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THE JOURNAL OF THE
SCOTT OWNERS' CLUB



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EDITORIAL

My last prologue to this magazine spans from joy to woe. Pleasure at the news of yet another Scott re-birth, but frustration, bordering on fear, at the fast thickening wedge of legislation the Ministry of Transport are seeing fit to burden us with.

Anyway first the good bit. I had the club grape on the phone recently, who was quite close to bursting, being full of new information from the Aerco front. Aerco's have now moved to new, larger premises meaning that production of Flying Squirrels will start again in August. Not only complete machines, but spares too numerous to mention (as they say) will also be available. Actually I can mention a couple of items which are available and by some coincidence are none other than those easily obtained items spoken of by Dennis Howard in April 'Yowl', Pistons, clutch worms, and levers. The quantity of pistons available runs into four figures, although at the moment all are long stroke, short stroke will follow as soon as possible. All normal oversizes are available, but go higher than normal, up to .070" (you to can have a thinwall special). The long stroke pistons are available *now*, the clutch worms and levers will be available in August along with most expendable engine spares.

However anyone desperate for spares before August should contact the main Scott agent Ted Murphy of 54, Sutton Common Road, Sutton, Surrey, or the Scott works direct, who might just be able to help out. But remember *only* when all else fails, as the works will be awfully busy making the new Scotts. The number of complete machines to be made will be limited as each one makes a loss, a point not always appreciated by critics of the marque. Anyway the man to contact for your new Squirrel springer is Ted Murphy.

Has it sunk in yet how much freedom you've lost over the last few months and how much it seems you're likely to lose as time goes by. This awful safety mania is fast strangling all enjoyment as we have known it in the past on the road. The land is becoming attuned to conformists, while enthusiasts are fast finding it more difficult to follow their enthusiasm whilst staying legal, until they too are falsely convinced, or give up the massively one sided struggle. Oh my its so difficult staying non-political.

I believe that the M.O.T. in their unbounded and undeniable wisdom will go on piling up restrictions while smiling benignly at a certain section of shallow minded, brain washed, voting public who nod approvingly back from the strapped in security of their, crash padded, ten year tested, speed restricted, citizens Mk.1. Safemobile, whilst chorussing "safety is all". Fight it with all of your might and main, or all will be lost.

I see with deep regret at the time of writing, that the B.B.C. have not renewed the contract of my best Radio London hero, and constant companion during long hours in the garage, Kenny Everett. May I offer my condolences to all his followers, in their loss.

Thanks to my many faithful contributors who have made this task a less burdensome one, and to the other 95% of members I would say please think a little more positively of helping he who follows.

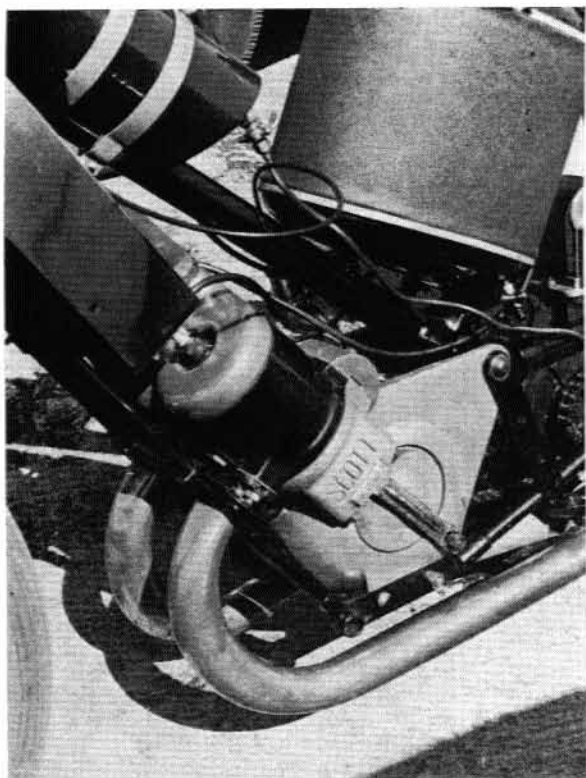
From your fast receding editor Bye Y'all.

NICK.

LONDON MEETINGS

These will be held on the last Saturday in each month, from now on. Not that they hadn't before, but nobody had actually said so. As usual they will be in the Red Lion, Whitehall, and I shall give an optimistic starting time of 7.30 p.m., although the first to arrive will probably do so nearer 8.30 p.m.

The September one will include that hardy annual shambles, The "Auction sale" (September 28th) and I've no doubt you will all bring along the bits you brought last year, (and a few more I hope).



GO ON, ADMIT IT

Have you yet admitted to yourself dear vintage leaning reader, that if a certain part of an early machine is original you like it, and if not you abhor it? I do, and an ideal example, I think, is the rather neat little forged frame encircling the exhaust outlets on the 1930 two speeder above, much better I agree than those awful flared down tubes for the same ends. If its original I could wax quite poetic, whereas if not, a guarded admission that although it looks a good idea, if Scott's didn't think of it there must be some snag.

The snag was taken at the Poddington sprint in 1963, and I never did see the owner. If he (the owner) reads this and would like to enlighten us, I for one am all ears. Surely that hole in the bottom front frame lug isn't usually there is it?

OLD CONDUIT CALLING! OLD CONDUIT CALLING!

I have just received a note from Nick Sloan—would I write something for Yowl? It is no doubt meet and right that I should endeavour to disgorge Scott fact and fancies—before becoming so mentally deranged that all effort would be required to utter the words 'Vote Conservative'—I do of course realise that Yowl is of a non political nature.

I am often asked how, at fifty years of age I can look such an enthusiastic twenty-five-year-old? My answer is simple—smoke a pipe, walk with a walking stick, and ride a Scott machine, I cannot begin to tell you how the combination of the first two leads progressively to the third condition.

Likening this short writing to Thursdays' dinner and Fridays' luncheon, it is but a pot luck article—flying here and there as some delightful thought sweeps through my mind.

Perhaps the one and only motorcycle that has 'carte blanche' in all circles is the Scott—and indeed, should a Scott rider lean his machine against the fish pond wall outside the Dorchester—one may rest assured that some elderly resident coming or going through those luxurious doors—will shout "By heaven a Squirrel"—if after this one is not sipping a martini with a new found friend—then it must be because our elderly acquaintance has taken exception to the astrakhan gauntlets.

Writing of hotels reminds me of a reception given to Dr. Parodi of Moto Guzzis several years ago—the assembly took place at, again a luxurious Park Lane building. I had been given instructions to attend on "Mr Moto Guzzi" on that certain evening, as luck would have it the night was greasy and foul, thus over evening wear I wrapped newspapers round my legs, and hauled on my heavy leather coat in whose pockets I had jammed one pair of evening shoes, flying helmet and goggles completed dressing operations, and with a certain stiffness of limb I strode over to the waiting Two-speeder. I should explain here that Howards luck was really in—as a previous breakage of the kickstart scroll spring—had necessitated a bump start which is neither elegant nor particularly safe with a Two-speeder. The performance which followed was so bitterly depressing on that atrocious night weather wise—that I will gloss over—the scene and we pick up the sequence of events as our hero arrives firing on one and a half cylinders outside the hotel ballroom entrance.

I must have looked quite dirty and dishevelled as I motioned to the link man for his instructions on parking facilities—I am sorry to record that his face became twisted and unpleasant—and I cannot think it was purely on the grounds that I said "You there, fellow". With a certain air of stifled annoyance it was suggested that I parked the Scott at the rear—this I did and made for the rearward hotel entrance; upon cleaning up generally and brushing my hair I now looked quite presentable—and made a dart through the building to the front entrance where our friend the prince of goodness continued his work. Taking five shillings from my pocket I placed this in his hand—at the same time thanking him for his kindness and courtesy when I arrived by motorcycle some fifteen minutes earlier. With a face now completely creased, other than the eyes, I was given a smart salute and advised "Any time Sir, glad to be of service". One sinner that repenteth!—I wonder?

I would not blame younger readers for taking a red pencil and striking through this article, as middle aged twaddle—indeed my very contemporaries are inclined to introduce me at any function as this "daft old B....."—I think this may follow my cycle ride to Derby. Mr. Tom Ward described that episode as a feat of endurance—how kindly and diplomatic of this dear friend—should I utter that financial conditions prevailing at

this time dictated my mode of transport?

I note in the February edition of Yowl the exploits of Geoff Mayes—how nice to make his acquaintance through those pages once again—a grand person of good nature and bless him—for he, as I, strongly advocate the wearing of breeches and stocking for motorcycling—Oh! for the road in our bedford cord.

Well Mr Editor. I must now make ready to entertain the bailiffs, but may I make a plea to all Scott owners just before, please let us have Scotts ridden, on the road—not just talked about—its so easy in the comfort of a car to give comfort to the mind in turn, by saying to oneself—“I have a Scott at home in the motor house.” Heres to this hope of road Scotting—especially when hedges are becoming obsolete, plastic food is a possibility, and warped minds would turn us into broiler house folk, and anyhow, I refuse to accept that I shall become the only “Daft old B.....”

DENNIS HOWARD.

MEMBERSHIP NOTES

To make procedure for subscription receipting quite clear please note the following.

Send subs. to me (Harry Beal), make cheques payable to S.O.C. with your completed renewal form—including machine details—this helps the registrar to keep up to date. The receipt is your membership card—enclosed with the issue of Yowl following the payment of subs.—(saving postage and work).

The 1967/68 year saw our total to 343 paid up members—although 45 people from the previous years list failed to rejoin after having the normal memory jog.

I am very sorry to report that our last member for 1967/68, No. 343, Mr. C. Baxter—a new young Scott enthusiast, was tragically killed in a car accident on March 8th. We offer our sincere condolences to his family.

H.B.

TOP TEN OF THE COVENTRY—BRIGHTON VINTAGE RUN

Entrants on the leading makes over three years

MAKE	1968.			Total
	1966,	1967,	1968.	
A.J.S.	4	4	4	12
B.S.A.	12	14	17	43
Douglas	3	2	3	8
Norton	4	3	4	11
Raleigh	2	5	5	12
Royal Enfield	6	4	3	13
Scott	13	8	8	29
Sunbeam	8	12	9	29
Triumph	11	9	11	31
Velocette	4	4	2	10

(Compiled by member Harold Scott)

April 1968.

THE HAROLD WOOD DONATED SCOTT FILM

The 1922 Scott T.T. film mentioned last month, is now in the possession of our president, and is available to any section of the S.O.C. who wishes to take advantage.

THE MERCURY

The Scott engine has endeared itself to many if not most of the adherents of the 'Dream Machine' school from the earliest times—witness the R.W.S. in Alfred's day, the present Velo-Scotts and 'Dragon-flyers', the Reynolds and Holder Specials and the most famous (or infamous!) of them all—the Mercury, reference to which was made in April YOWL.

What was the Mercury? Well Roger Maughfling of Motor Cycle, Motor Cycle News, Motor Cycle Sport . . . (You name it!) owned FMF 339 probably the best known example, latterly in the hands of S.O.C. member Roger Pickard. Let him explain:—

"The project was the brainchild of two Croydon enthusiasts named Jenks and Swabey and they were assisted by several others who were equally keen. Their aim was to produce a roadster that was as near ideal as possible and from the way the six were made it is obvious that cost—or the reduction of cost—was a secondary consideration to the ideals involved.

Outstanding features of the machines were the channel section light alloy frames, the unique duplex steering, the ingenious rear suspension with some four inches of spindle movement but no variation in chain tension, total enclosure and, not least the appearance which was quite unlike any other machine in existence then or, indeed, since. Once seen, the massive slab sided, all light alloy but beautifully made monster is never forgotten.

What was it like on the road? Well, when I got it (for £20) it was in an appalling state and not at all nice to ride. But, after some six months spent on a rebuild it went quite well, though not without some snags.

Steering on fairly smooth roads was quite unparalleled. Never have I ridden anything that felt quite so safe and gave such an "on rails" feel. Such was the geometry of the unique steering layout that once under way there was really no need to touch the handlebars at all except for the purpose of control operation.

To corner, all one had to do was lean the bike in the required direction. Never was there even the fraction of a trace of handlebar waver and never did I have an anxious moment.

But, on bumpy bends the handling was not so good. Then because of what I attributed to flexing of the rather complex rear suspension combined with some pitching due to lack of damping, the Mercury was wont to wag its tail rather disconcertingly—particularly if a passenger was carried.

To increase power output, the standard Scott crankcase had been fitted with light alloy blocks which, bolted to the upper face of each crankcase mouth, were so shaped that they would just fill the space between the bottom of the piston skirt and the gudgeon pin bosses when the pistons were at b.d.c. Crankcase volume was thus reduced, with the result that pumping efficiency was increased.

That, at any rate when I acquired the machine, was one of the only three modifications to the engine. The other two were petrol lubrication—a first-class modification that worked really well—and the fitting of two carburettors—one on each crankcase door—with breathing controlled by means of a disc valve incorporated in each door. This scheme I did not find to be too satisfactory from any angle and eventually I reverted to the normal arrangement."

Roger M. then commented further upon the familiar 'Cross-over' Petrol Lubrication system introduced with his brainchild by Len Swabey and for which it is probably best remembered. It is generally felt now that 'mains' wear was accelerated by dilution of the lubricant and this may have been suggested to him (I remember Roger Pickard, when I called to

examine the bike at Reigate expressing some concern on this point) as he continues:—

"Though I never stripped the engine down again before selling the machine, I had no reason to suspect that bearing wear was occurring, and inspection through the crankcase doors revealed that the visible parts were beautifully clean.

Furthermore no cylinder or exhaust decarbonising was necessary in more than 5,000 miles.

Checked with accurate apparatus, maximum speed was found to be 76 m.p.h. though when driving really hard fuel consumption worked out at little more than 30 m.p.g. Ignition was by coil in conjunction with a Sunbeam twin distributor fitted in place of the original magneto, (fitted to the N.S. door also—G.L.) and driven by chain.

Taken all in all, the Mercury, though great fun on the open road, was not a very good proposition. Its exhilarating noise, seemingly swift acceleration, unique appearance and first class handling on moderately good surfaces were not sufficient compensation for the disadvantages that went with them.

Examined logically it really scored in only two directions, its total enclosure and its potentially good steering. I am certain that, coupled with adequately rigid and properly damped rear suspension, Mercury type duplex steering—and it differs in a number of ways from the far more widely known O.E.C. design—and this machine layout could still find a market."

"R.T.M.," as he is now more familiar, wrote this in the late fifties. I wonder how he would feel about it now!

I for one will be most interested to read Mr. Swabey's contribution in YOWL, should this be forthcoming via Geoff Mayes (in February edition). As I recall he was in retirement on the south coast (Brighton or Eastbourne), but I rather doubt if he still has a Mercury in his possession.

I think his own personal machine was advertised about 12 years ago in "Blue-un" for £100 or so, "a lot of money." I remember being told by a local man who subsequently bought the Maughffling bike.

I have little further information on existing machines, 6 or possibly 7 were built in total (the final machine completed after the war by a Mr. Phillips?)

A Mr. J. K. Beaumont (was this the gentleman writing to the Motor-Cycling press, re Scotts some years back?) had the Mercury Reg. No. JPK 418 very much modified. R.T.M. showed me a snap of the two machines, a visit having been arranged, and recollected that this machine was most reluctant to start when the time came for parting.

This latter may have been the Mercury offered for sale just a few years ago, by a Mr. Bacon at Northampton then with swinging-arm grafted to the all. frame but I think it unlikely. I also have a note on CP 300 owned by L. Jenkins but I've lost track of whence this came!

Can any member throw any further illumination as to the ultimate fate or perhaps present whereabouts of the Mercurys. I believe there was some publicity given to the machines (this quite apart from Maughffling's overhauling articles in Motor Cycle which however provide very little new information).

It would be nice to be able to locate an original picture for reproduction. Perhaps Mr. Swabey himself can sort fact from fiction!

G.L.

THE REG SUMMERS DIARIES

After bombarding Reg Summers with letters for some time strongly requesting him to let me have record of some of his experiences in the Isle of Man around T.T. time every year since 1922, he has, cowed and repentant, given in, and the first volume up to 1931 was received a short while ago.

Due to the extent of this writing, I propose to start it in serial form, and presumably the next editor will continue where Reg has left off in this issue.

A FEW MEMORIES OF FIFTY VISITS TO THE ISLE OF MAN

Forty six years ago in 1922 I invested in a ticket for "Motor Cycling's" trip to the Senior T.T. together with several friends who were well up in motorcycling and motoring matters.



1924, and Harry Langman outside the Bay Hotel, Ramsey.

It was a lovely crossing and as we slid silently into Douglas Harbour the sea was without a ripple. Never have I seen the sea so calm, the nearest being last year in the middle of the week. After a good breakfast at the Savoy on the promenade we walked up Broadway to the top of Bray Hill and from the field on the inside of the course saw the start of the race. There were no houses at all there then.

There were five Scots in the race, Clarrie Wood No. 5, Geoff Clapman No. 14 (entered by the Ilkley Motor Cycle Club), Jimmy Simpson (entered by H. Petty Ltd.), Ivor Thomas No. 49 and Harry Langman No. 66. After seeing the start of the first lap we went through the fields behind the cemetery and saw the remainder of the race from various places round Governor's Bridge. The new piece of road straight through from

Onchan had not then been built. The Scotts were a great attraction and could be heard for miles. Harry Langman was third, Clarrie Wood fourth and Geoff Clapman ninth, a good effort which earned them the team prize. On the way to the presentation in the evening the taxi from Ramsey was driven in T.T. fashion and turned over, Harry Langman and Clarrie Wood were two of those who were taken to hospital, so there was no Scott team at the Palace to receive the trophy, Harry's account of this crash is rather funny but I don't expect it was at the time.

The T.T. bug had bitten well and truly and the "Motor Cycling" trip was repeated in 1923. The day was in direct contrast to 1922, mist and rain. We saw the start from the field at the top of Bray Hill and then walked along the part of the 1914 course to Cronk-ny-mona, Scotts were out of luck as Harry Langman had crashed while leading in the sidecar race and Clarrie Wood had hit a steam roller on Creg Willeys Hill on the



1925, H.L. again, but now with wide forks.

last morning of practice. The roads were not closed for practice until 1928 after Archie Birkin was killed in 1927. Watson Bourne rode Clarrie Wood's bike No. 47 and Stanley Woods rode Harry Langman's No. 22. The other Scotts were Geoff Clapman, No. 13, and S. Dale, No. 39. There was also another very interesting Scott entered by H. V. Prescott, No. 8. It was ridden by Howard Riddell (who rode one of the O.H.V. B.S.A. slopers in 1921). This was described in the Motor Cycle dated June 14th, 1923, when it was stated to be Prescott's design, but George Stevens described machines of this design in the August and October, 1964 copies of 'Yowl' under the heading of 'The Kendal Scotts'. In the December, 1964, copy of 'Yowl' Bert Hill stated that they produced one for Prescott.

Watson Bourne finished 11th, Howard Riddell on the 'Kendal' Scott

18th, Stanley Woods and S. Dale did three laps and Geoff Clapham two laps. A list of speeds in 'Motor Cycling' over the flying kilometre taken during practice gives Harry Langman 71.24 m.p.h., S. Dale 70.34 m.p.h. and H. Riddell 67.37 m.p.h.

In 1924 I managed to go over for the whole week but did not take a bike with me. Practice was then held on the Tuesday and Thursday of race week and so I was up at the crack of dawn for the long walk up Broadway to the stands. Fortunately this walk was not as much trouble as it is today.

Sir Henry Segrave was acting as interpreter for the Peugeot team and as he was standing next to me behind the pits I had the pleasure of a chat with the great driver. I remember the stewards of the meeting took the Peugeot riders along to Governors Bridge to see if they could get round, as the bikes were fitted with very narrow dropped handlebars.

Monday, Junior race day was awful, mist on the mountain down almost to Hillberry. I went with two others up to the Bungalow on the electric railway and gradually walked down to Cronk-ny-Mona. I well remember the three of us walked in the mist along the road between Creg-ny-Baa and Brandish Corner, and when a bike was heard coming through the mist we leaped up on the bank while it passed. Today a race would not be started under these conditions. The winner was K. Twemlow (New Imperial), S. Ollerhead (Dot-Jap) was second and L. Scott (A.J.S.) third.

On Tuesday I went on the electric train to Ramsey and walked along to the Bay Hotel and the Scott camp. Poking my nose into the shed at the side of the hotel used as a garage, I found two men building up a bike. They were Harry Langman and Ernie Mainwaring. A crash hat somewhat damaged was hanging up. Ernie said it was his and that he had damaged it by rubbing it along a wall!!!, typical of the man. When the bike was complete Harry took it out and rode it up and down the promenade wearing a pair of tennis shoes. One of my treasured photographs is of H.L. sitting on the bike. I am pleased to say that from this short meeting a friendship developed and has continued to the present time.

I also searched out Clarrie Wood who was at Ramsey and had a look at his machine. He had left the Scott works and was a private entrant.

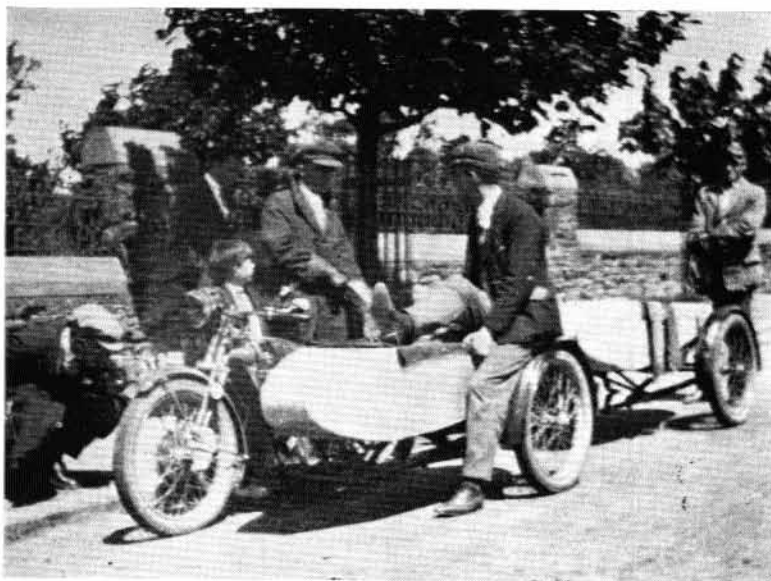
Wednesday was the day of the sidecar and light weight races. Apparently I did not keep a diary that year but from the photographs, watched the light weight from Cronk-ny-Mona and the sidecar from there and also Governor's Bridge. Must have walked over the fields and crossed the course on the stands side of Governor's. The light weight was won by E. Twemlow (New Imperial), H. F. Brockbank (Cotton) second and I. Cooke (Dot-Jap) third. The sidecar was won by H. Tucker (Norton) with H. Reed (350 Matador Blackburne) third. If only H.L. had been entered!!!

On Thursday the ritual of going up to the weigh in was carried out. At that date the bikes were actually weighed, H.L.'s weighed 282lbs and Clarrie Wood's 275lbs. The cylinder dimensions of the bikes are interesting H.L.'s being given as 63.5m/m x 78m/m, C.P.W.'s 68m/m x 68m/m. Whether these were the actual engines used I do not know. They are from a list in 'The Motor Cycle' dated 3.7.24.

On Thursday night it rained and rained and there must have been many worried men, but Friday morning was fine. The ultra light weight was a massed start, I saw this from the top of Bray. By the time the entry reached the cross roads they had strung out so much that I took one photograph and had time to turn on the film and take another of the tail enders. Wal Handley led on the first lap and then retired. The winner was Jack Porter (New Gerrard) with F. G. Morgan (Cotton) second and E.

Stead (Cotton) third. For the senior I walked over to Cronk-ny-Mona along part of the 1914 course. All Scott enthusiasts know that Harry Langman finished second behind Alec Bennett (Sunbeam) with Fred Dixon (Douglas) third. Dixon was wonderful to watch. He seemed to walk all over the footboards as the bike wandered over Bray Hill, and at Hillberry used to move his right arm and head to miss the telegraph pole, there will never by another Freddie Dixon.

So ended my complete week in the glorious Island. Even the trip back was interesting as I had the good fortune to travel back to Birmingham with none other than the great Walter Handley. He described how he had carried away on his footrest a drain pipe from the wall of the hotel at Ballacraire.



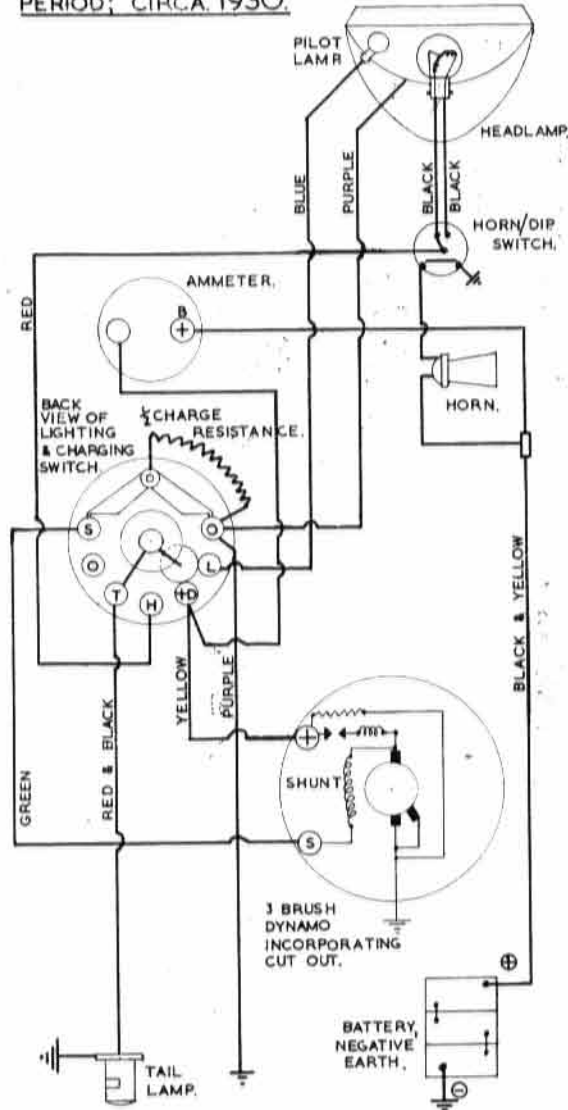
1925—After weighing in, the Scott and sidecar. Ernie Mainwaring at rear and Harry Langman with gauntlets. Man on sidecar is Norman Scott, secretary of the T.T. riders' association.

1925 was a memorable year as it was the first time I took a bike over to the Island, this being my 1922, 486 c.c. Squirrel. Those of you who are old enough will remember Lois Ball who after she married was Mrs. McLean, and who rode a $3\frac{1}{2}$ twin James. She was the daughter of Mr. Ball who was the original Birmingham Scott dealer, and before she went over to the James trials team, rode Scotts. This year she was over in the Island and was a frequent visitor to the Scott camp at Ramsey. I went over to the Bay Hotel several times to have a look at the preparation of machines which were the last of the two-speeders to be raced in the T.T. They had wide big ends and 7" front forks and the frames had the large steering head to crankcase tube raised to enable a straight on carburettor to be fitted. Why the later production frames were not altered will always remain a mystery.

WIRING DIAGRAMS FOR SCOTT MOTORCYCLES

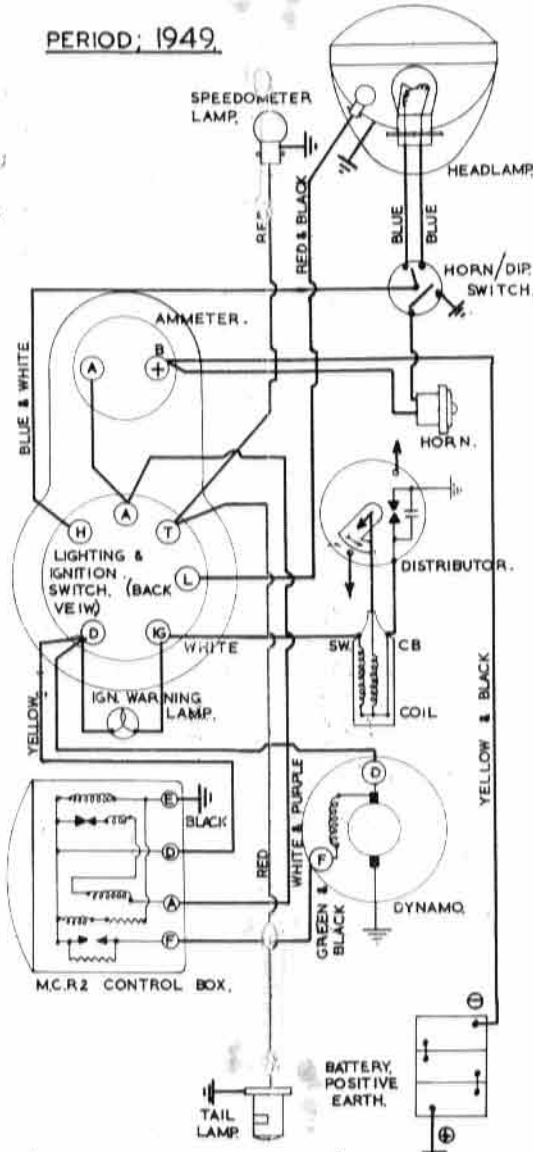
DRAWN-H.C. HARRISON.
DATE - 12-5-68.

PERIOD; CIRCA 1930.



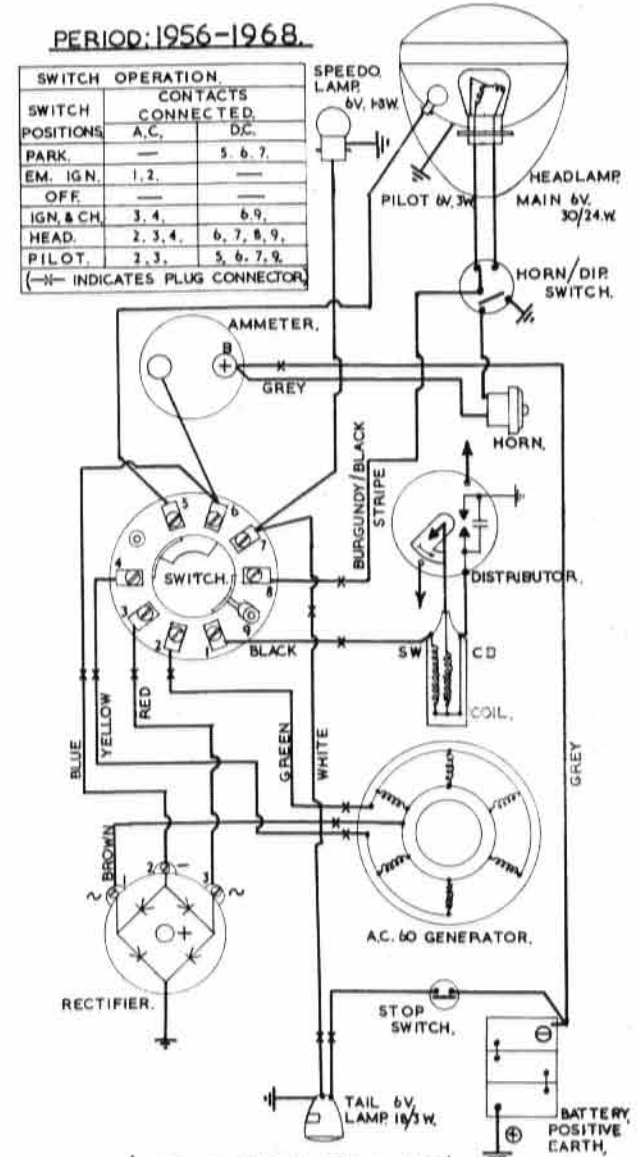
(BASED ON LUCAS DR'G No MA259)

PERIOD; 1949.



(BASED ON LUCAS DR'G. No W94421)

PERIOD: 1956-1968.



SWITCH POSITIONS	CONTACTS CONNECTED	
	A.C.	D.C.
PARK	—	5, 6, 7.
EM. IGN.	1, 2.	—
OFF.	—	—
IGN. & CH.	3, 4.	6, 9.
HEAD.	2, 3, 4.	6, 7, 8, 9.
PILOT.	2, 3.	5, 6, 7, 9.

(—X— INDICATES PLUG CONNECTOR)

(BASED ON MILLER DR'G. No. 2344.)

The Junior race was held on the Monday and I went to Ballig Bridge: Wal Handley (Rex-Acme) started as No. 50 and streaked through the field to win the race, a great ride, by a great rider. H. R. Davies (H.R.D.) was second, and Jimmy Simpson (A.J.S.) third. The ultra light weight race was held on Wednesday morning and for this I went to the top of Bray Hill. It was not a very exciting event as there were only seven entries and the fastest lap by Wal Handley 41 minutes 52 seconds, so it was a case of laying in the sun until the riders came round on the next lap. The race was won by Wal Handley (Rex-Acme) with Paddy Johnson (Cotton) second and Jack Porter (New Gerrard) third.



1925—Bay Hotel, Ramsey, The Scott sidecar outfit.

This year the senior race was held on the Wednesday afternoon and the sidecar on the Friday. This was to avoid the possibility of a star rider being put out of action in the sidecar race and preventing his riding in the Senior race. Harry was fifth but he did not have a very pleasant ride as the vibration coming down the mountain was very bad and also grease managed to get on to the rear brake. The other Scott riders E. Mainwaring, H. Town, J. W. Welsby all retired. The race was won by H. R. Davies on an H.R.D. which had been tuned by H. LeVack.

Tuesday and Thursday were the usual weighing in days and on the Friday morning the light weight race was held. This was won by E. Twemlow (New Imperial) with Paddy Johnson (Cotton) second and K. Twemlow (New Imperial) third. Wal Handley led until he came off near Signpost Corner owing to the front tyre bursting. The sidecar race was held in the afternoon and I saw this from Brandish Corner in the hope of seeing some marvellous cornering by Harry Langman with Ernie Main-

waring in the sidecar. However this was not to be as the two-speed gear tailed around Suiby, and that was that. The race was won by L. Parker (Douglas) with A. E. Taylor (Norton) second and G. Grinton (Norton) third.

Returning from the Island on the Saturday was somewhat different from the present day. No arrangements were made for pumping out petrol tanks, so we opened our drain taps and the petrol from about two hundred bikes run on to the pier. If anyone had dropped a lighted match or a cigarette-end there would have been a fine fire. I came back with Lois Ball on her James on the Mona. It was a special bikes only boat and we took about six hours to cross. The tide at Douglas was up so we did not have to carry the bikes down the steps, which happened very often, but wheeled them over a couple of planks. Someone just in front of me lost his balance and the bike fell into the harbour. This year I also managed a visit in September for the Amateur. Two Scotts were entered, P. P. Cheston and F. Coward, who finished fifteenth. The race was won by H. C. Dodds (Norton) with J. G. Vaughan (Norton) second and K. S. Duncan (Norton) third.

On the way back I went to a Southport sand race meeting where Harry Langman and Ernie Mainwaring were riding. Harry was riding a very fast two-speeder of about 650 c.c. George Stevens has published the photograph I took of him on this bike with Frank Varey in the background. Sir Henry Seagrave was driving a straight eight Sunbeam at this meeting. I still have a pair of K.L.G. H.S. 3 plugs given to me by Ernie Mainwaring when he fitted his racing plugs.

A FOUR CYLINDER SCOTT, PART ONE

The idea of a four cylinder Scott was probably sown by the picture some years ago of Grenfells' Scott/Morgan which had two Scott engines mounted in the form of a vee four in place of the original unit. I also remember the rather incredulous caption that when the engines were running a pencil could be balanced on end on the radiator cap. This idea then remained dormant until I saw Dennis Wray's very good looking Scott/Douglas. Then it struck me that, while I was ogling his machine and also noticing that the engine looked a little lost in the frame, a second was wanted to fill the spaces and to overcome the diminutive look of the engine. On the way home all forms of engine configurations came to mind, some distinctly balmy and others maybe possible. Pipe dreaming at its best. The thoughts to emerge were of either a pair of engines in vee form in line with the frame with possibly geared flywheels or a common primary chain (one engine would have to run backwards). This seemed O.K. but the snag was where to put the gearbox and this would without doubt be quite a headache, even allowing for large open spaces that the Dragonfly frame has. Expense more or less ruled out geared flywheels, apart from noise unless run in an oilbath, although this has the advantage of forward running engines.

The second thought also being turned over with the first was two engines side by side across the frame driving a countershaft. This idea gradually gained momentum and also pushed the other idea out so that it became the cuckoo of the nest. So I began looking round for a suitable Dragonfly frame, this proved to be rather frustrating because although I soon located one through the Bantam Racing Mag, it was in Birmingham and it didn't seem sensible at the time to spend nearly £2 on petrol for a 25/- frame, especially as a friend offered to fetch it on one of his trips from Birmingham to Cambridge. A couple of months went by and I was getting desperate to try out my brainchild. Then in the Exchange and Mart I found a complete Dragonfly for sale at £5, which was what I really wanted in the first place. So off to Reading I shot. Have you ever

seen a bike in a Morris E? I must have looked quite funny although it didn't feel it trying to work the gearbox through the frame tubes of a Douglas, with a handlebar level playing a tattoo on my ear drum around left handers. Still the thoughts of a four cylinder Yowl soon dispelled the discomfort.

Very soon after I had brought the Dragonfly home in fact the very next weekend I think, my friend from Birmingham bought the other frame with him to Cambridge, still it is nice to have a spare in case of accidents with the welding torch later on. Then a few days after this another friend gave me another Douglas minus front forks and wheels (the front end had been grafted onto a Vincent) so now I had three frames and two engines all in the space of a couple of weeks after waiting two or three months. No doubt fate was laughing like a drain behind my back.

I settled for the engines across the frame as it was fairly obvious, and also the vogue of the moment, from the practical point also this would be the easiest arrangement to transmit the power to the rear wheel. The power would be considerable as I had intended to use two 600 engines which I had by me, but due to shortage of space I have detuned the power output to two 500 engines with blind head blocks. Thinking ahead and trying to imagine what the bike would look like set me wondering as to how the oil and water piping arrangements were going to work out, as unsightly plumbing could easily spoil the machine. Petroil lubrication appeared to be the answer and would effectively throw away the two Pilgrim pumps that would otherwise be necessary. Since the engines would be sharing the work I argued that the main bearing life should not be lessened from petroil lubrication and so the packing glands were converted to use petroil. The radiator was to be a cross-flow as space would be limited between the top of the cylinder heads and the frame top tube, water being circulated by a pump off the countershaft, but this idea was discarded in favour of the simple thermo-syphon system thus reducing the amount of plumbing that would be needed to a minimum.

This then was the broad outline of the bike, two 500 engines side by side across the frame driving a four speed M.A.C. Velo clutch and gearbox via a countershaft to the rear wheel. The choice of gearbox was rather fortunate as I had been given a M.A.C. 'box and this dropped into position in complete alignment with the rear wheel sprocket. Rear chain adjustment is simple as the gearbox swivels on the bottom clamp and all that was required was to braze in a cross tube for the clamp to hold onto.

The next item that needed considerable thought was the countershaft. Ideas centred around the traditional Scott crankshaft as the countershaft would have to be dismantled for assembly of the three sprockets. With this idea in mind I attacked a discarded flywheel removing the rim and web to leave the centre boss carrying the two sprockets. The $5/16" \times \frac{1}{2}"$ primary sprocket would be used to drive the clutch and the mag. sprocket left on in case it was needed for ancillaries. Two pieces of Morris E. half-shafts were machined to fit the taper bores of the flywheel boss and onto these were brazed two flanges to carry the outboard sprockets driven by each engine. One flange was drilled with radial slots to allow for a certain amount of movement between the outboard sprockets to facilitate phasing of the engines, this is one aspect of the layout which may give trouble in the form of chain breakages or vibration. The phasing or timing of the firing order will I hope work out O.K. as 1, 3, 2, 4, and 1 expect to have to experiment to get the best results. The shaft tapers have not been machined with keyways as these in theory are for alignment only but no doubt in some cases to help to resist cranks turning in the flywheel. A clearer picture of the countershaft can be imagined if one thinks of a Scott crankshaft with sprockets in the place of the crank discs.

To support the countershaft two gearbox outrigger bearing brackets are mounted inboard of the outer sprockets one each side of the flywheel boss. The top engine bolt, which by the way runs as the other two do through both engines, supports the outrigger brackets and also allows the brackets to pivot. The lower bracket mounting is attached to a slotted engine bolt to provide means of adjusting to primary chains, not independently but since they are very short, chain wear should be reasonably equal. I realised that to keep the length of the countershaft to the minimum it would be advantageous to turn the L.H. engine flywheel round so that the driving sprocket was on the right instead of on the left. Has any member tried an engine with a reversed flywheel? as if there are any snags I would be pleased to know of them. Otherwise both crankcases are standard short stroke apart from the aforementioned petrol conversion.

This is as far as the beastly has progressed and the problem to be tackled next is one of the radiator and tank. The space for the radiator with 600 detachable head blocks was 6" hence thoughts of a cross flow radiator but by using blind head blocks another inch was gained. Has any one suggestions for a suitable radiator with dimensions 7" deep x 2" wide and roughly 18" long. I shall to start with use two L.E. radiators suitably modified as a means of cooling the engines. Ideally the tank to use is the Dragonfly tank as the width of this tank offsets the width of the two engines. But unfortunately the tank and headlamp cowl are integral and reshaping the tank to the radiator as on the Birmingham Scott will not be easy. The answer is perhaps to fit a Birmingham tank and an ordinary headlamp on brackets.

The reason why for such a machine which at its best will be thirsty, possibly vibrant, and oil plugs no doubt, is mainly for interest as I have no real thoughts of serious competition work, just perhaps the odd sprint or two. The name for the monster as my Father calls it has so far eluded me as none of the concoctions that come to mind such as Scottlas, Drag-scott, Scottonfly roll off the tongue like Triton, Norvin, Tribsa, etc. So names forward please in time so that I can christen it at our Scott Rally on September the 15th.

P.T.

MY OBSOLETE WORLD

G.-APFU, PFU for short is a dear old Tiger Moth belonging to the Denham Biplane Club. LG 5897 is my favourite motorcycle and the pair are well acquaint'ed. The former was made by the De Havilland Aircraft Company soon after 1930 and is a fabric covered sporting biplane. LG 5897, a Scott sprint special who fired his first in 1929 and was bought from an old Royal Flying Corps instructor six years ago with the help of "Exchange and Mart."

Each seems happy on 80 octane petrol and both machines are equipped with B.T.H. Magnetos. A Hemmings "eight stud" cylinder head graces the bike, a bronze head is used on the aeroplane. A two gallon fuel tank on the Scott provides a similar range to the 19 gallon tank placed between the upper wings of the Moth. This aerobatic biplane is a fine companion to a vintage motorcycle.

We live three miles from the airfield so the Moth can often be heard clattering busily overhead. The sound wakes me up on Sunday mornings and encourages me to peer out of the bedroom window to see if the day will be right for flying. If the weather is good, then my Scott will be happy to carry me to the airfield in light, delicate manner. On a wet miserable, cloudy Sunday when spirits are low but we decide to go all the same, the bike reflects my own depression, is slow, clumsy and stodgy. Chains snatch, gears are missed and the engine is unwilling to start.

The pleasures of Scotting are not wholly to be found in the technical niceties (and atrocities) of the machine, or in the unusual sound it makes and its generally pleasing appearance, but in the very essence of its soul. Here is the only motorcycle able to suffer from the headache, a sensitive rider can experience the same sense of fulfillment and inspiration from a Scott as by looking at a fine picture. Flying and motorcycling are not collective experiences, they are best taken in solitude.

The Tiger Moth is an aeroplane with many similarities to a motorcycle. Up in the sky, all by itself—no radio to remind you of earthly connections. After a flight the pilot's feelings are akin to those of a motorcyclist at the end of a long, hard, fast ride. There is the same deafness and sense of detachment. The same urge to light a cigarette and relax while mulling over the trip.

Changing from motorcycle saddle to open cockpit is a simple matter. Long boots, thick brown leather top coat, riding gloves and multitude of woolly scarves are all retained, although my tatty and formerly A.C.U. approved helmet is replaced by an equally disreputable flying hat. Before going off chocks are placed before the smooth tyred wheels of the aeroplane, there are no brakes on this one, just an iron tail skid. A quick check is made over the struts, control surfaces and the piano wire wing bracings, an examination of the oil tanks inky dipstick then up onto the lower wing and into the seat. Straps are secured, controls tested, fuel and magneto turned on, the appropriate 'thumbs up' sign made to the person swinging the propeller. Starting up without assistance is more complicated, but quite feasible.

When the engine settles down to a steady rhythm we taxi to the end of the field, test both magnetos by alternately working the switches outside on the fuselage, complete the checks and briefly run the engine up to full power. As soon as a steady green light comes from the control, the machine is turned into the wind, throttle lever pushed right forward and the engine races away at 2,200 r.p.m. to a tune from the open exhaust. Slowly we gather speed over the grass, up comes the tail, gradually the bumping and jerking fades away and the aircraft is climbing out at 60 knots. Forward view is restricted and anyway the windscreen, a foot long and six inches high is spattered with droplets of engine oil. A glance down to the left shows the Scott, now small as the head of a matchstick and several hundred feet below leaning against a hanger and snoozing peacefully in the morning sun. Within five minutes sufficient height is attained and the nose settles on the horizon. We aren't going anywhere much today, but who cares. As in Scotting, the ride, not the destination counts. We follow the canal into Rickmansworth, then the railway line up through Chorleywood to Amersham, turn steeply to the left over the gasworks and down a river valley back to the airfield. A gentle circuit followed by a glide down the approach, two bumps and we are lurching towards the hanger, my bike and the local boozier.

There it is, a comparison between the Scott and the Tiger Moth. Both are lost causes, but nevertheless thoroughly worthwhile. Machinery of each type is becoming rarer, and many Moths have been written off by people trained in modern American aeroplanes full of inherent stability, a quality excitingly absent from these old biplanes. In each case spares are sometimes difficult to find (how many hundreds of Scotts have been dismantled for spares). Each is in some way impractical to run and the men behind both machines tend to have certain eccentricities, but perhaps this is as it should be.

Among the Denham aviators are several who have Scotts (in pieces),

in the garage or on the kitchen table, and at many meetings in the old potting shed cum clubhouse the talking is more of overhanging cranks, oilring pumps, and modified two-speed gears, than loops, spins, and stalls.

J.L.H.

THE CLAMIL HUB

Following Geoff Mayes' reference to the 'Clamil' spring unit; who also remembers this ingenious suspension fitment? Designed by a Mr. Clark and marketed originally by Millars the large dealers in Mitcham (hence the trade name) as Geoff mentions, it was introduced in the 'fifties for the benefit of owners of pre-war, and more recent 'solid rear-end' machines including the Scott of course. It was similar in range of movement to the Triumph 'Sprung-Hub'. By the time I made enquiries, thinking of my 'forty-nine', Scott type stocks were running low and distribution was then handled by Guivers in the same area. I spoke to Mr. Clark, whose best customer for the unit tailored for the Scott, (wheel width and sprocket size were the only serious complication), was apparently a chap named Green who had several—one of which was fitted to his sprinter and of which I was able to obtain a picture at the following Brighton Speed Trials. Mr. Clark gave me a leaflet which describes the unit thus:—

The Clamil spring unit as supplied for motorcycle rear suspension is a complete wheel with sprocket and brake, interchangeable with the rear wheel of the machine and can be fitted without alteration to the frame of a rigid motorcycle.

The geometry of the Clamil suspension is so arranged to give:— Radial wheel movement for constant chain tension and to offer high resistance to load with automatic adjustment for excessive load, thereby obtaining a large variation in static loading without excessive deflection and eliminating roll, always retaining a high degree of comfort expected from a very soft suspension. Progressive recoil and damping are controlled pneumatically.

The Clamil suspension retains complete stability sidecar or solo, without any alteration for additional loading of passenger or luggage and will therefore give you when riding solo or when carrying a passenger, comfort, stability and reliability.

When a Clamil suspension unit is fitted to a motorcycle combination the stability of the outfit is improved, sidecar body springing is not necessary and sinking or rolling on corners is un-noticeable.

The 'pneumatic control' of the suspension was sited below the lower frame tube on the offside of the bike, and was located and actuated by robust cast aluminium members, these being extensions of the basic wheel side-plate and brake torque-reaction lever. Upon examination of my photograph there appears a third, correctly proportioned bracing strip—these all on the control side and with small brass plate affixed to the cylinder a truly 'vintage' appearance is presented. I remember though I was disappointed with the hub itself. This had of course to accommodate the brake parts with the limited range of movement of the assembly, was of similar size to the original Scott wheel but I think only a 6" diameter brake was incorporated and no 'snatch damper' (cush-drive if you prefer) the whole being assembled within a pressed steel casing—again not unlike the 'Sprung hub'. I hated the thought of sacrificing my ribbed 'full width' Scott hub, fraud 'brake wise' that it is! And the possibility of combining my own wheel with the Clamil hub 'innards' was, upon investigation found to be impractical.

Sprockets I remember were difficult, no 40's being available then, and were probably lacking in some respect as I recall being offered at a later stage by a Hatfield E. & M. advertiser a complete unit minus about 3 adjacent teeth. Another difficulty was the repositioning which would

be required of the rear guard (by 1949 this had become a heavy 6" valanced and hinged affair with complex 3 branch stays) and my machine was fitted with a dual-seat.

So I ceased my investigation and I've not seen a 'Clamil' since, even at Scott Rallies. Does anyone have a machine so fitted or any further information?

Perhaps they were more popular fitted to other makes or even converting W.D. machines; but then those days are past!

G.L.

9 Hartington Ave.,
Carlton,
Nottm.

Dear Mr. Lee,

I am somewhat puzzled by the picture of the Scott "Three" shown in one of the recent* Yowls. It was my good fortune to examine one of these models at Richards Garage, Hucknall Road, Nottm. early in 1939. This particular model, which was fitted to a sidecar, did not carry its petrol in the conventional place, but had pannier tanks one on each side of the rear wheel. Incidentally I have never forgotten its fantastic acceleration up the hill, nor its thrilling exhaust note. Strange enough whilst filling up at my local garage, I was engaged in conversation by a passer by, subject of course, Scotts, who turned out to be the past owner of the same Scott three.

Yours sincerely,

JAMES C. MATHER.

*Dec. '65 not so recent.

P.S. Having been recently discharged from hospital, and in consequence somewhat chair bound, I have had plenty of time to browse through my copies of Yowl.

In October, 1966 edition, I noticed a query about carburettor choke sizes, to quote:—

"Could any benefit be derived from fitting an instrument with a larger than standard choke."

Although I cannot produce any hard and fast conclusions or figures, the following notes will, I hope, prove of some interest.

I own a 1947 596 c.c. Scott, identical to the 1946 model that was the subject of an article in Motorcycling, also reprinted in the Aug. 1965 Yowl. The writer's views certainly coincide with my own experiences of this particular model.

He spoke of a rougher than standard engine and brakes which lacked bite. One item on which we differed, the girder forks. I think these are quite the worst forks I have owned, certainly inferior to the Webbs on my first Scott, a 1929 Flying Squirrel. So much for progress!

However, I digress; the Scott, is a family affair, used for journeys to and from work by my youngest son, until he married and left home, and now by my eldest son since his return from Australia. He has replaced the normal carburettor with a 1 3/16" mono bloc. Some little difficulty was experienced making a suitable adapter, and of course, owing to the large size of the instrument, my carefully made mag. chain guard has had to be omitted. I have not yet worked out how to cover the chain. My first reaction was to condemn the experiment as ridiculous, the bike would be difficult to start, and the carb. still more awkward to set up, wrong again, the bike started second prod. but a run found no top end performance. Obviously a larger jet was called for. A search through the odds and ends, relics of my youngest son's scrambling days, yielded a 440 jet. No go, still too small. With nothing to lose the jet was drilled 3/32" and all was O.K. Don't wince you purists!

Starting is first class, no flooding, which I suppose indicates too rich a mixture, but as two-stroking is good we have left well alone. Acceleration is much improved. Unfortunately I can give no maximum figures as the speedo which came off a 16H Norton, is mainly ornamental. The motor is of course, still as rough as ever.

To sum up, the Scott will give a better performance with a larger choke carb. with possibly less m.p.g. and in this particular case, a tendency to choke if idled in traffic, much as scrambles two-stroke do. The standard 1.1/16" choke instrument is no doubt, the best compromise, but for real fun, try a 1.3/16" Mono bloc!

I do not think it possible to fit the mono bloc to a Brum Scott owing to the position of the oil tank and possibly the rectifier, but I shall try the carburettor on my 1961 Scott combination by fitting a temporary oil tank, one day when I am back in circulation.

J.C.M.



S. Dudshoorn,
Guindershofje 12.
Ymuiden (Oost)
Nederland.

Dear Sir.

I am a S.O.C. member No. 322. This is to inform you, the last time I received the "Yowl" magazine was that of Dec. 1967. I kindly request you to investigate this and to let me have your comence in due course.

I further would draw your attention to the fact, that a friend of mine also would enter in our club. He is also a Scott enthusiast and in former times he drove with his Flying Squirrel; engine No DPZ 4549, Frame no 4488M, 6000 km in 13 days, from Ymuiden to the Polarcirkel and back; and with his Tourer Scott FZ 3795A, Frame no 258, 30,000 km

in four years.

His surname is: Kok

First name: Piet.C.

address: Dolfynstraat 288 Ymuiden. Nederland

I also would request to inform me the exact amount involved with the contribution of the S.O.C. Please also inform me in which year my Scotts were built. Scott 2 speeder engine FY 9572 Frame no 2419.

Scott (see photo) " FZ 3795A " " 258

Scott 3 speeder " DPZ4461 " " 4400M

I require for the 2-speeder (1926?), cylinder barrel with pistons, transferport covers and gasoline tank, and it would be possible that one member of our club has such article for sale.

I also am looking for the second set of 'Made to Limit Gauge' and I would ask you if you are aware of the date of publishing same. Your information on this matter would highly be appreciated.

Happy Scotting

S. Oudshoorn.

(I'm going to send the above member a pair of transferports, but if anybody can help with the other bits, I'm sure it would help Anglo/Dutch relations.—Ed.)

c/o Westminster Bank Ltd.,
72 Gloucester Road,
Bishopston,
Bristol 7,
England.

Dear Mr. Sloan,

I was home on leave in Bristol from New Jersey in March and while I was sorting out some bits of paper I came across the registration number of my first Scott (also my first motorcycle), and I wondered if anybody in the club has it now and if it is running well. The Scott was a 1930 T.T. Replica model, registration No. VH 669, and I came to own it by a peculiar method.

I was looking about for either a Rudge or a Scott to ride as soon as I was sixteen, keenly checking the small ads. for something in the £20 bracket when I came across a Scott for sale in Glasgow for £25. My father got a motor-cycling acquaintance of his to take me to see the machine, so that he could look it over and see that I wasn't "done". I was none too sure about this as I thought this chap might have been previously brainwashed by my father, but we set out on his S 8 Sunbeam to see what the Scott was like. Just prior to setting off he mentioned that if I was particularly interested in Scotts he knew of one that had been lying in the Co-operative garage for about three years and it might be worth investigating before going on to look at the advertised Scott. We went to the garage where the manager informed us that the owner of the Scott had fallen off it some years previously outside and had been carted away in an ambulance, and that ever since he had been trying to trace the owner to get him to take the Scott away and also collect garaging fees. I managed to trace the owner through the registration authorities, and went down to Ayr, where he lived, to ask him if the Scott was for sale. After talking to him about it he said that I could have it for nothing, so on the following Monday I was down at the garage early in the morning pumping up the tyres and trying to secretly wheel it away. Alas, the manager collared me and extracted £5 for garaging fees, but even at that it was a bargain. I had it taken home in a van, and after tidying it up enjoyed some pleasant motorcycling before I had to let it for various reasons which had nothing to do with the Scott itself. It was sold to the chap

with the S. 8 for a small profit. I would be interested to hear from the present owner out of sentimental reasons though it may have been broken up by now and I don't have the engine and frame numbers.

Finally, what is the news on new Scotts from the factory as I have been in touch with a number of Americans who would buy one, if they were available. If spares become difficult due to discontinued production does the club have any plans for having batches of popular spares produced for sale to club members in the same way as some of the one make vintage car clubs do. I think such a scheme would be well supported by club members, especially those with older models.

Thank you for an excellent "Yowl" which I always enjoy reading.

Yours sincerely,

J. GRAEME SHARP.

I think that most of your queries are answered in the first part of my editorial, but as regards batches of spares being financed and produced by the club for the club, apart from the fact that we can *not* afford it, there really is no need at present, and I hope a long time into the future. And anyway, if the average Scott owner shines in any one characteristic, its apathy, and I've seen too many people landed with a batch of parts they've had made out of the kindness of their hearts, while soon after some member will complain that we never do anything to help with an identical part requirement. Still I've no doubt somebody will try again soon.

WANTED:—I am still in desperate need of a complete clutch for my 1928 Three-Speed-Super, and can offer in exchange a variety of useful bits to choose from, or if preferred cash. Apply Editor.

WANTED:—1920-26 Scott, frame, wheels, mudguards, oval petrol tank, handlebars or Two-speed Scott in any condition. Williams, 4 Great Wheel Seaton, Tuckingmill, Camborne, Cornwall.

FOR SALE:—2½ (498 c.c. 1s.) block reground +.030 and unused, outside highly polished and lacquered correct colour, complete with reconditioned pistons all 100%, £12. 498 c.c. cylinder head, excellent condition, £2. One pair brand new pistons 2½ +.030, £6 pair. Same +.020, £5 pair. 2½ +.020 pistons, right hand slightly corroded but 100% for use can be made into a pair 30/- each. Scott piston ring stops (1/16) 2/- each new. New piston rings 2½(1/16) +.040, +.020, and standard 2/- each. ALL ITEMS PLUS POSTAGE.

Positively for exchange only. I pair veteran "A" bars in excellent condition for veteran (1914) radiator.

Wanted. Oval tanks for 1914, 1925, 1929 and 1930 (short) Supers and for 1930 Sprint Special. Will exchange (see for sale items), other parts, or buy. Glyn Chambers, 80 London Road, Knebworth, Herts.

WANTED:—Two speed Super and Three speed Super wheels complete with drums and sprockets in good condition, your price paid, anyone want '25 and prior layshaft, and racing layshaft. C. F. Whitlock, Middle Lane, Headley Heath, Birmingham 30. (Contact Editor for layshafts).

WANTED:—R/H exhaust pipe (to fit '39 clubman). Chain oiler (for clubman). Rear stand for clubman and any other clubman parts. A McConnell, 3 Doctors Lane, Hutton Rudby, Nr. Yarm, Yorks N.E.

WANTED:—Exhaust pipes and battery carrier to fit '47 Flyer. K. C. W. Fretwell, Sergeants' Mess, R.A.F. Brampton, Hunts.

FOR SALE:—Cycl-Auto, 1942, with log book £5. Allan Ford, 56 Bechen Lane, Lower Kingswood, Surrey. MOGADOR 2330.

FOR SALE:—Scott engine packings best quality 7/6d. per set + 6d. p.p. Water head rubber rings 3/6d. pr. Transfers (Limit gauge Shipley) 2/6d. ea. (5 for 10/-) + S.A.E. Roller plates 9/- ea. K/S pawls 12/6 ea. Clutch thrust ball races 12/6d ea., etc., etc. Ken Lack, 5 Norton Lees Square, Sheffield 8.

WANTED.—2½" +.030, .040 or .050 O/S Pistons. Hand change lug either from Flyer or Single down tube frame, from scrap frame acceptable. 2 pairs transfers port covers. Ken Lack, 5 Norton Lees Square, Sheffield 8.

FOR SALE:—Close ratio gearbox, undertray, outrigger bracket complete with 21 tooth driving sprocket, petrol and oil tanks, battery carrier all from 1959 Scott, and in excellent condition. David Parry, 11 Emanuel Avenue, Acton, London W.8.

WANTED.—Single down tube frame (Sprint Special/Tourer type). D. Bowman, 13 Wheatfield Road, Old Bilton, Rugby.

NEW MEMBERS

	No.
HENRY, J., Brynafal, Pandy, Abergavenny, Monmouthshire.	17
LINDARS, C. P., 88, Sandford Rd., Bromley, Kent	24
MAUGHAN, C. R. J., 4, Sandes Place, Leatherhead, Surrey.	25
TAYLOR, N. W., 2760, East 27th Ave., Vancouver 12.B.C., Canada.	26
BICKNELL, E. W., 11, Well Close, Camberly, Surrey.	28
KILGANNON, M. P. R., The Sevens, Barton, Malpas, Cheshire.	30
SAWYER, G. B., 62, Heslington Lane, Fulford, York.	40
CUBBON, W. P. C., 83, Thorpe Road, Peterborough, Northants.	41
EDWARDS, R. N., 50, Woodstock Road, Witney, Oxon.	85
BRETTELL, K. B., 151A, Preston Hill, Kenton, Harrow, Middlesex	194
FEARN, J., 62, Foston Avenue, Burton-on-Trent, Staffs.	101
FLOYD-WALKER, E. A., West Yard, North Bovey, Newton Abbot, Devon.	155
GEDDES, N. K., 76, Rosemount Place, Aberdeen, Scotland.	135
HOWARTH, D., "Royston", 4, Johnson Road, Sittingbourne, Kent.	140
HUSTWAYTE, J. J., 159, Hockley Road, Rayleigh, Essex.	142
REAVLEY, K., 17, Delaval Terrace, Blyth, Northumberland.	148
STEVENITT, M. T., "Ashurst", West End Lane, Essendon, Hatfield, Herts.	203
VINCENT, P. F., 4, Chadville Gardens, Chadwell Heath, Romford, Essex.	192

CHANGE OF ADDRESS

ALLEN, T. H., Conarley, Hillington, Kings Lynn, Norfolk.	11
BRIERLEY, D., 33, The Croft, Trowbridge, Wiltshire	(303)
WOODHOUSE, J., 6, Cissbury Drive, Worthing.	57
GARLAND, M., The Woodwards House, Horningsham, Nr. Longleat, Wilts.	(308)
HARVEY, A., 355, Gravelly Lane, Erdington, Birmingham, 23.	138
NOBLET, M. J., 25, Belgrave Road, Newcastle-under-Lyme, Staffs.	202

DECEASED

RIGBY, H., 8, Beacon View, Appley Bridge, Nr. Wigan, Lancs.	(224)
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