YOWL

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EDITORIAL

Affairs on the Scott scene are very quiet at present, but this may be just a lull before, if not exactly a storm, then the beginning of a new era.

One bright spark emerging is Salamander Motorcycles (now of 229 Bradford Road, Stanningley, Pudsey, Yorks.) who seem to be determined to serve the kind of motorcyclist who reads "Motorcycle Sport." Let's hope their obvious enthusiasm is sufficient to carry them through the difficult period which is about to come with a venture such as this.

I've had an assurance from Aerco Jigs & Tools that although they are keen to start producing complete motorcycles and spares again their present intermediate premises at Carver Street will not permit this. The Carver Street site is only a fifth of the size required, and even if a new permanent home has been found by now it would be at least six months before a suitable production layout could be set up. Anyway, let's keep our fingers crossed and wish Matt Holder & Company a speedy solution to their present problems.

At the time of writing this I am looking forward with keen anticipation to the rally in just over a week's time. Now, as you are reading, it will be well past, a report, with pictures, will, I hope, appear in December "Yowl."

From what I remember the atmosphere at the last one was a cross between a fairground, a church fete and a grass-track meeting. The fairground portion being personified by Stan Thomas, the grass-track by a few loose wild ones giving vent like Scott-mounted spring lambs, and the church fete by a steely blue-eyed, grey haired gentleman with the benevolent attitude of a vicar.

In the latest edition of their magazine "Unity" the B.M.F. are still carrying on their fight against unnecessary legislation affecting the motorcyclist. They point out how little experienced in motorcycle matters the people who make these rules must be, and how they make it quite clear that we are a disliked portion of road users. It must be a terribly disheartening job trying to whip up some enthusiasm from us apathetic lot, but I feel that this is a really worthwhile and very urgent cause, to stop what will affect all motorcyclists before they (you) know whats hit them (you).

I've got a feeling in my water that the thick end of the wedge will be the banning from the roads of all dirty, noisy and smelly motorcycles and their delinquent riders.

It's worth fighting for, you know, this hobby of our, give them all the support you can so that there are enough of us to make our combined voice heard where it matters.

If you would like to subscribe towards "Unity," which costs 1/- every couple of months, you can contact the secretary of the B.M.F. who is :—Mr. Jack Wiley, 225, Coventry Road, Ilford, Essex.

Having got that lot off my chest I will finish. T.T.F.N.

NICK

GEOFF MILNES

It is with regret that I have to report the death of Geoff Milnes whose name has for many years been synonymous with Scott motorcycles. Having never met the man myself I am hardly qualified to write a proper obituary, but I hope to get one of his many friends to do so in the near future.

SUPERCHARGED SCOTT MOTORCYCLES THROUGH THE AGES

Although the above may suggest there have been a wealth of such machines, as yet I have been able to trace only four. Of these, the two which appeared around the 1927-32 period seem to have sunk completely into oblivion, one seemingly never reaching finality, and the other, which was built reputedly for the Brooklands circuit, never doing anything worth recording in print. The two of which we do have details are, firstly, the machine built by Graham Kirk and, secondly, by our very own Derek Shire.

The Kirk machine was the subject of an excellent write-up in the "Motor Cycle" of September 13th, 1945, and as I'm quite sure I couldn't improve on this, you can have the lot in toto by courtesy of the Illife Press.

"Blown, *Not* Supercharged.
Two-stroke Enthusuast's
Remarkable Scott: A
Machine with Forced
Induction, Good Road
Manners and a Performance
Right Out of the Ordinary
by "TORRENS"

Eleven words seemed to stand out from the blue coloured notepaper. They read: "I wondered if you would be interested in my supercharged Scott." Would I be interested in a blown Scott? Ye gods! Wouldn't you—all of you? And implicit in the invitation was a *ride*.

So a few days ago I could be seen zipping north-eastward bound for the home of the Scott enthusiast, Mr. Graham Kirk. It was arranged that I should pick up another two-stroke lover en route, Mr. Victor Connell, of the the two-stroke that never four-strokes fame. I was due to meet the latter in Ipswich just defore 11 a.m.

Cruising at 65

Such is enthusiasm that well before ten o'clock on this glorious August morn I was there. A cup of coffee and off on the forty-something miles to Norwich with Mr. Connell leading the way—not on the "Victor" which he sold some time ago, but a brand-new looking 500 c.c. "Luxus" D.K.W., the job with a self-starter. There was plenty of time to get to Mr. Kirk by the appointed hour, he said; cruise a little over fifty and it would be easy. On the open road I noticed, however, that sixty-five seemed more his mark.

Waiting for us at his garage was Mr. Graham Kirk, large, beaming, over-flowing with enthusiasm. In the garage were a pair of B.M.W.s, the first 1939 Clubman Special which Scott's made, a 344 c.c. Francis-Barnett "Pullman," a 684 c.c. D.K.W. two-stroked-engined car and a couple of those rather spidery autocycles one sees on the Continent. Later I was to be shown 2.5, 6.7 and 10 c.c. two-stroke engines, two 494 c.c. water-cooled D.K.W. two-strokes, another D.K.W. car and a 973 c.c. four-cylinder Elto engine. We talked motor cycles; we talked two-strokes. We lunched talking motor cycles. Then we wended our way to Mr. Kirk's home, he, meantime, telling Mr. Connell that the Scott was not supercharged—that the latter was entirely wrong calling it supercharged because the blower had only the same capacity as the engine. Shush! and Mr. Kirk had used the word "supercharged" in that letter to me. I mildly suggested that the word "blown" or the phrase "forced induction" might be employed, and mentally wondered whether the 560 c.c. mentioned as the output of the blower had to be divided between the pair of Scott cylinders—560 c.c. into 596 c.c.—or could be construed as all going to one 298 c.c. cylinder.

Later I was to find that the Cozette with its output of 560 c.c. per rev. was geared at engine speed and, as a Scott fires twice per revolution, it was a matter of 560 c.c. for 596 c.c. If Mr. Kirk fitted his 498 c.c. pistons and cylinders then there could be a slightly extra dosage !

They give the Answer

Already Mr. Kirk had been impressing on me that his Scott was no "Victor" —that for the ten years he had had it the machine had been used as an experimental bus and there was not the workmanship and finish of a "Victor." All I am going to say about Mr. Kirk's handiwork is, "Take a close look at the photographs !" (Sorry, not reproducable.—*Ed.*).

On arrival, we very soon had the rakish red, gold and silver beastie out in the drive. "Rakish" is the word ; there is something suggestive of a 100 per cent. dicer about the machine. It looks rorty and naughty. Of course, my eyes went to that row of sparking plugs with attendant spanner mounted neatly, yet firmly, in rubber sheeting just above. Every picture tells a story ? I was to find that the forward pair were for normal road use—K.L.G. 583s of standard reach—next long-reach, detachable-centre, copper central-electrode 268 racing K.L.G.s and lastly, a pair of long-reach 356s., "non-detachable" and only suitable for flat-out work. Once, I learnt, the 268s had been used in and around the city—by mistake—and the engine, in addition to starting up on them all right, had not oiled them up.

The machine is a 1928 T.T. model, one of the actual T.T. machines, fitted with a standard 596 c.c. Power Plus long-stroke T.T. type engine-standard, that is, if we forget the lightened connecting-rods and lightweight gudgeon pins and the fact that the cylinders have been bored out 20 thou. The engine has a 1930 lower half and a cylinder block that was bought over the counter at Scott's. Mr. Kirk has also the original T.T. cylinder block, so can drop to 498 c.c. whenever he wishes.

Glancing over the machine I automatically noted three neat little transfers, two on the engine and another on the steering head—"SUPERCHARGED."

How has he arranged the blower and how does it "blow ?" Originally, Mr. Kirk tried coupling the blower to the crankcases, but the results were only so-so. The final arrangement is to pass the mixture straight into the combustion chambers via a U-shaped manifold and the upper transfer ports—the ports through which, with the engine in crank-case-compression form, the gas enters the cylinders. By cutting out crankcase compression and aspiration Mr. Kirk imagines that he has very nearly balanced the power absorbed by the Cozette No. 4 vane-type blower.

What it has Cost

The whole arrangement is delightfully simple, but the results, of course, have only been achieved after considerable experiment and much money. The original machine cost £14 10*s.* 0*d.*, but if time as well as outgoings were counted, the total cost, he estimates, would be some twenty times this—somewhere around £300.

As will be seen from the photographs, the blower is mounted on the near side roughly over the gear box and lies between the rear mudguard and the twin seat stays. The platform is fashioned out of ½ ins. mild-steel plate, cut away for lightness. The advantages of using such thick material were rigidity and that it could be drilled and tapped to take the standard Scott magneto-platform screws, thus retaining the standard method of chain adjustment. Even the standard magneto drive is employed, but now the ½x½ in. Renold "Elite" chain drives both blower and magneto.

Not Recommended, but it Works

It is not, of course, the size of chain that is officially recommended for such duty, but there is a snag about employing a wider chain in that it would be necessary to reduce the width of the Scott's central flywheel, cutting away some of its off-side. One day Mr. Kirk may do this and have a pair of sprockets made up, but the fact is that so far the chain, for all its small dimensions, has stood up.

The driving sprocket is fixed directly on the blower spindle by a taper and key, while in line with the blower, on the off-side is the B.T.H. T.T. magneto, driven through a vernier coupling off an Austin Seven. Over the chain goes the original Scott magneto-chain shield. As already inferred, there are the standard 20T driving and driven sprockets.

Immediately behind the blower is a mighty S.U. carburettor, one of a trio of a 1920 Speed Twenty Alvis. This is too large for its present purpose according to the makers, and Mr. Kirk considers it probable that better results would be obtained with a smaller carburettor of the same make, say, one with a 1⅛ in. bore instead of the present 1¾ ins. There were, however, two reasons for the choice. One, of course, was availability, and Mr. Kirk has a pair of carburettors for any spares he may desire, and the other is that he wanted the vacuum valve of the S.U. never to reach its maximum position so that he would be sure of a constantly variable mixture over the total range of revs. per minute.

A short elbow is mounted between the carburettor and the blower in order to set the former out at an angle of about 40 degrees; thereby it clears the rear-wheel assembly, yet is tucked in as far as possible. The float chamber had to be set at an angle, too—at an angle to the body of the carburettor so that the chamber was vertical. From the blower there is a curved pipe running forwards and connected to the U-shaped induction manifold by rubber hose and radiator hose clips. This enables ready adjustment of the chain, it being merely a matter of slackening off one of the clips, setting back the blower-cum-magneto assembly and, finally, tightening up the clip.

A Real Job

Copper tubes are employed for the manifold and for the tract attached to the blower. These are plated, beautifully made and are brazed in the case of the "U" and silver-soldered in the case of that attached to the blower. This pipe-work is one of the very few tasks which Mr. Kirk did not undertake himself; instead he stood over the craftsmen who made them—"got in the way" is the term he used! Counting the further U-manifold which links the two crankcases via the lower pair of transfer ports, thus taking care of the pumping action of the two pistons, one travelling up and other down, the cost of this side alone was some £10. However, the fact remains that they are a real job. The pipe is of 1¾ ins. diameter, and the total distance from blower outlet to cylinder port is approximately 14½ ins. A blow-off valve is fitted in the U that feeds the cylinders in order to take care of any backfire, though there has been no bother in this regard, I gather. From the rear portion of this induction system there is a little pipe leading to a gauge mounted on the top of the off-side leg of the Matchless "Teledraulic" front forks. This, and its opposite number—the similar gauge mounted on the other leg and connected to the front portion of the Burgess silencer to check back pressure—are Eureka oil-pressure gauges. Mr. Kirk was not able to obtain a boost gauge. They give a positive reading, of course, and show up to 10 lb./sq. in. Almost needless to say, a plate has been fitted to blank off the flanged inlet port of the engine in its standard form.

A Cocktail Mixture

A point which may surprise many is that the power unit runs on both Castrol R—the castor-base racing oil—and Mobiloil O, using both at the same time. Mobiloil D is employed in the proportion of a quarter of a pint to a gallon of petrol in order to lubricate the vanes of the blower, while Castrol R is fed to the engine via the twin duplex Pilgrim pumps, which are mounted one on each crankcase door, and to the blower by the little Best and Lloyd oil pump that is fixed on the end of the blower casing. One other task for which "D" is used is that of drip-feed for the chain which drives the blower and the magneto ; there is a little tank for this beneath the saddle, in the vee between the chain and seat stays. How does the R. and O. cocktail work out in practice ? Perfectly, says Mr. Kirk.

By employing two duplex Pilgrims, one on each side of the power unit, which is the practice on the latest Clubman Special, Mr. Kirk has been able to avoid having an oil pipe crossing from one side of the engine to the other and crossing, en route, the chains. One feed of each pump goes to the cylinder walls and the other to the main bearings, in the normal manner. Only a small oil feed is found necessary and, as I was to note later, the exhaust is pleasantly free from smoke or smell. I will not argue whether the odour of "R" is nectar or not !

Cylinder Block Details

Two other points must be mentioned before I pass on from matters concerning the power plant. One is that the old 2 in. diameter exhaust pipe is retained, and the other is that, the cylinder block being in a poor state, Mr. Kirk has indulged in the convenience of screws, in place of studs, for fixing the cylinder-head casting, which means that the latter can be removed without disturbing the radiator. The screws are of high-tensile variety. With a perfect cylinder block he would have kept the standard studs so as not to wear the threads cut in the block. Incidentally, by plugging the oil pipe that runs to the near-side pump he can detach the inlet manifold—do so without removing the fuel tank.

A hand gear change has been retained. Foot change was fitted for a period, but, like many another Scott owner, Mr. Kirk takes delight in slipping his left hand across the tank and snicking in the desired gear, doing so on the throttle. A magneto cut-out is fitted. This is operated by a Bosch horn push mounted beside the twist-grip throttle and neatly built into the clip of the front brake lever ; it is there in case the throttle jams owing to say, ice in cold weather. The gears are standard. A 22T, driving sprocket is fitted, giving ratios of 4.4, 5.5 and 7.75 to 1. The stronger T.T. type clutch springs are employed.

Handlebars are of the almost-straight, Vicent-H.R.D. type (than which I know none better). On the off-side bar there is a single lever of air-lever type opening outwards to operate the variable jet. The rear brake pedal is on the right, so, the brake itself being on the right, there is straight-line operation. Another not very obvious feature is a Dunlop "Drilastic" saddle supplied specially to fit the model.

Fitting the "Teledraulics"

The forks are the standard "Teledraulics" such as are fitted to the Matchless W.D. three-fifty, but with heavier oil in the legs. The weight of the Scott is much the same as the Matchless—it is 364 lb. with radiator filled and two gallons in the tank—but there is a fair weight on the front wheel in the case of this Scott. Mr. Kirk is large and weighs nearly 19 stone. Recently he checked the weight on the front wheel and found it to be, with him aboard, 287 lbs. The only modifications that proved necessary in order to fit the forks to the Scott and at the same time retain the standard Scott taper-roller steering-head bearings, was machining away the flange at the bottom of the head stem and a little off the top member so that it would drop over the Scott head.

The standard Matchless wheel is employed, but with a 3.25-19 ribbed front tyre. The wheels are finished in silver so the *tout ensemble*, as I say, is red lined in gold, plus silver. The wheels have been balanced ; previous to doing this the handling over 70 m.p.h., Mr. Kirk says, was not too good.

What is the performance of the machine like ? I did ten or a dozen miles on it. Mr. Victor Connell also had a flip on it. His comment was, "Do about 45 on it ; then it runs away with you ! " He said various other things—in regard to the many children about and the almost frightening power. My comment is, "What a marvellous beastie ! " Never have I ridden anything quite like it. At small throttle openings it remains a gentle potter-bus, and I was not at all surprised that its owner takes it through the City of Norwich. It is a most mannerly machine, and its two-stroking is excellent.

Almost "Devilish" Power

Open up in bottom, second or even top, however, and the way the engine builds up is extraordinary. The power does not come in all of a sudden, like a megaphone equipped T.T. four-stroke—the arrival of a dozen horses which were not there a few revs. down the scale—but there is evermore power as the revs. mount ; I almost said devilish power. There is a lot of devil about this machine, and I would love to see an actual power curve taken from the blown engine. Mr. Kirk you have developed a very remarkable job and, I feel, point a way in which, so far as sports models are concerned, many will tread.

My trio of short runs—or was it a quartet ?—were only sufficient to learn a little. What is needed with a machine so fast is a long run, such as to Donington and back, which was a trip Mr. Kirk undertook when he was blowing the engine *via* the crankcases—anyhow a good distance and roads that are traffic-free and "known."

Engine Likes the Mixture

Starting was easy—a bump start, for there is no kick-starter—and there were no tricks of the trade. The exhaust was very much that of a Scott in the Island. My legs, I found, came against the blower end in one case and the magneto in the other ; the new T.T. type magneto is longer than the one it has just replaced. The mixture, a little on the rich side apparently, was such that there was absolutely clean opening up. It seemed obvious that the blower gives a homogeneous mixture very much to the engine's liking. Except for the power, one would not know that a blower is fitted. There is no noticeable noise from it. The handling of the machine is good, barring that the brakes did not come up to scratch ; the rear one had obviously got oil on its linings.

Maybe one day it will be possible to have a really extended run on the machine. What will she do to the gallon if and when that time arrives ? Mr. Kirk tells me that cruising at about 60 m.p.h. it covers approximately 45 miles to the gallon. What is the maximum ? He believes a full 100 m.p.h. So do I."

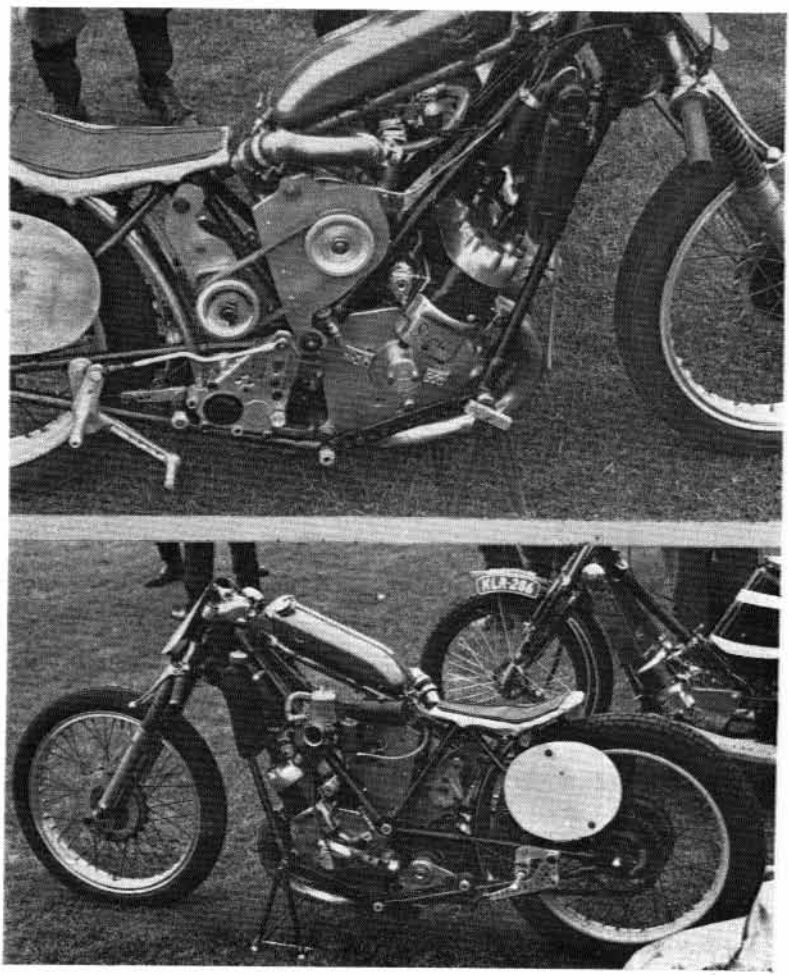
AN INTERIM REPORT ON THE PROGRESS OF A SUPER-CHARGED SCOTT

The Shire machine unlike the Kirk has been built with sprinting only in mind, and so in some respects is vastly different.

Derek admits that competitively the machine does not stand a great chance against the modern machinery it will be grouped with, for, to use his own words "Dead loss blowing a Scott 'cos the bottom ends going to collapse anyway aint it."

However with grand phrases about loyalty to Scotts ringing in his ears he is ploughing on regardless.

The works are housed in a pre 39 duplex frame (a single down tube variety was not used because the supercharger wouldn't fit in) which has been suitably modified for the job by liberal use of the hacksaw on the original lugs (oh ! anguish) and the use of the two top frame tubes as oil reservoirs, one feeding each main bearing. (Derek said he couldn't afford the power to drive an oil pump). The top tank/frame tube is still retained, but now is stripped of its tank, a small moped fuel tank being perched on the top of the tube in its place. Covering the rest of the cycle parts first, the front wheel and forks are roadgoing A.M.C. and originated from that well known J.A.P. and Honda sprinting exponent Jack Terry.



Above—You too, could have a Scott ? Like mine—if you're that way inclined. The Shire Scott looking very Teutonic.

These forks have been shortened by 4½ins. and at the top end are equipped with clip-ons. The rear wheel is a standard Scott/Enfield push drive unit, both wheels are fitted with alloy rims, tyre sizes being 3.00 x 20 front and 3.25 x 19 rear. It is stretching the imagination a little too far to call the place where one sits on this machine a saddle, as it consists merely of a framework of tubes welded to form part of the frame roughly in the vicinity of the original saddle position, surmounted by a sheet rubber covered aluminium plate. The alloy foot rests are level with the front of the rear wheel rims, and the remote gearchange lever which is to the rear of these is made out of a racing push bike pedal crank !

The engine is remarkably standard for one of Dereks, going so far as being all Longstroke from the botom of the engine to the top of the connecting-rods. I'm afraid after this I rather lost the thread, but I gather that the block is, now listen carefully, long stroke 596, sleeved down to take short stroke 498 turned down pistons the whole adding up to roughly 498 c.c. (No, I don't understand it either). These sleeves also blank off the inlet ports, and together with a blanking plate over the carburettor stub completely seal the original induction tract which is not now required. A small breather pipe is inserted in this three hole blanking plate in case of pressure build up.

The combustion chambers have been contured to follow the piston deflector shape, which also raises the compression ratio to inconceivable heights I've no doubt. The exhaust pipes which are from a D.K.W. of the 30's are over 2 ins. in diameter tapering to around 1¼ inches where they terminate level with the front of the gearbox. Derek has used LFY cranks in the hope that their more robust construction will obviate trouble "downstairs."

These cranks have no conventional Knife edge, or big end lubrication hole drillings, so the big end relies on luck for its quota of oil. The oil coming down from the frame tubes previously mentioned, is calibrated through two needle valves and fed into the normal main bearing oil feed unions. After doing its rounds, it is led off from the crank-case through the two side drain holes, into a catch tank situated somewhere underneath the engine. These two drain holes being a fair way up the side of the crank case leave a reserve of oil in the bottom of each crank chamber, this is Dereks theory anyway. A further safeguard is the mixing of oil in the methanol 4% acetone fuel (methanoil ?)

The two crank chambers, which are no longer used to compress the charge, are interconnected by a pipe running between the lower transfer port holes. This is to equalize the pressure each side. Incorporated in the offside crank case door is a home made 1¾ inch diameter pressure relief valve, placed there in case the oil mist ignites. On the nearside door is a bevel driven B.T.H. T.T. Magneto, the bevel drive being a standard "Scott" coil ignition unit modified.

Cooling is effected by a modified L.E. Velocette radiator which has had its original centre removed (painful) and a small diameter connecting pipe substituted to enable it to fit into the Scott frame. The engine drive to the gearbox is taken through a normal primary chain and cork lined clutch, which I'm told is preferable to woven asbestos for this application because of grip. The gearbox is a modern close ratio unit, with a wide ratio second gear (see Geoff Lee's article in April "Yowl") which gives more equal spacing of ratios for sprint work. A 21 tooth final drive sprocket is used at present.

Now to get down to the pressurizing bit. The supercharger, made by Arnott, is for use with a one litre engine, and was taken from a Ford ten. Drive for it is primarily by chain to an adjustable countershaft and finally by vee-belt, the belt doing the duty of a shock absorber as well. The chain, which is of the same width and pitch dimension as a primary chain, is driven from the side of the flywheel normally used by the magneto chain, and the flywheel has had to be machined to accommodate this. The pulleys taking the final drive are to be anodized to prevent abrasion of the belt.

Lubrication of the blower is looked after by a small oil tank mounted below the fuel tank, oil being calibrated by jet size only, and of the total loss system. The blower is mounted between two 5/16 inch dural plates, at the top end attached to the now tankless top tube, and at the bottom end to the top rear engine bolt. I say bolt, but all engine bolts on this machine are to be replaced by tubes in the interests of weight saving. The carburettor which is connected to the blower by a 3 ins. pipe, is a 1½ inch S.U. instrument incorporating twin float chambers, (one S.U. and One Amal, looks most odd it does). The main jet size would be equivalent to an Amal size of 1,700 if Amal made them that big, and is around ⅛ inch bore. The pipe from the blower to the engine, looks as if it has caused Derek some problems, which he readily admits. The route by which the pipe had to run was rather tight, and not having the services of a pipe bender, he has brazed up short lengths of slightly bent pipe, to form, as near as he can make it, the desired run. This pipe which runs from the top of the blower, down the back of the blower, and finally under the blower, is seen by its creator as a pressurized mixture reservoir, the pressure hoped for being around 8 to 10 lbs. A small boost gauge on the steering head will indicate if this is realised. Where the mixture enters the engine, through a tubular manifold bolted to the top holes of the transfer ports, there are two pressure relief valves, one either side, to prevent damage to the blower in case of blow back. In the unlikely event of both these failing, a third and final valve is fitted in the pipe adjacent to the blower. Throttle control is by a normal but quick action twist grip which is Bowden cable connected to the carburettor butterfly lever. The fuel tank has had to be equipped with two breathers, and the twin fuel taps have been opened out to 5/16 inch bore, both in the interests of fuel flow. Derek estimates a fuel consumption of around 2½ m.p.g.

Whatever it is that drives Derek to express himself in this way, has certainly been active this time, and Derek's character is reflected in every red painted nut, and dural plate with the file marks still fresh upon it. I, and I'm sure all Club Members wish him a lot of luck in this brave venture, but I, and again I'm sure all Club Members, are glad that it's Derek and not us that will have his vitals in such close proximity to all these untried rotating parts.

B.M.F. WOBURN VALLEY
2nd July, 1957

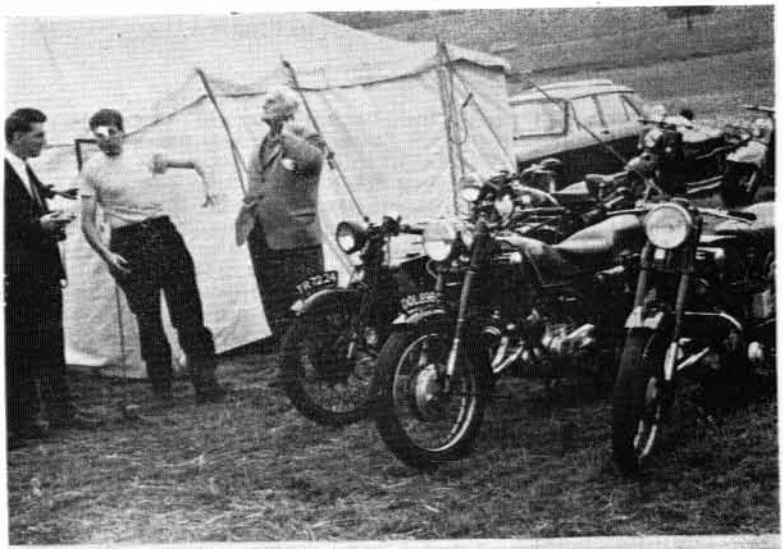
The Club had a very successful stand at Woburn and gained five new members. Among these were Ossie Neale whose famous ex—Harry Langman sidecar outfit can be seen at Stamford Hall.

Mr. Harold Scott, our president, was a steward of the meeting in his capacity as Vice-President of the B.M.F., but he did not miss any opportunity to visit our stand whenever possible!

Our Secretary, Bob Rawlins, brought some Scott engines along so we could explain them to the unconverted and George Bennett also brought along a beautifully rebuilt engine polished to concours standard. The magazine, "Motor Cycle" complimented both our club and the London Douglas club on their displays in their report of the meeting. Among machines present were Glyn Chambers 1927 2 speeder, Mr. Dollings 1949 model, a new member's 1930 Flyer, my own 1956 machine and another new members Birmingham Scott. "Potty" Chambers kept goal with his 2 speeder during the V.M.C.C.'s motor cycle football match.

Among other attractions were a Tug of War and a Concours (Unfortunately there were no Scotts in these) and excellent displays by the Tiger Club of Aerobatics and the Royal Marines of Acrobatics.

A.M.



Pictured above is a scene at the recent Woburn Rally around the Scott Pen. Amongst those featured in this scene, apart from a bevy of assorted Scotts, are our President Harold Scott getting a little hot under his collar, and Glyn Chambers just about to topple over (big 'ead) whilst explaining how he got knocked off for having no road springs on his car trailer.

It is not a bandage Glyn has got obscuring his face, just a defect (on the photograph that is).

Below—Contrast at the Brum Tour, the 1912 Scott of Stan Greenway and its 1965 counterpart, owned by Andrew Marfell (who is responsible for these and other photographs appearing in "Yowl").

THE STANLEY SHOW EXHIBITS

(Reported in "The Motor Cycle" for 22nd Nov. 1909).

SCOTT No. 105.

3½ h.p. Model: 2 5/8 ins. x 2½ ins.: Bosch b.b. magneto; Scott carburettor, h.b.c. 4.3 and 7.3. to 1 gears; 2¼ ins. Palmer tyres; chain transmission.

SCOTT ENGINEERING CO. LTD., BRADFORD.—The Scott makes its first public appearance at any show at this year's Stanley where it is bound to create a great amount of interest. It is without doubt the most talked of motor bicycle on the market at the present time, for its specification is well nigh perfect on paper. Since this machine was last described in "The Motor Cycle" we notice that several improvements have been made. To deal first with the engine, this as most readers know is of the 2/stroke type and therefore has no valves. The water-cooling arrangements have been perfected. To keep both sides of the cylinders at an even temperature a water jacket has now been fitted at the base of the crank case just below the exhaust outlet. The cylinder head is also water-cooled and the radiators and tank are very neatly arranged on the machine; in fact, the whole machine presents an exceptionally smart appearance. The flywheel is fitted between the two cylinders and a sprocket on each side of the flywheel drives to a two-speed gear on the countershaft. From this countershaft there is a final drive on to a large sprocket fitted on the left-hand side of the back wheel. This sprocket is of exceptional width to enable a brake to operate on the inside of the rim, thus giving very powerful retardation. A metal cover is fitted over the rear chain-wheel to prevent any likelihood of oil carried by the chains being splashed on to the machine or rider's clothes. The magneto is driven by means of a chain from the countershaft and the whole of the power mechanism, including the engine, two-speed gear, magneto and operating levers is protected from mud by an efficient under screen. A cut-out is fitted to the silencer and the stand is spring operated. Other features of this machine are a pedal starting arrangement, a round petrol tank embodied on the seat tube and an efficient spring fork which enables a front rim brake to be used. Lubricating oil is carried in one of the frame tubes. On the stand there is a working diagram showing the action of the Scott two-stroke engine and those who are not acquainted with the working of this simple type of valveless engine are recommended to closely examine the model. The Scott carburettor used on the two-stroke machine is an aluminium casting. There is an automatic air valve with extra air adjustment. An excellent feature of the design is that the jet, float, and needle valve are all instantly removable without taking down the carburettor. A synchronised throttle effect is obtained by the twisting movement of the two annular brass sleeves which rotate in opposite directions giving a movement similar to that used in cameras for the diaphragm shutter. When the throttle is completely closed the airholes are simultaneously opened so that the engine draws in pure air only, resulting in the engine being cooled readily and also economising the petrol consumption. Parts of the Scott machine are shown on the stand for demonstration purposes and to illustrate the construction of this cleverly designed machine. One of the machines at the show is fitted with a Milford spring wheel side-car—a very attractive combination.

MILITARISTS

Lancashire captured by the Scottists—are you one of the regiment? If not, get in touch with the local recruiting officer, or Scott Motors (Manchester) Ltd., Liverpool Road, Deansgate, Manchester.

No, don't rush, the above is an extract from a 1929 copy of "Motor Cycle,"

Arthur Tucker & Spearmans Ltd.,
Cavendish House,
Bridge Street,
Bishop's Stortford.

Dear Editor,

As I have recently noticed several letters and articles in *Yowl* concerning the Scott Cyc-Auto machine, I thought the following information might be of interest.

This Company was the first agent ever appointed to sell these machines, and I remember the young man who became the head of the concern, I believe his name was Thomson, arriving here with the very first machine they had for sale.

It was agreed that we would take up the sale of these machines, much to his relief, for his first efforts were in the London area and had proved quite unsuccessful. This very first machine was left by him as our first for sale, and he went back to London by train.

The design of the Cyc-Auto engine was really a copy of the early Starley design brought out early this century, and after the Cyc-Auto had ceased to be produced, the design was taken up by the Hercules Cycle and Motor Company in making the Hercu Motor which only lasted about twelve months.

The Cyc-Auto Company claimed to be the originator of auto cycles, and their first machine had the petrol tank attached to the saddle tube. Later on, the cylindrical tank was placed behind the saddle, and when the Superior model was produced, the petrol tank was placed in the conventional motor cycle position.

The machines were produced from four addresses from start to finish. We sold them right through their rather unspectacular life. The last model came from Messrs. Winsmiths of North Finchley. Their machines were always all black until the Superior was made. This superseded all other models, and was produced in silver finish only.

It may be of interest to know that although we ordered a shaft drive machine when Mr. Winsmith asked us to start the ball rolling, the delivery was never received, and so far as we could ascertain, no machine was ever produced apart from the mock-up at the Motor Show.

The Company was a very small one, and although Mr. Thomson was the Managing Director, he used to deliver the machines on the back of his little Austin 7, and I remember one occasion when he came here with two machine across the back of it, rather a load for such a tiny chassis.

I note that there have been quite a few queries about the carrier model. We ourselves sold them some three or four of these, but there were very few produced.

We actually used to keep a complete range of spare parts for the Cyc-Auto and still have a few pieces left, so if any members are looking for a special item they could get in touch with me, as I may be able to help them.

Yours sincerely,
A. R. TUCKER.

MIDLANDERS VIEWPOINT

By the time you read this (no, it's not a suicide note), our National Rally will be just another treasured memory in Scott History, but at the moment the Midlands' Committee are all very busy polishing trophies, arranging prizes, organizing tents, carrying planks, in fact, everything to ensure the Rally will be a greater success than ever before.

As you will no doubt know, this year is our 10th anniversary, and also, by coincidence, roughly marks the "Sixty years of Scotting" date, but perhaps it would be better to leave that claim until next year's Rally.

NPRAZE

Reading through last "Yowl," I fail to agree with our President's remarks about "Don't Hoard Scotts." I feel everyone has a right to decide for himself just how many Scotts his purse (and wife !) will allow.

Although Scotts are rare, I cannot appreciate that a prospective owner failed to locate a suitable machine over a period of a year or so, after all, hardly a week goes by without a "Scott for Sale" notice appearing in the "Exchange & Mart"—to quote just one publication (ask Ron Mountain, he combs the Mart with a microscope !) A few years ago a chap came to my home and maintained that we, as the Scott Owners Club, should purchase his machine, as all efforts on his part to sell it had failed !

One of our local papers published an article recently about a boys' school who were rebuilding a "Flying Flea" aeroplane—powered by a Scott Squirrel engine—anyone interested in "Mignot's Masterpiece" who drops me a line will be put in touch with the person concerned in this plot. Still, I thought the "in" thing today was a pedal powered aeroplane—after all, there's £5,000 on the end of it if it flies a mile !

I do not wish to take Lofty Avis to task and strain Anglo-Canadian relations anymore than De Gaule did, but it has occurred to me that he once wrote that if the packing glands are assembled the wrong way round (i.e. LH gland in the RH crankcase) the oil holes coincide with the delivery pipe on the compression stroke, and so force the oil back to the pump. Taking this as so, surely we can then lay claim to being the original inventors (to coin a phrase used by our Japanese imitators) of "NEGIFORCE" lubrication ? Over to you, Lofty !

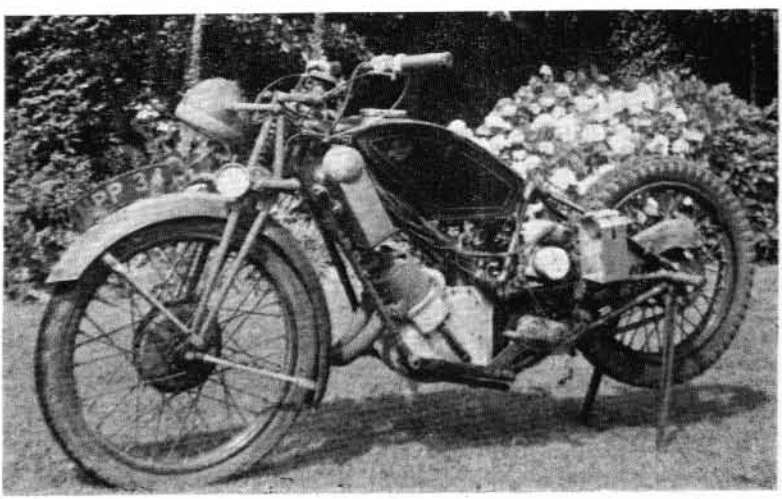
Finally, this month, my apologies for not being on the Scott Scene lately. Holidays and commitments just seemed to fall on the wrong days this year.

Tailpiece this month :—

Not so dumb blonde in our local thinks "Interpol" is an O.H.C. Parrot.

Happy Scotting, see you all at the Boxing Day Run.

GINGER.



The John Whale Flyer pre—

TO BE KEPT FOR BEST BY JOHN WHALE

I started motorcycling in 1924 on a 2¾ H.P. 2-speed Douglas, perhaps because it was my first motorized form of transport I enjoyed it as much or more as any motorcycle I have had since I moved on to cars. By 1961 my family had grown up and wanted their own cars dad being left with a "tin" motor which gives reliable if uninteresting day to day transport.

In the same year I became a fugitive from television and more by accident than anything else I came across a 1928 "Longstroke" Sunbeam in a bad way, and started my first motorcycle rebuild. I have spent my annual summer holidays since touring the "Lakes," Gloucestershire, Kent, etc., and have found it extremely well made and reliable, with its long easy gait a pleasure to ride so that any other bike will have to be really good to take its place.

I joined the V.M.C.C. and enjoy the monthly meetings, although I get my leg pulled for being such a staunch "Sunbeam" man and was told that I would eventually ride a Scott. I remember them in my youth with their slogans, such as "Oh joy it purrs where others bark" ; or "Scott for buoyant speed," and have seen a number of them at club events, but beyond that I knew nothing about Scotts.

A year ago last spring I was marshalling at the first vintage race meeting at Cadwell Park together with a very pleasant gentleman who was a very keen Scott owner, in fact, according to him they were the only motorcycle to have, and as if to prove his point the meeting turned out to be a kind of Scott benefit.

It was after this event that I decided to find myself a Scott, I knew of one Vintage club member who had several and after about three months "nagging" he agreed to exchange a Scott for an S.8 Sunbeam I owned as well as the longstroke. I could have the choice of two, one a "two speeder" with a "bread bin" tank all in little bits distributed about various parts of the garage, or a 1930 three speed Flying Squirrel in more or less whole condition. Although I knew I should have taken the "two speeder," as I did not know one end of a Scott from the other, I was not man enough to do this and took the three. As it was more or less assembled I thought I should learn something about a Scott by taking it to pieces.

All this was a year last July, or eight hundred working hours ago, since when I have learned that I must do something about making my garage draught proof, and that the B.B.C. have done a good thing by putting on their nightly programme, of "Through till Two," (I find this brightens up the hours when you are most despondent of ever getting a Scott together, let alone a runner).

When the Scott arrived it was on a trailer. It was unloaded and when I had examined it I was not so sure that I had done the right thing, it was pretty rusty, minus foot rests, rear midguard, and saddle. The engine was seized solid, the aluminium water jacket was badly broken and the radiator leaked. These were the most obvious defects and I spent the first evening just sitting and looking and wondering how best to start.

The first thing to do was to wash it down with "Gunk" after which each evening for a week I painted it all over with paraffin to loosen up the rust.

I remember the first evening I took the plugs out and decided that it would not be a bad idea to fill the cylinders with paraffin. The first cylinder appeared to hold about a half pint, the second took a quart and I wondered where it was all going to, until I saw a steady flow from the end of the exhaust pipe, the exhaust port was open. The next week each evening I would go down to the garage and paint each nut and bolt that I could find with "Plus Gas," this I find very good for loosening up obstinate nuts and bolts.

It was at about this stage that Nick Sloan, whom I knew as a Scott addict, came round to see what kind of Scott I had bought, and was most helpful in looking up engine numbers etc., to see what year it was.

He decided it was a short stroke, 1930, 596 c.c. model, I explained to him that the engine was seized solid and that you could jump on the kick start and nothing even tried to move, even after a week of soaking in paraffin. After turning the matter over in his mind, he asked if he may remove one of the crankcase doors, and after examining the position of the rods and crank, he said he thought we might be in luck if I had a copper drift and a 7 lb. hammer. These I had, and hoped I did not show my horror as I handed them to him, and only hoped he knew what he was doing, although I could not but agree with him that there appeared no other way.

The garage was quiet, and I waited with my fingers crossed, and after the third blow, he said I think it has moved, try the kick starter, rather like a surgeon after a tricky operation. I tried kicking it over and everything went round. I am deeply indebted to Nick for his help in this, as I did not know what to do.

I sell coal to coal merchants for a living, and am no fitter or engineer, it is a matter of fools rush in etc., with me.

The next move was to dismantle the whole bike, and in this respect the Plus Gas had done its stuff well and the nuts and bolts came off nicely.

So as not to make mistakes I would stand each major component against the garage wall, with a box for all the smaller bits and pieces standing in front of it. The next step was to get all the bright parts together including the radiator (which had to be repaired by a specialist) and to have them all plated.

By this time I had joined the Scott Owners' Club and had talked Scott to the various members of both clubs and had found them very helpful as to where to go for bits and pieces, how to time the engine and suchlike, that is, I thought, if I ever get as far as needing to time the engine.

During the summer months life had to go on with the normal things even if you are the proud owner of what you hope will one day be a Scott in all its glory, in fact so good that it will be kept for best, and more ordinary machinery will carry you on lesser occasions. I worked on the Scott in the evenings but at week-ends I had the bungalow to paint. I have heard that the Bentley boys' wives become Bentley widows, I don't know what they become when you own a Scott !

If ever I rebuild another bike I will have the frame shot-blasted and stove-enamelled. Although a bit more expensive it is far less tedious as with paint stripper and wire brushes in an electric drill and emery paper to finish off it is one of the dirtiest jobs there is. The dust gets up your nose (it is as good as hay fever) in your hair, ears, etc.

Work carries on during the pleasant summer evenings with doors and windows open and a pleasant pint of beer on the bench to refresh you while you sit on an old stool, have a cigarette and survey what you have done and think what to do next.

The garage is at the bottom of the garden and surrounded by trees and squirrels (grey, not flying), who sit on the fence and watch you. Birds nest in the eaves, and at night foxes bark, and the vixen makes a noise like someone in pain. Having digressed a bit, it is now Autumn and the weather damp. I have made my first mistake by giving all the frame, forks etc., their first coat of paint, red oxide. This took three weeks to dry, leaving them hanging from various beams all round the garage, ready to hit you when you were not looking (and I have got a bald head !) Altogether the frame etc., received a coat of red oxide, one under-coat and two top coats of Valspar. Even Valspar took two days to dry instead of two hours.

Next I took the tank to Jack Nice at Walthamstow to be repaired, stove enamelled and lined as original. He made a good job of it.

Now to have a look at the engine. This was not as bad as expected as it had not been rebored and the pistons were standard.

The bores appeared to me, and to more knowledgeable types to be O.K., also the bottom end. Hurrah ! new rings, gaskets, and the Ali water jacket head renewed, second-hand exhaust pipe, (new one not obtainable) plus sundry odds and ends all supplied by Tom Ward of Derby by return. Modern "big business" has nothing on him for service.

The next headache was the magneto. When I got the bike this was missing so I could not have it repaired. Nor could I find one anywhere. All the Scott boys guard them with their lives, as they say that without a good mag you might as well forget you have a Scott. They nearly all keep a spare in the airing cupboard. At last I saw an advert offering reconditioned Magdynos and Mags. on an exchange basis. Yes they had a Douglas Magdyno which was the right rotation etc., but they could not let one go without an exchange at any price. However after seeing the manager I at last persuaded him to let me have one, but it took some doing. On getting it home I found it had a gear wheel on the drive shaft and not a sprocket. This set me back a bit as I could not find a Scott sprocket. After a lot of thought and counting of teeth on the crankshaft sprocket I went to Rex Judd at Edgware who sells motorcycles and cycles and we discovered there was a fixed rear wheel sprocket with the right pitch and number of teeth used on cycles. Unfortunately the centre hole was far too large for the mag. shaft so more head scratching. At last I had the idea that if I could cut the centre boss out of the Douglas gear wheel and have this welded into the cycle sprocket this would do the trick, so off to the local Blacksmith who agreed to do this for me. He did, and it worked, full marks to him as it ran true in all directions.

Now for the gear box. The kick starter was a bit sorry for itself, minus a return spring, and general sloppiness, the gear box had a broken stud and one of those special nuts missing. I have never taken any gear box down but there is always a first time, so here goes. The bearings and gear teeth all appeared alright, so re-assembled with new stud and nut, the kick starter spring fitted and once again all is well.

The clutch was taken down and by all appearances this had lately in its running life been relined with Ferrodo inserts, so was merely cleaned and put back again.

Now come the wheels, all spokes tight, bearings checked, no play, washed and re-assembled. The brake linings were half worn, so the shoes were taken with the wheels to Trimite at Kilburn, who relined them.

The steering head had no play anywhere. This was cleaned, greased and re-assembled. Next the front forks. None of the spindles were worn, so these were merely re-assembled and adjusted.

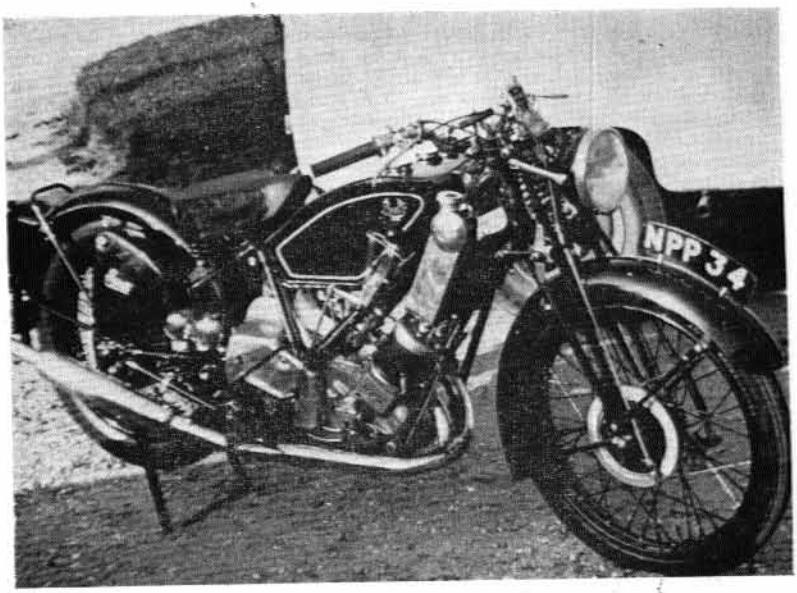
During my travels I had found at various motorcycle shops who were jobbing out old lines a vintage rear mudguard, front and rear lights and number plates, a new voltage control, battery, and yards of rubber-covered wire. Also various other odds and ends, such as control cable wire, outer cable, and nipples ready to make up when the time came to assemble. Copper tubing and nipples for oil and petrol lines were also obtained. I spoilt quite a bit of this tubing trying to bend it to the correct shape. However I have now mastered the art and had them plated. Oh ! I forgot, two new tyres and tubes, 19 ins. on the back and 21 ins. on the front.

It is winter, and I have put a bit of old carpet on the floor to try to keep the cold out of my feet. The oil stove has worked overtime, the wireless seems to be company at least up to 2 o'clock a.m. Some nights I have worked right through the night when things are going well and I am in the mood. Mad I know, but I must have been hooked by Scotts.

At last all is assembled, even the chains. These took me all one Saturday to fit.

My hands must be extra large as I had trouble getting them on the crankshaft sprockets (the chains, not my hands) also I would drop the spring links and spend hours fishing about in the crankcase, having to undo and tilt the gear box to get them out. I mentioned this to someone at one of our monthly meetings and he said surely I knew the dodge of a bit of chewing gum stuck on the link and then pressed on the top tooth of the sprocket. Then the engine can be turned over by moving the flywheel round with your hands, not forgetting to take the sparking plugs out.

Now it is May. Spring and I wish I was 40 years younger. I think I would be playing with the fairies in the wood instead of Squirrels in the garage.



—and post.

Petrol and oil in the tank, my crash hat on in case I have got it too far advanced and my head hits the rafters. I kick it over, no, I kick it several times, no luck. Have I got it timed against the wrong plug? I change the leads over. Ah! she bursts into life, what joy! I do a little war dance round the garage, poor deluded fool that I am, I think my troubles are over. The engine is started and run at various times for about a week while I made various adjustments. One evening the engine stopped while I was adjusting the oil pump and would not start again under any circumstances. I changed plugs. I held the end of a plug lead and got a good shock. The spark appeared to be all right. I had the carburetter down, cleaned and adjusted it, still no joy. I took the cylinder block off and checked the piston rings. I retimed it half a dozen times. I checked the mag. points, still no life. All this took about 14 evenings and I had kicked it so many times that I could hardly stand up. I had not suspected the mag. as it was supposed to have been reconditioned but in desperation, as it was the only thing I had not taken to pieces, I stripped it and found that both carbon brushes that pick up the current for the plug leads were well and truly stuck in their holders.

These were freed and re-assembled and the engine burst into life and it has been all right ever since—moral, don't take anything for granted..

Next, to finish the odds and ends, to make mudguard stays, foot rests and ali covers for the top of the engine, the mag, chain cover, etc.

At last, a trial run. The only item that was not as good as it should be was the clutch, the gears were hanging. Another 14 evenings rubbing down the linings and careful adjustments all round and the clutch is as good as new.

Why do we do these things ? From my point of view, I like a well-made machine that handles well and has an eager and willing engine. You only see a Scott on rare occasions and you are far more exclusive than the man in a Rolls Royce and he has a lot more bother to park than you do.

Yes, the Scott obviously is to be kept for best.

THE 1967 A.G.M.

Further to the brief note in August "Yowl," a report on the Scott Owners' Club A.G.M. by our Secretary follows :—

Apologies from : H. H. Scott, G. Stevens, G. Silk and others.

The Minutes of last year's meeting were read, agreed and signed.

The Public Relations Officer, S. E. Thomas, spoke of a year of success for the club, mainly from his "Midlands" point of view. He reported that monthly meetings were supported well in the Birmingham area, and that the Tramps Supper was very successful, although falling attendance was evident. Further ideas for social events were germinating in the fertile minds of the Midlands Committee, including himself. Arrangements for the National Rally were going well. Mr. Thomas agreed to represent the club at B.M.F. meetings to be held at Coventry or Manchester. At Rugby last year the Scott event in the Morgan Sprint was won by John Hartshorne.

The Treasurers Report was made by the Secretary in the absence of the Treasurer. A statement produced showed receipts of £1,276 6*s*. 3*d*. and payments of £1,007 18*s*. 1*d*. and a balance in the bank of £268 8*s*. 1*d*. The various receipts and payments were detailed, but as the Secretary was unable to give completely satisfactory answers as to how they were made up, the Secretary would ask the Treasurer to supply the information and have it produced as an insert in the August "Yowl." (This will not now be until the October issue—*Ed*.). In his general comments the Treasurer felt it advisable that to meet obligations, we should have a credit balance of £300 at the end of the financial year.

The Secretary spoke of considerable activity with correspondence on numerous subjects, and club meetings during Autumn, Spring and Winter. On hearing of the departure of Mr. & Mrs. Avis for Canada, he purchased on behalf of the club a Stainless Steel carving dish and vegetable dishes, and had them delivered to Lofty and Joan just before departure.

The Club's thanks and appreciation were duly accorded to *The Membership Secretary*, Mr. H. Beal, for his efficient take-over of the magazine distribution, previously carried out by Mrs. Avis.

The President and Secretary of the club have attended the meetings of the B.M.F. and we shall have a stand and tent again this year at Woburn on July 2nd (reported in this issue). Correspondence regarding a club tie had been entered into (see August "Yowl.").

The Award for the best contribution to "Yowl." Suggestions for the difficult job of deciding this were made and finally agreed that a postcard be included in August "Yowl" and used as a vote card. The award being made at the National Rally.

The President's Award went to D. Shire for his efforts in the sprint field.

The Glyn Chambers Award went to John Hartshorne for similar reasons.

The winner of the *Main Road Trial* was Eric Lemon.

The High Speed Trophy went to Clive Waye.
Clubman of the Year was G. Lee, for his services to the club.
New Officers were as follows:

President	H. H. Scott.
Vice-President	Matt Holder
Chairman	Ron Mountain
Secretary	R. Rawlins
Treasurer	J. K. Dodds
Badge Secretary	D. Bushell
Magazine Secretary	H. Beal
Public Relations Offier	S. E. Thomas
Club Registrar and Midlands Secretary	J. Underhill
Technical Correspondent	D. Avis
Assistant Technical Correspondent	G. Lee
Northern Secretary	K. Swallow
Editor and Spares Registrar	N. Sloan
Social Secretary	E. Lemon

A proposal by G. Silk, seconded by G. Lee, that Mr. Geoff Milnes be made an honorary member of the club was passed, and a vote of thanks was accorded to G. Silk and G. Lee for their services to the club.

FROM 1929 CATALOGUE

EXTRAS

	£	s.	d.
Detachable Carrier	1	5	0
Legshields	0	16	7
Tyres (26 x 3.25 instead of 26 x 3.00 per wheel)	0	10	0
Twist Grip Control for Carburettor	0	9	0
Fork Stabilizers	1	10	0
Steering Damper	1	1	0
"Scott" Silencer and Clips, extra	0	17	6
"Scott" Silencer and Clips, plated extra	1	2	6
Lucas Magdyno Set (solo)	6	17	6
Lucas Magdyno Set (sidecar) (above includes large headlamp).	7	10	0
B.T.H. Dynamo Magneto Set (solo)	6	17	6
B.T.H. Dynamo Magneto Set (sidecar)	7	10	0

ACCESSORIES

	£	s.	d.
Accumulator Lighting Set (solo)	3	3	6
Acetylene Lighting Set (small)	1	5	6
Acetylene Lighting Set (large)	3	3	0
Electric Horns (Lucas) from	0	17	6
Bulb Horns from	0	10	0
Bonniksen Speedometer from	4	0	0
Squirrel Mascot	0	2	9
Scott Pennant	0	2	0
Air Cleaners	0	8	0

RENEWALS OF MEMBERSHIP AND NEW MEMBERS

It was decided at the A.G.M. that Renewals entry forms and money for the S.O.C. should now be sent to Harry Beal for record purposes, Harry passing them on to the treasurer.

1907-1967 T.T. DIAMOND JUBILEE WEEK

For the lucky few, this year's T.T. week was truly a Diamond Jubilee one with eight days of uninterupted sunshine to endorse the efforts taken by those who attended.

Our party which consisted of four riders and four machines, travelled from London to Liverpool arriving at Douglas late on Friday night. After disembarking from the steamer, the weary travellers were greeted by the sight and sound of a multitude of murmuring mounts (Mostly Tritons) moving to and fro along the front, whilst rows of neatly parked machines sometimes two or three deep, stretched along the full curvature of the promenade. Occasionally between these rows a gap could be detected, occupied by some poor soul frantically working on the remains of his once proud vertical twin, whilst assorted bolts, pistons, pushrods and charred clutch inserts littered the area like pieces of shrapnel from an Aden grenade attack.

Our arrival at the hotel in the early hours did not go unnoticed, since shortly after we had trudged stealthily up the six flights of stairs somebody, who shall be nameless, accidently dislodged a 1¼ ins. B.S.F. spanner from the temporary toolbox cum wardrobe top. At breakfast the three girls who occupied the room immediately below our's complained to the effect that military aircraft should be prohibited from breaking the sound barrier at night, owing to the detrimental effect it had upon the ceiling plaster. We sympathised with the girls, and added that the Manx Airforce was ten years ahead of the Yanks, and would probably put a cat on the Moon before the Russians did—the penny then dropped and all was forgiven.

During those eight sunlit days, the four of us sampled many of the delights, which appeal to Scott Owners, motorcyclists and tourists alike, inevitably concluding the day over a pint at some quiet tavern. On one such evening we stumbled upon a small pub in Ramsey, completely devoid of tourists, ourselves discounted. As the evening progressed, one of the more elderly inhabitants discovered that there was a Scott parked outside the saloon bar, and much to my surprise, immediately the news became known the bar emptied. Due to a lucky coincidence, it quickly transpired that the locals frequenting the pub were keen Scott enthusiasts of bygone days, the landlord included ; thus drinks flowed freely during the remainder of the evening. One Manxman related several amusing tales about the antics of Scott riders of the early "20"s, but due to the effects of the alcoholic beverage, the writer has lamentably forgotten all the salient details save one. This concerned a notable Scott rider who crashed without injury during practice into a low wall surrounding the garden of a pub. He somersaulted over the wall and a table surrounded by pint supping spectators on the other side, landing without touching any of them. The surprised onlookers helped the rider to his feet, thrust a pint in his hand, and from there he continued to enjoy the riding as an interested spectator under convivial conditions.

To return to the present ; none of us shall readily forget the excitement and suspense that enveloped the seven races. Racing conditions quite unlike those found in short circuit road racing exist, caused partly no doubt, by the variety and difficulty the competitors experienced in learning all the two hundred or more bends. From the photographer's point of view, conditions such as these certainly lead to "interesting" shots, and success is assured by utilising the excellent vantage points most but a few feet from the riders. I can vividly recall Mike Hailwood on the 498 c.c. Honda Four, who after negotiating the left-hand bend, entered the bottom straight of dip flat out wrestling with a lock to lock tank slapper—no wonder his throttle worked loose on the bars later in the race !

Unfortunately like most enjoyable holidays the days pass so quickly that soon all is over, so I hope that I may be forgiven if any part of this tale appears in any way fictitious to the reader ; but it is now July as I lift my pen, and the tint of the rose coloured spectacles deepens with the passing of time.

H. C. HARRISON.

THE SCOTT INVASION OF THE TOUR OF BIRMINGHAM
16th July, 1967

This event is mainly for Vintage machines but Scotts of any period (in company with Douglases and Sunbeams) are eligible. This year the range of Scotts spanned from 1912 to 1965 so we were well represented!

The Veteran Scotts entered comprised the beautiful 1912 examples owned by Stan Greenway and Walter Green. Both these machines were award winners —Stan Greenway won the Bert Quibell Cup for the best Veteran and Walter Green the Greeves Challenge Cup for the best Two-Stroke. The concours judge was John Lyall!

There were some very fine vintage examples. Among these were two 1926 two-speeders owned by L. W. Langworthy and M. T. S. Titmus. Barry Hares won the Scott Challenge Cup for the best Post-Vintage Scott with his very fast 1938 model. (I know it's fast as I tried to follow him after the Merriden meet last year).

Water-cooled two-strokes were not only represented by Scotts this year, as a fine 1931 250 c.c. S.O.S. was entered by L. Vale-Onslow who was responsible for the manufacture of these machines. The London Douglas Club also had an excellent entry and they parked their machines together, as did the Morgan Club—it would be a good idea for us to follow suit next year!

A late entry which was not shown in the programme was a 1929 model owned by Francis Whitehouse who did much to safeguard the works drawings for Matt Holder when he took over the Shipley works. Mr. Whitehouse also joined our club—perhaps he could be persuaded to write some interesting articles for "Yowl."

Ron Mountain was present at the meeting (long way from Brighton) as were Harold Scott and Matt Holder. The actual Tour of Birmingham is the outer circle route—not the best Scott country! The traditional weather for this event is rain, rain and more rain but happily there was a welcome break from tradition this year. The event is always very well organised by John Pinkerton known to all as "Pinky" who sportingly acted as M.C. at our Tramps Supper earlier this year.

The Birmingham Science Museum is always of interest to Scott owners as it houses a 1958 Swift, the six-cylinder Scott car engine, a three-cylinder engine and a Scott "Flying Flea" engine loaned by Matt, as well as Bob Rawlins' "Sociable" engine, Frank Varey's Speedway machine and a fine 1913 Combination presented by Professor Cyril Franklin who is always a spectator at the event and takes a keen interest in the Scotts entered, although he has not used his machine since 1928.

Below is a list of the Scotts entered as they appeared in the programme:—

W. Green 1912
S. Greenway 1912 } Award winners
B. Hares 1938 }
A. Marfell 1965
L. W. Langworthy 1926
D. Williams 1930
M. T. S. Titmus 1926
R. Cordon-Champ 1929
Alan Cooper 1929
B. R. Smith 1920
C. Round 1929.
J. Round 1928.
J. Watkins 1927.
C. F. Whitlock 1926.
F. Whitehouse 1929 (late entry).

A.M.

FORTY YEARS OF SCOTTING

by *G. R. Rees*

I saw the first Scott that I remember as a schoolboy just after the 1914-18 war and except for thinking it was rather odd for a man to be riding a lady's motor-cycle I was not greatly impressed.

Some years later when I started work at a motor-cycle dealers I soon learned that Scotts were complicated, difficult to work on, temperamental and to be avoided by all right thinking mechanics. However I have always been attracted by the unusual and after a visit to Olympia for the 1926 show, I was sold. Teen-agers in the 'twenties worked a lot longer for a lot less than they do now and as living in digs took most of my earnings a Scott seemed as far away as ever.

About this time there appeared in "The Motor Cycle" an article—The Golden Years—describing a few thoroughbreds of the 'twenties, Scotts included. I determined to get one somehow. I finally found a 1911 model for £2 10*s*. 0*d*. complete with footboards, "A" type handlebars etc. These were rapidly removed to make it look like a Squirrel. I got a lot of fun out of this bike and learned a lot too.

I then acquired a 1914 model and built one machine out of the two and sold the remains. Having been thoroughly "indoctrinated" and saved a little money, this was traded-in for a 1925 2/speeder with electric lights. This was a great improvement and I really went places. At this point I fell from grace and sold her purchasing a certain horizontally opposed O.H.V. twin. I could write a book about this one, anyhow I learned my lesson and it went in part exchange for a 1929 596 2/speed Super Squirrel in mint condition. Solo and sidecar we went over most of England and Wales. Both my parents were introduced to pillion riding in their mid-fifties on Scotts, and rode many miles, as was the girl I later married who was (and still is) the best pillion rider I have ever had.

I used this machine from about 1931 until I went overseas in 1941 with the R.A.F. when I sold it. Ten years with one machine—I wonder where she is now ? (U.R. 2200).

After the war, and now with a family, I had to have something bigger so I got a 976 Enfield with a home-built 4-seater sidecar, wife still pillion. I thought my scotting days were over but annual visits to the Banbury stirred the old longing and I found a heap of bits, once a 1930 2/speed Super, and over the past few years I have been rebuilding it.

I have made piston bushes, gudgeon pins, crank pin bushes, gear parts, even taken the petrol tank to pieces. It is slowly taking shape and should be finished this year, when I hope to "ground" the footrests again if I still have the nerve. I still ride daily a water-cooled twin, an L.E. Velocette. I have not done any racing and not much in trials except route marking and checking but just had many miles of enjoyable motor-cycling spread over nearly 40 years, and I hope for more.

THE MIDLANDS A.G.M.

The above happening will take place (or has taken place perhaps) at "The Forest" Lickey End, Nr. Bromsgrove, Worcs., on Wednesday, November 1st.

THE RON MOUNTAIN TROPHY

Will the roughly eighty per cent. of members who have not filled in the postcard recording who they think is the most interesting contributor to *Vowel* over the last year please look slippy. Thanks.

NEW MEMBERS

Edward Charlton. Dunns Cottage, Garretshiels, Otterburn, Northumberland.
Horace Cutler. 70, Moordown Ave., Solihull, Warwickshire.
Dennis A. Ritchie. 14, Belvedere St., Aberdeen.
Arthur Waring. 3, Raleigh Road, Sheffield, Yorkshire.
David Webster. 15, Aden Way, Ripon, Yorkshire.
France Whitehouse. 29, Stotfold Road, Maypole, Birmingham 11.
E. F. Wilson. 2, Red Barn, Sedlescombe, Battle, Sussex.

CHANGE OF ADDRESS

P. Myatt, Flat 5, 43, Hillfield Road, Selsey, West Sussex.
David E. Parry. 46b, Creswick Road, Acton, London W.3.
C. Horsley. 50, Devon Way, Bailiff Bridge, Brighouse, Yorkshire.
G. Lee, "Arlyn," 4, Brickwall Lane, Ruislip, Middlesex.

MORE NEW MEMBERS

F. G. Wolfinden. 59, Queens Drive, Barnsley, Yorkshire.
Allan McConnell. 3, Doctors Lane, Hutton-Rudby, Nr. Yarm, Yorks. N.R.
Kenneth Ramsden. 21, Reform Street, Gomersal, Cleckheaton, Yorks.
Michael Keen. Montford Garage & Cafe, Horse Heath, Cambs.
M. Y. Keen. Montford Garage & Cafe, Horse Heath, Cambs.
Mrs. Ethel Durnion. Westview, Matfen, Newcastle-upon-Tyne.
A. G. R. Sutton. 39a, Stokenchurch Street, Fulham, London. S.W.6.
Ronald Moore. 36, Grange Road, Chad Estate, Coseley, Nr. Bilston, Staffs.

WANTED—Good price paid for Scott 1926-30 two-speed or 1929-33 three-speed sprint special—details to—Mr. P. Waring, 7, Howitt Close, Hampstead, N.W. 3. Phone 01-722-0527 home, and HAM 6041 Business hours.

WANTED—For 1929 two-speed Super, rear stand, chain guard, rear mudguard and stays, front shield and two-speed gear undershield.

Mr. Paul Myatt, Flat 5, 43, Hillfield Road, Selsey, West Sussex.

WANTED—For 1928 three-speed Super, rear wheel and mudguard, mag, platform, clutch complete and original saddle or saddle frame.

Apply Editor.

WANTED—For 1912 Scott, radiator, rear stand, Le Grande saddle, Bosch Magneto, Lucas tail lamp and generator, wheel rims or an Veteran bits.

Stan Greenway, 25, Pine Court, Cubbington Road, Leamington Spa.

FOR SALE—1930 600 c.c. T.T. Replica, works rebuilt engine, in racing trim, several Vintage awards. £45.

22, Hurstdene Avenue, Hayes, Bromley, Kent.

WANTED—One only inverted lever, all steel. Scott/Bowden pattern, internal bar fitting (just bar socket piece would suffice), exchange for above—matched pair of two-speeder type brass/steel inverted levers, many others—also required unused 3.50 x 21 tube.

Geoff Lee, "Arlyn," 4, Brickwall Lane, Ruislip, Middlesex.

FOR SALE—3.00 x 21 studded tyre, 3.00 x 19 ribbed racing tyre, Scott clutches, 25/- each, small saddle, scruffy, 15/-, sound mag./dyno., ex-Douglas, suit Flyer (see Dec. '66 "Yowl") Geoff Lee, see wanted.

I would remind members that adverts are inserted free in "Yowl," so if you've any Scott parts (or complete machines) for disposal, or require a particular part for that rebuild, do send an ad. up.