method was to do this with $\frac{1}{4}$in.-bore copper tubing, split longitudinally, bent to shape and riveted in place. To cut the tube, Mr. Connell wound it round a drum about 12in. diameter, held the part being worked upon in the vice and cut the slot with two hacksaw blades mounted side by side in a hacksaw frame. The idea of the tubing was, of course, to stop any possible drumming of the mudguard, but there is also the advantage that there is a rustproof edge. For covers, such as those over the dynamo and battery, there is the additional point that the copper provides a nice soft edge. Before hitting on this scheme, Mr. Connell tried letting in wires at the mudguard edges and beating the metal around them, but gave it up as a bad job. Take a look at the flair of the rear part of the guard and marvel! The back half is removable merely by undoing four acorn nuts.

Another piece of sheet-metal handiwork is the tool box cum carrier cum pillion seat. This, too, was made of 22-gauge sheet metal and is manufactured in four pieces made into one by the use of tiny rivets and soft solder. In this case the upper edge is beaten or swaged around wire or, rather, 3/16in. steel rod. A trouble Mr. Connell found with the sheet steel was that it would stand just so much beating and no more; a crack would develop somewhere and all the work be wasted. For attaching luggage he employs a scheme fresh to me, namely, long strips of rubber about $\frac{1}{2}$in. square in cross-section cut from the treads of old tyres, and uses these to tie on the parcels. As he says, the rubber is practically unbreakable.

Bits from Here and There

The saddle top was made by a local saddler and the base is a modified Lycett. The rear chainguard is an adaptation of a standard one. Handlebars are believed to be off an Ariel. The silencer is a Burgess from a Riley car. From what machine the taper roller front hub came is not known, but the rim is Austin Seven and carried a 3.50-18 tyre. The front tyre is "Tyresoled" by Mr. Connell, who has long specialised in this process of applying new soles to old carcases. First, the old tread was buffed to a well-rounded contour and then the "Tyresole" was applied, thus producing a rounded motor cycle tyre instead of a flat car one.

What other features are there on or in this unique machine? A number. The footrest hangers are cut from the leaf springs fitted to Bedford trucks; they are simple and afford a certain amount of "give". An "Esway" propstand is fitted. The gear box of the Bonniksen speedometer—an old friend—is mounted in (yes, **in**) the near-side bottom mudguard stay. A Ford horn is employed. All the electrical cables for the lighting side are twin wires used as single wires, so there is next to no voltage drop to reduce the watts. To eliminate breakages at the terminals, each of the cables has soldered ends. Acorn nuts are fitted at just about all thse points they can be fitted. All nuts have flat washers as well as spring washers. Those nuts, bolts and washers that have at time to be removed are cadmium plated. A central, home-made stand is provided, and took much scheming and hard work to get it to work effectively with the fore-and-aft springing. The sparking plugs are Champion "7", which, it is stated, will neither oil up nor burn out. The top of the engine at the rear is neatly enclosed with highly polished light-alloy plates, also the sides of the gear box, which, incidentally, can be moved for chain adjustment without the enclosing panels being touched. The cylinder heads and crankcase have also been buffed. The result of the buffing and plating and rich enamel is a "black-and-silver" beauty.

Finally, I must mention the unobtrusive safety bars. These were bent for Mr. Connell, who contented himself with making the fixings. They are in two parts and are fixed, at the top, to the "ears" at the base of the steering-head lug and, at the bottom, to the lugs at the lower ends of the front-down tubes.

Where I marvel is not that an enthusiast should have started on such a project—a whole series of projects—but that he should have carried everything through with such superb craftsmanship and such success. One thing more I ask of you, Mr. Connell, I want a proper ride on the machine!

WILD GOOSE CHASE, No. 2.

Those of you who read my true story "Wild Goose Chase No. 1" will know that I am an inveterate veteran velocipede archaeologist (try saying that three times quickly before puffing the breathalyzer!) and that the slightest whisper of an old motorbike lying somewhere sends me off on safari, distance no object.

One year I was doing a stint as a voluntary attendant on the R.A.C. Historic Motorcycle stand at the Earls Court Show, politely answering all sorts of questions wielding a ruler for the knuckles of the bulb horn blowers and rather proudly sporting my Scott badge in a lapel. During the evening my attention was attracted by a furtive "Pssst" from a middle-aged gent who said to me, "Last weekend I saw a bike just like that (pointing to a 1900 Werner on the stand) lying in a ditch, the engine was fairly high up in the frame and it said Scott on the side." Geoff thinks "a lot of old cobblers, this" but the seed was sown. Could this be the original prototype Scott? "Whereabouts was this, old chap?" I enquired, surprisingly calmly, then jotted down the details and thanked him for his trouble.

Now my mental anguish started. Was there really a bike there? Should

I confide in my mate Steve Dawson who was on the stand with me? Could I trust him or would he get there first?! I decided to rely on his better nature and after a discussion we came to the conclusion that if I didn't investigate I'd have sleepless nights for the rest of my life! After getting home I sat up until midnight poring over maps until I found the location of the reputed find, a breaker's dump at Shallow, on the far border of Berkshire, beyond Wantage.

The following morning dawned bright and sunny and it happened to be my day off so we were soon away, a pleasant run up through Ascot and eventually arrived at the site, acres of old cars, furniture and just about everything, one huge jumble sale. Well, I searched and searched every square yard, asking the car cutter-uppers, all to no avail and was about to give up when I decided to have a last look in the ditch some way along the road. I'd only gone thirty yards when I found IT! Maybe you've guessed what I had vaguely suspected all along—It was a Scott autocycle which is probably still there if anybody wants it! We didn't return quite empty-handed though, they grow splendid apples there, so a couple of bushels came back with us.

I would still like a veteran Scott but I have to be content to have in my stable an often used machine which is remarkably like it in the modern manner—an LE Velo. I'm sure that "Alfred the Great" would approve. Try one and see for yourself! G. M.

Old Conduit House,
Llyndhurst Terrace,
Hampstead, N.W.3.

Dear Nick,

. . . . . The next matter is of cardinal importance, and I should imagine merits Full Caps in Yowl:— Owners will be pleased to learn that I have traced a source of supply—not for the more easily obtained items such as 600cc pistons, clutch worms and levers, exhaust pipes ecetera—but for the celluloid pump windows, and will be happy to advise owners of fitting.

Yours,
DENNIS HOWARD.

MACHINE BADGES

Dave Bushell reports that he hopes to have stocks of these in the near future.

A SCOTT WITH TWO ENGINES

Many of you will at least have heard of the Morgan with two engines, the brain-child of Granville Grenfell, (see Yowl, August, 1963) but only the greybeards will remember anything about the Scott with two engines.

Quoting from my scrapbook, this machine was a remarkable conversion carried out to a 1929 Flying Squirrel 596 cc by M. Christian Christophe in 1937 when he was resident in Berlin.

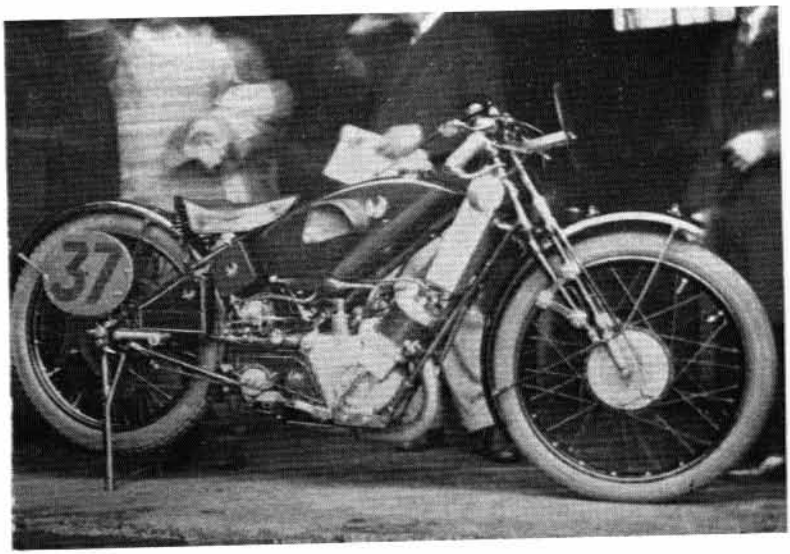
Into the front wheel was built a Megola five-cylinder radial engine, which drove the wheel direct, no clutch or gearbox, ratio 5 to 1. The engine, a 640 cc side-valve aircooled unit, was taken from a Megola motorcycle, an unorthodox pressed steel frame machine of the early '20s. It seems that the Scott engine had to work overtime for the first mile or so getting the radial to start!

This "Scott 7?" was intended for trials work but must have been a handful with a front wheel weighing 165 lbs!!

Our friend Christian does not disappear into the limbo of time, for in 1962, by now a granpappy and living in Paris, he turns up in a "Motor Cycle" sponsored "Bitza" contest with a 1929 Flyer engine in a home-brewed lightweight frame, total weight 220 lbs. The machine had plunger rear suspension and telescopic forks. The radiator was dispensed with, its place being taken by two small water drums under the tank, which were apparently lighter and prevented overcooling.

G.M.

An S.O.C. member, one Peter Taylor, is, I believe, trying to cram two Scott engines into a Flyer frame, I wouldn't like to say whether or not he will succeed but last time I saw his he was sweating a bit.—Ed.



A body and shoulders view of Mavrogordato in his inevitable jumper (rather like a Parry Thomas of the motorcycle world) standing behind the two speeder which was entered for the Manx Grand Prix of 1928 and 29. He retired in both cases.

NOTHING NEW

Since writing my first contribution to "Yowl" (I was going to say "last" but the Hon. Ed. might take it literally!) my old '36 Flyer CXU700 has passed on to a fellow V.M.C.C. member, David Dale of Shere, Surrey (not yet in the S.O.C. but we'll work on him). Since he acquired it, the old bus has sprouted an enormous rear sprocket which nearly digs into the ground and it is currently appearing in the occasional VMCC sporting trial, doing far better things than it ever did in my hands—me being an expert at footing with me 'ead! David has plans for the '68 Scott Trial so let's wish him luck.

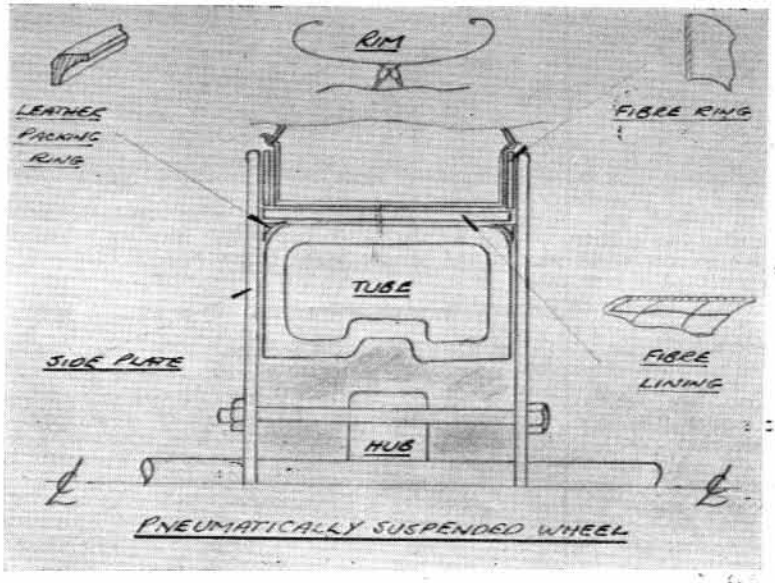
CXU700's place has been taken by a 1947 596 cc JLT823, which has had a lot of loot lavished on it by the two previous owners without having been ridden by them as far as I can see. In fact, it is the one mentioned in December, '67 Yowl, "A chance for all members." It has had a rebuild of the paddle wheels, etc., a paint and chrome job, Pantherisation of the Dowty forks and it is fitted with a Clamil sprung hub rear wheel.

For the benefit of the uninitiated, the Clamil hub was designed by A. T. "Taps" Clark and produced by Millars Motors (Mitcham) Ltd. and featured scientifically correct geometry giving constant chain tension, three inches of movement and full pneumatic damping. It was a bit pricey at the time, fifteen years ago, £32-10-0, or £29-10-0 for the unbraked version which could be had for sidecar wheels. If you can find one this is a good solution to your rear springing problems and obviates cutting up a good frame.

Looking at the hub jogged something in my memory and after a dig through the late vintage issues of the "Motor Cycle" I found what I had been reminded of.

Way back in 1929, one of our most ingenious Scotters, Bill Bradley of "Felix" fame, had developed a pneumatically suspended wheel designed by C. H. O. Handel of Skyreholme, Yorkshire. The wheel had an air tube surrounding the hub on which the spoke carrying flange was supported so that the wheel proper floated on the air tube.

The inner hub carried a D-Section tube of thick rubber, the ceriphs of the D being in the form of lips which were gripped between large-diameter side plates and hub so fixing the tube properly. Also bolted to the sideplates were the brake drum, sprocket, etc. Between the side plates, and free to rotate was the spoke flange or hub of the wheel proper. The side plates prevented lateral movement and had fibre discs between themselves and the faces of the spoke hub flanges to eliminate noise and keep out mud and water. A fibre lining was also provided for the spoke flange centre, and it



was this which rested upon the suspension tube, the spaces left in the "corners" by the D-tube being filled by leather packing rings of triangular section, which excluded grit and water.

The only driving connection between the inner hub and the wheel was that due to the frictional contact of the "tread" of the suspension tube and the inner fibre-lined surface of the spoke hub. A working pressure of 28 to 30 p.s.i. was maintained and was adequate to prevent slip.

Bradley's non-racing Scott sidecar outfit, equipped with pneumatic wheels, succeeded, amongst other feats, in climbing Post Hill (average gradient 1 in 2.8, maximum 1 in 1.7), and Hepolite Scar (maximum gradient 1 in 1.5), towed a laden 2-ton lorry and beat a Morris-Cowley car in a tug-o-war without any trouble.

The advantages of the hub were simplicity, very little unsprung weight, better braking, increased tyre and transmission life and it could be fitted with few alterations. A Morris car covered 30,000 miles in the Yorkshire Dales fitted with these wheels with no trouble.

So there really is nothing new!

G.M.

SIMILE.

The following passage published originally by World Road News, must have given many of you a chuckle in the past when you read of the almost unbelievable restrictions placed on motorists by this American state, just after the turn of the century. My excuse for printing it again is that next to banning cars altogether it must have been a very effective way of ensuring there were no accidents. I do hope that in a few year's time we will look back upon the restrictions of Mrs. Castle and her advisers and chuckle again at what then will seem amusing as the passage below does now.

Golden Age of Motoring

Among the traffic regulations passed back in 1908, according to "Texas Highways", the publication of the Texas Highways Department, were the following:

1.—On discovering an approaching team (of horses), the motorist must stop off the side of the road and cover his machine with a tarpaulin painted to correspond with the scenery.

2.—In case a horse will not pass an automobile, notwithstanding the scenic tarpaulin, the automobilist will take his machine apart as rapidly as possible and conceal the parts in the grass.

3.—Automobilists running on a country road at night must send up a red rocket every mile and wait ten minutes for the road to clear. They may then proceed carefully blowing their horns and shooting Roman candles.

NEW MEMBERS

T. H. Allen, 24, Pandora, Ketts Cross, Kings Lynn, Norfolk.—341.
M. Chapman, 53, Montgomery Terrace Road, Sheffeld, 6, Yorkshire.—331.
J. Fotheringham, Lavender Cottage, Danbury Common, Chelmsford, Essex.—334.
J. S. Lumley, 54, Lion Road, Bexleyheath, Kent.—337.
Dr. J. P. Minns, 5, Claremont Place, Shrewsbury.—335.
M. O. Thomas, 49A, Parkstone Road, Poole, Dorset.—332.
T. Upton, 66, Greenwich High Road, Greenwich, London, S.1.10.—336.
H. B. Callow, "Haslemere," Dean Vale Caravan Park, Hillcommon, Nr. Taunton, Somerset.—340.

J. Dufficey 3, Bankfield Avenue, Cadishead, Manchester.—333.

CHANGE OF ADDRESS

A. B. Singleton, May Lodge Cottage, The Strand, Walmer, Deal, Kent.

LITTLE LOST MEMBERS

Harry Beal who has been dutifully sending out 'Yowls' to the members listed below, but has been getting them back marked "Gone away", "Not known" and the like. If any other member knows the whereabouts of these people will he please contact Harry Beal or the member concerned.

Mr. D. K. Rhodes, 8, Vardon Drive, Glenrothes, Fife, Scotland.
Mr. D. Brierley, 87, Trowbridge Road, Bradford-on-Avon, Wiltshire.
Mr. K. C. Cutten, 21, Bailey Road, Auckland, E.2., New Zealand.

WANTED.—For 1947 Flying Squirrel, pair of original toolboxes.—K. C. W. Fretwell, Sergeants Mess, R.A.F. Brampton, Hunts.

FOR SALE.—498cc barrel, head, pistons, and gudgeon pins. 0.010 ins. o.s. New rings. Offers.—Mr. Chapman, 53, Montgomery Terrace Road, Sheffield, 6.

EXCHANGE.—Flying Squirrel duplex frame No. 4482M. Front wheel about '36. Complete alloy gearbox, undertray. Magneto platform three speed type. Two speeder front wheel, beaded, small brake drum, less spindle and bearings. Would consider exchanging any of the above for any of the following items required for my 1927 Two Speeder. R. H. Gearshield with curved part to cover mag. sprocket. Tool box. Rear chain-guard. Original handlebar controls. 'Z' type Two speeder crankcase.—J. R. Joiner, 93, Ruskington Drive, Wigston Fields, Leicester. LE8 1LZ.

FOR SALE.—Scott-Douglas, 1967 Main Road Trial winner. Spares for machine include Douglas 90+ front wheel (9¼" brake), £110. Very good standard close gearbox, clutch, and speedometer drive. £10. Frame, forks, and front wheel from leaf spring swinging arm converted Shipley Scott. £5. Paramount cylinder and lead £5. 596cc longstroke cylinder and head +20. £4. Good Shipley tank £3 10s 0d. 2 gear trays 25s. each. Exhaust pipes, usable, 10s. each., etc., etc. Reason for sale, house purchase. 5 per cent. to club funds on all items sold. — Dennis Wray, 92, Brownlow Road, Hackney, London E.8.

FOR SALE.—Transfers, limit gauge "Shipley" varnish fixing 2s 6d each (5s. for 10). Best quality engine packings 6s. 6d. per set, state engine type or number. Water head rubbers 3s. 6d. pair. Big end roller plates 9s. each. Oval tank vynide covering 5s. 6d. piece. Crankcase piston wells machine-bored to accept F.Y. O/S to 3" dia. pistons. Numerous other repairs, overhauls and parts made to order. S.A.E. please. — K. W. Lack, 5, Norton Lees Square, Sheffield S88SP, Yorks.

WANTED.—Vintage Scott, must be in concours or near-concours trim. Cash sale. No "silly' prices but all reasonable offers considered. Will collect from any part of the country. — D. Minton, 17, Lynford Gardens, Seven Kings, Ilford, Essex. Tel. 01-590 (Seven Kings) 5948.

FOR SALE.—1948 Scott 'Cyc-Auto' £5.—Brigadier P. C. Hinde, D.S.O., Glebe House, Goodworth Clatford, Andover, Hants.

WANTED.—1950 oil tank and rear chain guard. — Robert Kerr, 4, Urmson Road, Liscard, Wallasey, Cheshire.

FOR SALE. Small quantity fully interchangeable, longstroke, high tensile, high R.P.M., fatigue resistant cranks. Left and Right Hand. Tool room produced with highest quality as sole aim. The "AT COST" price is £9 10s 0d each. Please forward remittance with order, which will be refunded if not satisfied.—Available from F. W. Moss, Ltd., Parker Drive, Leicester.