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THE JOURNAL OF THE
SCOTT OWNERS' CLUB

Scott

OWNERS' CLUB

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COMMENT

1976 has been designated "Wheels 76"—two wheeler year, and it has certainly got off to a good start, with everything to its favour.

Our weather has been kinder than usual to motor-cyclists, and at least in this area of the U.K., for the last two months has been ideal motor-cycling weather.

Gardeners, farmers, local authorities now bewail this spell, and it is obvious that it cannot last much longer.

Once more we can only echo George Reeves advice—"Get your Scott moving on the road," and make the most of every opportunity whilst you can . . . happy Scotting!

THE 1976 SCOTT ANNUAL RALLY
TO BE HELD AT CROWN MEADOWS, EVESHAM, WORCS.
ON SUNDAY, SEPTEMBER 12,
STARTING AT 12 NOON.

S.O.C. ANNUAL GENERAL MEETING
THE A.G.M. WILL BE HELD AT THE VIRGIN CASTLE,
KENILWORTH, WARWICKSHIRE, ON SUNDAY, OCTOBER 9, 1976.
STARTING AT ABOUT 2.30 p.m.

YOUR NEW EDITOR

Jim Fotheringham has volunteered to take over the Journal, and will be taking over as soon as arrangements can be made. Jim for several years has been the London Section's correspondent. So is well in touch with the current scene.

The next issue will be No. 1 of the next volume, so it will be an ideal time to make the change.

THE PIONEER RUN 1976

When we tell you that Derek Cox was present on the '76 Pioneer Run on his 1914 532cc Standard Scott, you must know that there couldn't have been a better looking Scott present. Derek had, as we can all expect from models which have had the "Cox Treatment", a trouble-free run. From conversation overheard, his Sociable is making steady progress, and may have its first "airing" before '76 is out!

If Derek had a trouble-free run, that is more than could be said for Glyn Chambers and the 1910 Scott. That disgraced itself on the Run—the back brake rod snapped just by the threaded adjusting portion of the rod, when he was making an emergency stop! However, the situation righted itself, when the car that had suddenly baulked Glyn, made its way as suddenly as the stop, but it left Glyn with just a front rim brake (cycle type) to complete the journey. The 1911 Scott, fitted with the original carburettor, is not an easy machine to ride, when everything is functioning, in present day traffic, for owing to the length of the induction tract, there is quite a lag in response to the throttle, when opening up, and vice-versa, and it is not surprising that it was a decidedly hot-looking Glyn who



The Burnsall Run 1976: Paul Bentley Tees/Tyne Treasurer descends Park Rash—famous Scott Trial hill.

completed the Run on Madeira Drive, Brighton. I'm sure that hot(?) drink at the end was well earned and appreciated!

Another competitor was D. Lawrence of Burgh Heath with a 1913 two speeder and original sidecar, carrying Master Lawrence Junior. A plate at the rear of the chair bore a familiar name, with a small plate engraved "Supplied by Eric S. Myers, "No worry Depot," Bradford. For the grey-haired types among us, who were weaned on stories in the 'Green 'un' such as "A works entrant for a Quid" (happy days!) I have to tell you that the '28/29 T.T. model ridden by Eric Langton in the '28 Senior (VR 2122), WILL be out and about again this year. A further treat for Scott fans, which should be worth travelling some distance to see!

The Lawrence 1910 model has also received treatment so it will be seen that David has been very busy during the winter months.

A regular competitor in Veteran and Vintage events all over the country was O. Tyler, with his well known 1913 Scott, and a Mr. White on a Scott of the same vintage (OA 4379) made up the Scott entry for the Run.

To see Scotts of the pre-First War era, alongside other machines of the day, is the way to see and appreciate Alfred Angus' vision and engineering.

Queerest machine on the Run—a competitor of the Scott in that 1914 T.T., (so we don't have to mention names) which had "lifting gear" built in, to enable the rear motor-cycle wheel of the combination, to be lifted, in order to raise the wheel to enable pedal assistance for the engine to be started! It would have needed Superman to pedal the thing off from the start, hence the "lifting gear".

To think that when that machine first saw the light of day—Alfred was thinking up a shaft drive, in-line twin!

FURTHER SCOTT ANECDOTES

Leslie A. Runton

Here are a few more thoughts that you might like to peruse.

Alfred, when I knew him worked in a two storey stone building, behind some houses that lined the east side of Manningham Lane, Bradford.

His reason for being there was his incapacity for the daily routine in the Scott Motor-cycle Co. in Shipley. He hated the manufacturing managing routine, he only wanted to use his fertile brain to THINK. Also his associates were pleased to eliminate his "interference" in the every day work of making Scotts.

This is how I met Alfred. I had just come back from France where I had participated in the French Grand Prix at Le Mans as a member of the Velocette team. There was a Hill Climb in the Dales near Bolton Abbey. I had entered my Velocette a two cycle 250 c.c. in every class. I had modified it and had a Binks 'rat trap' carburettor installed (full out all the time) and was doing well, but having plug trouble. I melted the

insides out every trip. I was running short of plugs when Alfred came over and asked what the trouble was, so I showed him a plug. "This I have never seen before" he said. "Remarkable" was his second comment, and loaned me some better plugs, which enabled me to win every class up to the 1,000 c.c.

Alfred asked me what I did for a living, I think that he wanted to offer me a job. I told him that my father was in charge of the building, designing and machinery processes for a Bradford textile corporation which built a new mill every year, and that I was an apprentice for the same company (W. C. Gaunt & Co.) So Alfred invited me to come by after work, so that we could jointly work on spark plug problems.

I went several times each week to the brown stone building for chats. What Alfred basically wanted was some way to test in actual use, his ideas. The hill climb was a case in point. I had a machine which could burn out points, so here was a way to make better plugs!

This evolved in short order, into me participating in hill climbs every weekend. We went all over the place, Saltburn on Sands, the Lake District and every Hill Climb in between.

We had long discussions on the internal design of the two cycle engine, then after spending the summer in Alfred's boat with his nephew Jim Scott, who was my age and lived near me in Ilkley, his father and uncle, Alfred's brothers were along too, his mind turned to other things.

One was spelunking, with which I went along, and a new and different way to test motor-cycles. Alfred asked me to get him a map of the Dales (this same map I sent to Harold Scott last year) Alfred Scott and I went out Sunday looking at suitable places for tests, each one different and needed to test certain functions of the bikes. Then he eventually drew a line joining up these places, and I went over them with my bike as Alfred watched. I had a racing Daytona type Indian 1000 c.c. I installed a four speed box with very low bottom ratios, detuned the engine and rode over the course on this.

When Alfred was satisfied that the course could be navigated by 250 c.c. and 1000 c.c. machines, he set out to organise the first Scott Trial.

I rode the Indian without difficulty, having had lots of prior experience. Every one said that I was daft to enter a racing bike of 1000 c.c., but they did not know what I had done to it! I had thought of riding an A.B.C. (I had two) but it had poor ground clearance and was too heavy for the power output.

Alfred really was a genius, and here is the proof, the front forks of today's machines, follow exactly the principles laid out by Alfred which are visible in his early Scott's. The front steering head support design, of triangulated robust tubes, is on every 1976 bike today. The chain drive, kick start was on a Scott when Triumph were using a vee-belt from motor direct to read wheel; I had one.

The inclined twin watercooled engines are only now coming out in quantities, after all the years they revert to Alfred's original design, as being the best.

Last year's Drag Racers, a two engined Norton with world record speed has large steel tubing filled with oil and used to support the main fork steering head, Alfred's original design.

No matter how small a part you choose to observe, you will find that Alfred was there first, and if this is not the true sign of genius—what is?

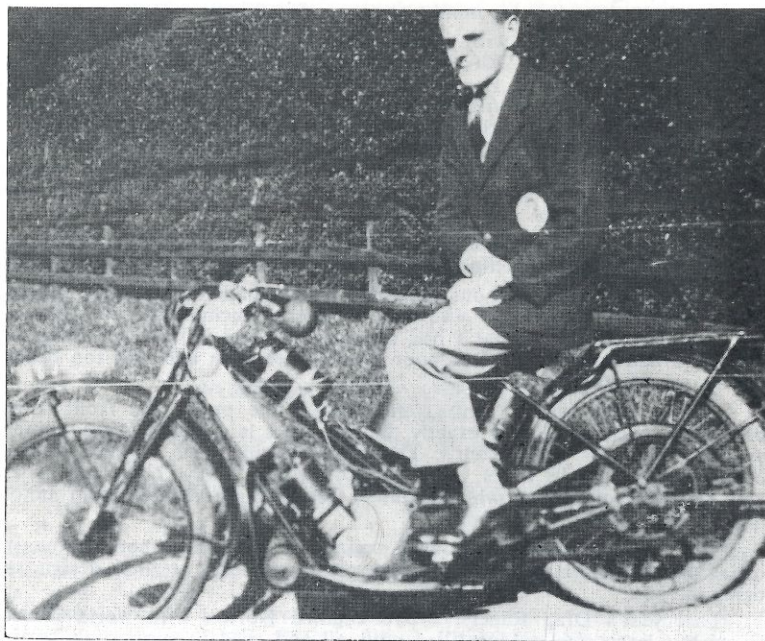
The state of metallurgical knowledge and special steels were not so advanced then, his business partners did not match up to Alfred's competence. They were not big-minded men had very little promotionally minded ideas of feelings. With Alfred's designs and his desire to test his product to the utmost, some bright partners could have swept the market.

Alfred would have brought out a new model each year, and they would have grown better at a fast clip. He was for progress and for perfection, but his partners were for "no changes", as they were costly.

Well Mr. Honda, another genius, made one motor-cycle in 1945, now he makes a million a year. I have one and a Honda car too, and they make new models each year, and get rich in the process. This Alfred could have done, with the right partners.

Alfred refused to have his picture taken, and he got mad if you did so when he was not looking, so although I always had a camera handy, I respected his wishes.

He was very shy at pushing his ideas, he spent his time eternally chasing perfection. Had he been an aggressive sales type as well, like the man who invented instant photography, Dr. Land, another genius, Alfred would have had a Company as large and successful as Polaroid.



The late Jim Scott, (a close friend of Les Runton) a spirited rider of the 1923/4 Squirrel, and who also features on page 79 of Jeff Clews 'History', as the driver of the Sociable, with Les Runton as passenger.

RHODESIAN SECTION NEWS

Scott's did not fare too well on the annual "Tiddlers Toddle", Dick Thompson scoring 4 before lunch, but 21 afterwards. (Must have been those Lion ales!) The other Scott entrant was Mike Gill, who was assisted by Frank Thompson after the lunch break. Their scores were respectively, 6 and 66 !!! (Proving of course that those local brews MUST be strong stuff.)

It would appear that Bob Gager decided to well and truly view the scenery, and walked quite a proportion of the course. He ought to know that "The Best Twin" was only a title chosen by Jeff Clew for his Douglas book, and he should concentrate on his other twin!

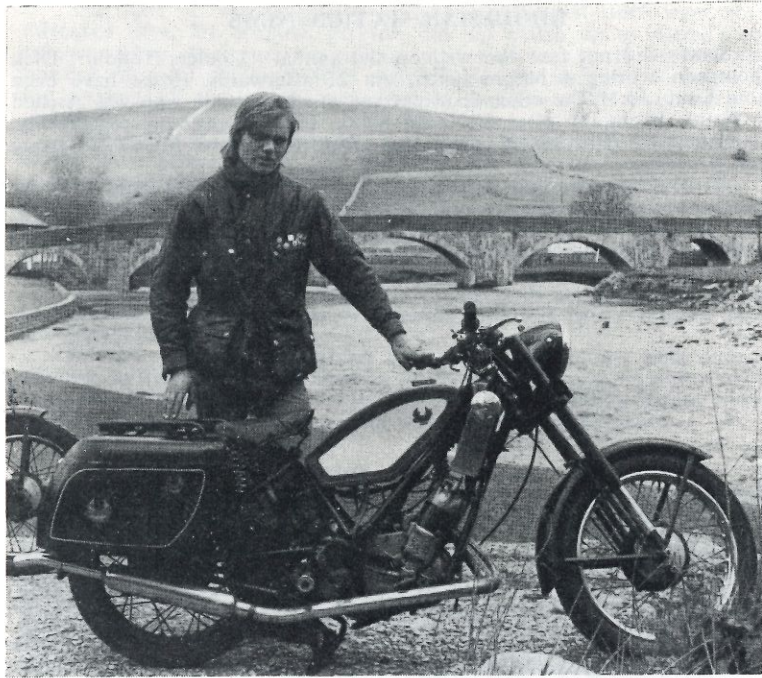
THE DURBAN-JOHANNESBURG 1976

Seven of us managed to get down for this, the sixth of the series, and the coldest and wettest on record. Dick Thompson dragged out the '27 B.S.A., Eric Deacon the '25 Norton, Bob Gager the 1920 Douglas, John Badger his sloper, Jim Williamson Model H Triumph, the Rileys took the chair off the vereran Royal Enfield for Frank to ride solo, and I gave the Scott Super her annual airing.

Amongst the 110 machines waiting at Charlie Young's garage were some outstandingly desirable specimens, such as a beautifully restored 4-cylinder "Ace" (which Vic Johnson would probably have nicked if he'd been there), Roy Whiteford's flat tank Norton Model 18, which I'd have nicked if I thought I could get away with it, Burt Kinsey's 1934 Levis, Chapman's 1926 racing AJS, a GLEAMING Scott Reynolds Special (probably the only one in Africa?) Cliff McArthur's ex-Hesketh 1935 Excelsior Manxman, a couple of beautifully restored Powerplus vee-twin Indians, a horde of Velocettes and Sunbeams (one a genuine 90). Folb's very rare Connaught and Colin Oakhill's prototype belt driven Rudge. The last named however, absolutely REFUSED to go out in the rain, sensible beast, and Colin had to give in before the start. Another who was unable to get away, was "Uncle Angy" . . . Angelo Bernardi, who was so very keen to ride this year — the 50th anniversary of his first ride in the D.J. — he got his machine ticking over nicely, but his personal motor rebelled at the last minute. Better luck next time! We are all hoping to see him pick up that award as Oldest Rider to finish.

The Mayor of Durban braved the grey, damp dawn to send off the early men, but by the time my turn came it was Joe Sarkis who held the flag. One of motor-cycling's living legends, Joe raced his first D.J. in 1924. He never had success in the event but is remembered by every one who saw him as a real tiger! Well into his seventies now, Joe is still very fit, but manfully resisted several offers to "have a go". (Just the same, I'd not be too surprised to see him listed once more amongst the participants.)

Several riders dropped out in the early stages; one of the luckiest was Jim Mahaffey, who's forks snapped BEFORE he reached the 1000



The Burnsall Run 1976. Jem Wilcox-340 miles that day from Brixorth to Burnsall. (See the countryside you're missing by not participating in Tees/Tyne events?)

Hills and one of the saddest was Dick Osborne—the chap who thought of running a modern DeeJay and did all the work of getting it off the ground—his Douglas Bulldog decided to chew up it's cylinder sleeves and that's not something for roadside repairs.

The rain commenced in earnest as the riders turned onto the old route and it was really slimy under the trees as the road wound up Botha's Hill. Clouds were right on the road and temperatures dropped to near freezing on the climb up Nottingham Road. (At the finish, 2nd place man Geoff Palmer admitted that he'd have gladly packed in . . . but he was riding for FUN . . . but at the stop for lunch he was horrified to hear those around him simply exulting at the conditions—"This was the REAL thing" . . . He was too ashamed to quit then!)

Frank Riley was one who missed a vital turning in the rain coming down "like pushrods" and reported himself as "mixing it with Suzy's and Kwackers on the Freeway until he spotted a hole in the fence". Frank plus Enfield wormed through, crossed a ploughed field and got onto the return route. "Zipped back at ten—thou until the milestones came so

thick and fast I realised I'd reached the Cemetery. Wet vee blocks squeaking and boot heels both digging into tarmac. JUST slowed him enough to make another turn, and he was back in business." Frank went on to finish, and gain the best Veteran Award (for the Enfield).

As the riders approached Newcastle and thoughts of hot baths came uppermost they were diverted to a circular route through the Industrial Sites, whilst the rain pelted down, Friday night traffic built up all around and the welcoming lights of the Inn seemed to get further and further away. It was a bedraggled band who finally reached safe haven. That can of beer was bliss! (Even for those poor frozen souls without riding gear, peeling off soaking gloves and shaking so badly they could scarcely hold the cans!)

Dick Thompson's B.S.A. was a bit sick, but the rest of us were going great guns. Dick had to give the Mobil "Black Velvet" a miss whilst he did some hurried refurbishing on his valves and he was not the only one working well into the night to repair the ravages of the first day. Still—tomorrow *must* be better.

So—this is better? Admittedly the second day's starting time is half an hour later, but the cold drizzle is still with us. Riders prepared themselves with plastic bags, ski-mitts or whatever they had and plunged into the mist. Scarcely able to see the width of the road, constant vigil was needed to avoid the pot holes. One of these, (which I saw) must have been nearly a yard across, at least six inches deep, and went down vertically just as if it had been cut out by some gigantic centre-punch. To use the road verges in quick avoidance would in many places have been fatal—the floods had washed whole sections clean away. Not until we had climbed up past Majuba into Volkrust did conditions begin to improve. The road conditions—not the weather!

Hot soup was on the menu for lunch at Standerton, which gave us strength to carry on, and when we got to Heidelberg it actually stopped raining. Too late to help Dick Thompson though; he'd stopped to help Jim Williamson—not a hope as frozen Jimmie had dropped a valve—and whilst they worked on the Triumph, Dick's magneto steadily filled with water. Not a hope of drying in the downpour, both Rhodesians stopped right there. By this time John Badger was navigating more or less by memory—water had reached his carefully prepared route sheet, and his inked figures were disappearing in a soggy mess—yet in spite of this handicap, John managed to finish up Third overall with an error of less than six minutes in the whole 400 miles and two days of horror.

City Deep at last, after a tiring run with Ted Bircher waiting to greet us as, microphone in hand, he regaled the multitude with tales of past machines and riders, thumbnail sketches of the weary-willies, who staggered past the finishing line, and most erudite descriptions of the machinery assembled in the Paddock.

But for the final Party and Prizegiving, another DeeJay was over. 86 of the original number completed the course to gain the bronze Finisher's Award, another eight managed to get mobile just to ride to the last Control, and I'm prepared to bet that everyone of them will truly remember this as the *wet one*.

Once the relief of getting off the bikes has worn off they will have an even greater respect for those chaps who used to RACE over the course—and long before the roads were tarred! All we'd had to contend with was a spot of cold rain . . . and that was unpleasant even for the

riders who can remember winter rides in England (or Ireland).

(For Scott members—here are the results:—

4th Place (Error in seconds—391) O. BARRETT, Jnr.

6th Place (Error in seconds—474) O. BARRETT Snr.

1st place taken by R. Lange (Error 213) on a 1935 Velocette.)

P.S. Next day the sun came out ! ! !

THE 'COB-WEB' RUN

The weather forecast was completely wrong! A beautiful sunny Spring day heralded Norman Broadbridge's well planned and organised Cob-Web Run on Sunday, April 4, supported by an entry of about 50, with machines of all ages and types.

A slight breeze sufficient to stir the bushes, ensured that whatever Cob-Webs had been weaved overnight, had been well and truly dispersed by the time the first entrants showed up before 10.00 a.m.

For me of course, attention was rivetted to Ian Coomber's 1936 Flying Squirrel, which had not had any cob webs on for a long, long time—I'm sure it gets used too often for that, yet Ian always keeps it up to standard.

Perhaps it looked all the more exactly what a motor-cycle should look like, flanked as it was by a huge B.S.A. vee-twin of about 1937, and a Sunbeam, which if John Marston could have seen it would have him turning in his grave. It was as is often described, as being turned out, "as found"—but appeared to have been lost in some farmyard dung heap for the last twenty-five years. What a shame, for the 'beam was quite original, except for one or two minor items, and with a coat of paint (or two) could have looked quite good.

Then of course the most beautiful machine at the Run, made its appearance—Paul Myatt's lovely 1929 two speed Super, which has never had a cob-web form on it since it came into his possession. It really IS a picture, and must rank with the best in its class.

The two Scotts formed the total Scott entry, Norman having left his Squirrel behind, making the run on a Vincent (Comet) engine Special, whilst in the meantime he concentrates on completing a Velocette K.S.S. model. (Norman appears to be just as busy in restoration projects as Graham Gardiner—with quite a number of jobs in the pipe-line!)

The rest of the entry formed a real cavalcade of motor-cycling history, showing the development through the years when Britain really was top dog in the motor-cycle field.

Quite a number of spectators, Suzuki, Kawasaki and Honda mounted, lined the road outside Norman's garden, from where the Run started, and so were treated to the view of long forgotten makes, and so had their first view possibly of machines that were commonplace in pre-war days.

Zenith, Rudge, Raleigh, Velocette G.T.P., coupled with two early Matchless combinations, one with a huge two seater sidecar with two other a single seater version, were among the rarer machines.



The Cob-web Run: Paul Myatt's 1929 two speeder.

Had you wanted to trace the development of the Norton, it was there in all forms, from the long flat tank model, to post-war plunger frame, plus 'featherbed'. From 16H to International.

B.S.A. could be traced from the very popular "round tank" two-speeder, to the handsome big twin of pre-war days.

James and Francis Barnett Villiers engine two-strokes, Royal Enfield, Ariels of all types made up most of the field.

Mention must also be made of the A.M.C. products, with three or four 350 and 500cc versions of the Matchless and A.J.S. singles, and the beauty of this last bevy, a late 40s "competition" Matchless.

A very rare machine, of outstanding technical interest, was one of the first, a 149cc version of the L.E. water-cooled horizontal opposed flat twin, which looked as though it had just left Hall Green, such was its condition. A pull on the hand starter, had the motor purring over, and it departed on the run, with no more noise than a Rolls would have made. A really outstanding little machine.

A big vote of thanks to Norman for a grand, friendly little Run, and even bigger thanks to the most hardworking people present, Mrs. Broadbridge and her band of helpers, who served coffee and biscuits to all.

ANOTHER EPIC FEAT

The story of Neil Smith's ride from Rhodesia through Mozambique and Swaziland to the Durban Run must have stirred a feeling of admiration in all, for his own courage and faith in his 48-year-old Squirrel.

"Polluter's" story of his struggle from the wilds of Kent to the wastelands north of the Wash, inspired a contribution to this month's edition, so it is obvious that these struggles against all odds, are avidly read by our readers, but all that has gone before pales into insignificance in comparison to the story we now unfold.

We think that feats such as this are deserving of recognition and feel that there should be a Club Trophy as a permanent annual award, and this will be put forward at the next Committee Meeting.

We leave Frank Baker to tell his own story, but as you will see, seventeen days to make the journey from Evesham to Cornwall, is a tale that will take some beating!

Hard luck Frank — we all hope the "bugs" have been sorted by now. . . . !

NATIONAL RALLY 1975

After a two-year re-build and numerous sorties into the hinterland of Cornwall, my 1938 Flying Squirrel EFJ 3 was ready for the long run to Evesham Meadow. What a start to the day, the sun was shining although a bit chilly and loaded with a haversack containing oil, water, tools and food I set off to catch the ferry to Plymouth. The ten minute crossing was spent in conversation with the crew being the only passenger, and at 0710 the journey started proper. The first stop was some 50 miles, just north of Exeter having made a smashing run on the A38 and seeing very little traffic.

After a snack and a check round the 3 (note Reg. No.) I was off again for the M5. Next stop the Service area just before the Avon bridge. As I came off the motorway I attempted to apply both brakes and discovered that the rear brake arm had become disinterested in the trip and had fallen off somewhere since the last stop. So a bit more pressure had to be applied to the front, with new shoes bedded in nicely by my earlier sorties there was no problem. At the service area I was sat on the grass enjoying the sun and a home made cup of tea, when a white Range Rover with an orange streak on the side pulls alongside. A peaked head pops out and utters these words "What will the Japs think of Next"? Having just taken a mouthful of tea, he got no reply and very nearly had a resuscitation case on his hands. The rest of the journey was uneventful and I arrived at the meadow at 1200 well satisfied with the 3. Congratulations must go to the Midland section for the organization, and to all members, whose machines made it a marvellous and interesting day.

Of course the only part missing on the spares Vans was a rear brake arm, or so it seemed, so a ring spanner and nut was fitted allowing me to operate the brake with my heel.

I left before the awards were made, due to the five-hour return journey so I offer my congratulations to the winners now.

Did I say five hours? The total time for me and 3 to get home was 17 days. The saga of the return journey is almost unbelievable but I assure you it's true. All went well as far as the end of the motorway at Taunton when I thought the steering had gone a bit funny. The motorway was single lane for about a mile and nose to tail traffic moving quite slowly to join the A38. On turning I soon discovered the front tyre was as flat as a pancake so, with both feet down and sparks flying off my boots I wobbled to the verge and stopped.

The A.A. were very good and tried everywhere to get me a tube, as the valve had ripped out, but it being Sunday no dice. So the 3 had to be left at a garage at North Pethererton while I finished the journey by rail. It was two weeks before I could return and after the necessary work and checks I was on my way again. It was not to be my day. On approaching the slip road for Cullumpton I distinctly noticed that I had a flat rear tyre, so once again, sparks and all, I came to an unscheduled stop. This time the damage was repaired on the road, and I was on my way again with toes crossed (fingers are dangerous when mobile) I entered Plymouth with a sigh of relief at about 1900 but I sighed too soon. In the centre of Plymouth the loudest bangs and the biggest flashes were erupting underneath me and frightened the living daylights out of me and numerous quite innocent folk going about their own affairs. My immediate thought was a pool of oil, cranks, cons and pistons laid out in the road behind me, but no, everything was intact. So what the heck was wrong? Careful examination revealed the absence of the magneto cap and the advance ring half out, accounting for explosion in the exhaust pipe instead of the cylinder. Needless to say the walk back to the start of the noise was only to pick up the eight pieces or so of the cap. A nearby garage locked poor old 3 up for me, and once again the wife said "Where is it?" On the 17th day from the rally, having gone to Plymouth with a new cap, I arrived home, 3 and me having covered 360 miles. Tell me, is this a full cycle?

FRANK BAKER.

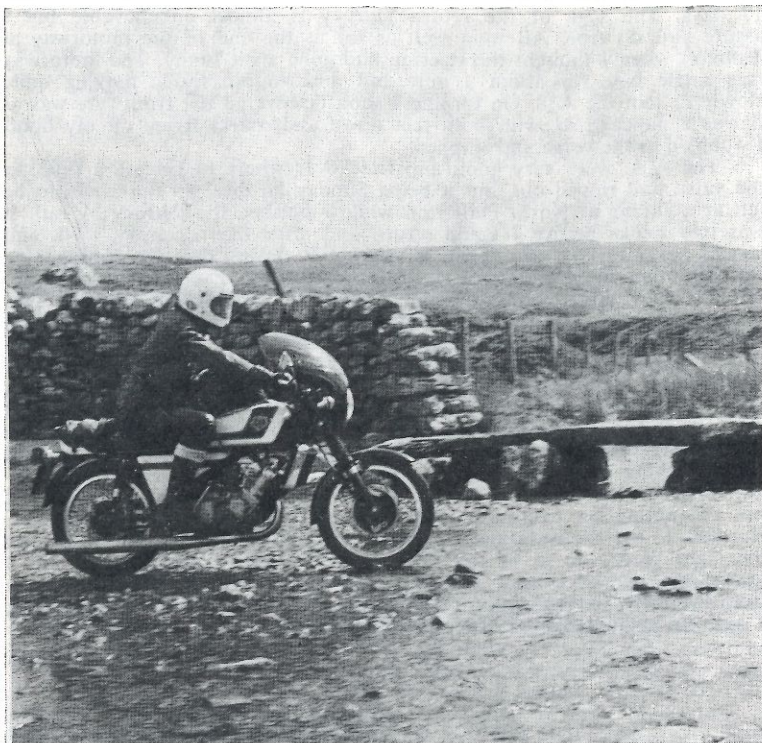
PEMBROKESHIRE VINTAGE CAR CLUB

A vintage car show/concours/driving test will be held on August 22, 1976 at the Pembrokeshire Agricultural County Showground, Wythybush, Haverfordwest, Dyfed.

This event, the first of its kind in West Wales will be a well attended event.

There will be classes for motor-cycles, with trophies to the first three places.

Details can be obtained from John Carter, Hill Park, Saundersfoot, Dyfed. (Tel.: Saundersfoot 812442 (daytime) or in the evening Saundersfoot 813280).



The Burnsall Run 1976: John Hobley on a Silk.

THE COVENTRY/BRIGHTON RUN 1976

Colin Heath (who keen-eyed readers of the Vintage M.C.C. Journal will have noted, sometimes rides under the nom-de-plume of Rob Rawlins) really did clean up at the end of the ride, taking home TWO awards, to the delight of Master Heath Junior.

I had always thought that the R.101 hangers were still in the hands of the Ministry of Defence, but this cannot be, for where else can he store his collection of Scotts? The Coventry/Brighton saw yet another model out for airing—a 1926 3-speed Super combination, that was a delight to see. When you pause to think that Peter Waring's Silver Beauty was its competitor for the Scott Award, you realise the standard of the Heath combination, which not only took the Scott Award, but also that for best combination. Competition for the combination award came from

several machines, including Matchless, (early vintage), a pre-war B.M.W. and Steib, and a beautiful post-vintage A.J.S. complete with launch type side-car, but the little outfit, which looked tiny compared with the other outfits won the day.

Our congratulations to Colin Heath, and his navigator, Master Martin(?) Heath.

(The following week, one of the "comics" gave the name of the Scott Trophy winner as "J. Chance—Scott combination"—and that had me worried for a while! Was that *another* Nom-de-plume—had I made a mistake? Could there be two members, with carefully trimmed beards—had I been dreaming? It was with some relief that I received V.M.C.C. journal, which confirmed that it was not a figment of imagination!!!)

ANOTHER REEVES WRINKLE OVERHAULING THE MAGNETO

When overhauling a magneto, it is often found to have excessive wear in the end plate where the cam ring fits. This will cause unequal opening of the contact points and erratic running.

As new end plates are no longer obtainable for vintage magnetos, some other means must be found to cure it.

The usual method would be to bore out the end plate and re-bush it, however, I didn't have any suitable bronze, and local metal merchants do not supply small quantities.

I did have some steel tubing, so this was bored a light press fit for the cam ring. The outside was made approximately 1/16 in. bigger and the length was made equal to the distance from the bottom of the slot which limits the cam ring travel and the outside edge of the cam ring.

The sleeve was then pressed on to the cam ring and secured with a touch of loctite. Now the end plate had to be bored dead true.

A spigot turned on the lathe to suit the ball race housing in the end plate. This was slipped on and secured with a bolt and washer. The end plate bored a running fit without shake, and the job was done.

No doubt some of the purists will cry "It's not original", but I think a Scott on the road is worth two boxes of bits in the garage.

G. REEVES.

THE 1976 NATIONAL SCOTT RALLY

The date of this has now been fixed for Sunday, 12th September, 1976, at the usual venue, Crown Meadows, Evesham, Worcestershire.

This will be our 19th National Rally, so let us make it one to remember before we come to our "China Anniversary" next year.

Rally will start at 12 noon (though I'm sure that the Midlands Committee members will be able to find you a job or two, should you turn up *before* then) with judging to take place at 2.30 p.m.

P.O. Box 18,
Penola. 5277,
South Australia.
8th March 1976.

THE EDITOR, YOWL

Dear Sir,

As you will be aware from various letters published in recent issues of your journal, I am restoring a 1936 Flying Squirrel which has been in the family for almost 40 years. The frame, wheels, mudguards etc. were stripped, renovated and painted several years ago. The gear-box and clutch had their turn about two years ago and the Magdyno and other minor parts were attended to last year.

I have now just assembled the engine and in doing so I acquired a "wrinkle" which I think may be worth passing on. The reason for the bike going out of use about fifteen years ago was inability to start it and when it was dismantled about three years ago it was found that one of the crankshaft seals had seized and become red-hot, probably due to the failure of the oil supply on that side. In those days the bike was not much used and could be idle for periods of five or six months or more which would account for the oil pump ceasing to function.

Fortunately I still had the mainbearing cups and seals which I had taken out of the engine just after the war, one set of which was in quite good order. As luck would have it, it was the one I needed so I swapped it for the burned-out one.

It was when I went to assemble the cranks that I found difficulty in getting the mainbearing rollers into the cups. I have forgotten how I did it years ago, but this time I used a device which is very simple and very, very effective.

I think everyone knows the wrinkle of using a strip of tin and a pair of pliers to compress piston rings to the size of the bore; well I used the same idea to get the rollers into a circle in the grease, only I used a strip of stiff brown paper. By pinching the ends of the paper strip between finger and thumb I quickly and neatly seated all the rollers on the inner race and by using the other finger and thumb I lifted the paper ring vertically upwards off the rollers without disturbing them. Due to adjusting the end float and centring the sprockets I had both cranks in and out half a dozen times and the slight problem of lining up the keyways was the only trouble experienced.

The rollers are set in the gap between the crank and the keeper ring with grease in the ordinary way and then the strip of paper, about ¼ in. wide, (mine was cut from a large official envelope) is placed around the outside of the rollers. The paper must be long enough to provide a grip for the left hand while the thumb and finger pinch the rollers into position and then the thumb and finger of the right hand grips the paper directly opposite, the ring of paper is lifted off still under compression and the rollers are in place. This routine only takes a few seconds and was done immediately prior to inserting the cranks each time they had been removed for checking and adjusting the end-float shims, etc.

This was the last major job and the engine is now completely assembled and ready to be fitted into the frame—when I get time, which could be any time between now and Christmas.

Yours sincerely,

A. G. Murrell

THE BURNSALL RUN 1976

Although several "regulars" were absent from this year's run (for reasons as yet unknown) the gathering of twenty-one riders all appeared to enjoy a most pleasant day's Scotting on and around Malham Moor. We were all surprised to find that the previous day's heavy rain had failed to make the course too tough as in previous years. Most people tackled the green lane section and consequently earned themselves bonus points towards their score for ages of bike and rider; distance, sidecar and passenger.

Once again the winners won their trophies due to the long distances they travelled to the Rally.

The Premier Award went to Jem Wilcox from Brixworth, Northampton, who put in about 350 miles that day on his 1948 Scott — congratulations to a most pleasant and spirited participant.

Runner-up was Don Mather from Matlock, Derbyshire, who clocked up around 230 miles.

We now look forward to our Northern Rally — let's hope that we have fine weather and a good turn out.

Bill Peake.



The Burnsall Run 1976: Jem Wilcox the winner, Shirley Cummings, Paul Bentley and Dr. Steavenson in background.

CYLINDER HEAD CORROSION

This is caused by electrolytic or galvanic action between two different metals in bimetallic contact.

In effect, the alloy cylinder head and the steel cylinder bolts act as a battery, the presence of water aids this. It is actually a question of the voltage generated that controls the amount and rate of corrosion. Different materials act in different ways. In some cases one of the materials will corrode away completely whilst the other remains unmarked, whilst in others, both will corrode at the same rate more or less, and so on.

We went to a great deal of trouble and expense to have some stainless steel studs made, this cuts out the corrosion on the studs completely but unfortunately only reduces the high corrosion rate slightly on the alloy head.

The answer—Cadmium plate the studs. This cuts out 98% of all the corrosion, so will all who have bought studs, please RETURN THEM, SO WE CAN FINISH THE JOB OFF. All the studs in stock are being plated and we hope that this will not affect the price much. We should be able to sell a complete set of 16 plated stainless studs, 15 large and the special small hexagon nut, plus all the stainless washers for about £10.00 a set.

You couldn't get them made out of ordinary steel at that price. To make a 100% job of it, you have to:—

1. Use our special studs.
2. Open out the holes in the cylinder head very slightly.
3. Paint the holes with anti-corrosion paint or treatment.
4. Use an inhibitor in the water. (Bars Leak is just the job, and stops corrosion and leaks in the radiator.

Your cylinder head will now last forever!

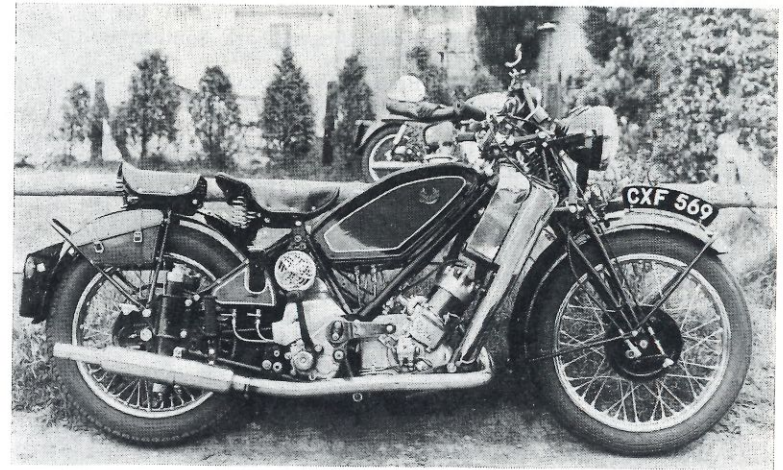
Potty

CLUBMAN SPECIAL ON DISPLAY AT THE FIRST WELSH MOTOR CYCLE SHOW AT CARDIFF

I have just finished restoring this machine which was purchased from Newport Gwent just fifteen years ago in quite a sorry state of affairs. Painted red, black and silver it had no mudguards and was covered with a good portion of rust. It had a Flyer petrol tank and a Standard engine.

Five years later I heard of a chap in Caerleon who owned a Scott, so I went along to meet him and have a look at his bike, which turned out to be a 1935 Flyer. Looking around as I always do, I could see the back end of a Scott petrol tank under a load of junk, so I asked him what the tank was, he remarked that it was on this bike, he said that he did not like it because it was too wide. He asked me to pull it out to take a look, so I did and yes, it was a Clubman tank, so I asked him if he would let me buy it, he said I could have it as it was of no use to him.

Just over a year ago, I decided to have a go at this machine. I had a pair of mudguards from a 1948 Scott, made all the stays, tool boxes, oil tank for the chain, converted an oil pump for the left hand drives, drilled for cylinder wall oiling and made up all the oil pipes which on the



The '39 Clubman Special that was the star of the Welsh Motor Cycle Show.

Clubman is like a plumber's nightmare.

The bike is now on the road. I have doubts on the handling with the master rear springing but it is very good.

We have good Scotting country in Wales, you would soon find out if your frame is made from Bamboo or not.

No doubt, a number of Scott members wonder whether there are still any Scott's in this neck of the woods, well yes there are.

Bob Hill of Cardiff has just put his 1927 Two-Speeder on the road and will soon be getting on with his 1929 Flyer, (which I sold to him nine years ago and I would now like to see it on the road again.—Hint, Hint!).

Pat Cravos of Cardiff has his 1929 Sprint Special performing very well.

Denis Priddy of Bridgend is restoring a 1919 Scott.

Dave Morris of Barry is starting restoration on his 1950 Flyer.

Roger Sheppard of Dinas Powis has three-parts finished his 1929 Flyer.

Malcolm Griffiths of Roget, near Chepstow, with his very nicely restored 1926 Swo-Speeder, and I will be starting very shortly on a 1922 Two-Speed Squirrel.

There are about ten other Scott's in various places laying idle which we cannot do much about. Around these parts are keen chaps waiting to restore and ride these bikes but the difficulty lies in trying to get the owners to part with them.

Graham Gardiner,
Barry, South Wales.

LIST OF NEW MEMBERS, CHANGED ADDRESSES etc.

BLACKMORE, M. J. 63 Oak Tree Road, Bitterne Park, Southampton.
BOTTOMLEY, R. 32 Alpha Road, Chepstow.
BUCKMASTER, C. J. Ryece Hall, Brettenham, Ipswich.
CHRISTIAN, G. D. 9 Vale Road, Battle, Sussex TN33 0HE.
COLLINS, P. M. Iver House, Firs Road, Kenley, Surrey.
CORBISHLEY, A. Daleview, Hollybrook Rd., Shirley, Southampton, Hants.
CARVER, J. 148 Longwood Road, Aldridge, Walsall.
EARNSHAW, N. C. 47 Guildford Road, Surrey Hills,
Victoria, Australia 3127.
HAYES, J. R. 1 Mount Street, Mountfields, Shrewsbury, Salop.
GAVIN, D. H. 33 Rother Road, Farnborough, Hants.
MAIN, D. E. S. c/o Post Office, Cranbrook, W. Australia 6321.
MARTY, E. 46 Braemar Avenue, Filton Park, Bristol BS7 0TE.
NORTHCLIFFE, D. C. Green Lea, New Lane Hill, Reading.
PHILPOTT, R. 104 The Stiles Road, Clontarf, Dublin.
RACKHAM, O. 14 Palatine Square, Burnley, Lancs.
SHAW, D. 12 Highfield Road, Darwen, Lancs.
STEVENS, J. W. D. 58 Station Road, Great Coates, Grimsby,
S. Humberside DN37 9NN.
STUART-WHITE, J. R. Red Roofs, Sandhills, Thorner, Leeds.
TURNER, H. T. Lavender Blue Cafe, Leicester Road,
Husbands Bosworth, Leics.
VEITCH, W. 227 Highgate, Dunedin, New Zealand.
YOUNG I. MCHARDY, Briards, Frilford Road, Marcham,
Abingdon, Oxon OX13 6NR.
GAGER, R. F. 20 Alfred Road, Greendale, Salisbury, Rhodesia.
MORSE, A. A. 4, Westwood Road, Rugby.
PAGE, G. H. 114 Highfields St. Coalville, Leics.
PREEDY, D. S. 34 Highfield Drive, Ickenham, Middx.
TAYLOR, E. J. Please add P.O. Box 121.
WALTER, R. F. 11 Bell Pde., Lower Bluff, St. Leonards, Victoria,
Australia 3223.
WESS, T. D. The Old School House, Burton-in-Wirral, Cheshire.
Resigned — LOVEDER, D. J. 50 Mallard Close, Chipping Sodbury,
Bristol.
BASON, D. A. 30 Booth Lane South, Weston Fabell, Northampton.
CLENAGHAN, J. J. 2 Stuart Road, Highcliffe, Dorset.
LAMBKIN, M. 2 Dale End, Lothersdale, Yorks.
LYLES, H. 124 Main Street, Cononley, West Yorks.
MAIDMENT, P. Colston's School, Stapleton, Bristol.
MARUYAMA, H. Imaichi — Cho, Moriyame City, Shiga-Pref 524, Japan.
THOMADSEN, V. Autoforhandler, Fasanvej 2, 8200 Rancleus, Denmark.



NOSTALGIA NICK

Jeff Clew's book is stirring memories around the world, and a Mr. Froggatt now 81 years old, supplies this photograph taken in 1915 of three Scott-mounted Don R's.

L to R they are:— Mr. Tempest (solicitor), Mr. Anderson (woollen merchant) and Mr. Froggatt himself.

Mr. Watson, another Scott enthusiast (who owned Lister Mills, of Addingham near Ilkley) was away at the time this photograph was taken. Mr. Froggatt also appears on page 78 of Jeff Clew's book as the Corporal driver of the gun-car.

(This photograph should also settle the point about the time that the old "roller" forks were discontinued!).

PAGEANT OF MOTORING 1976

Three Scotts were seen at Penshurst Place on Sunday 9th May, the first being the 1948 Squirrel ridden in the pageant by N. Westacott, the second a magnificent 1961 Birmingham model owned by W. Healing, and last but certainly not least, the 1939 Clubman model of Ray Bayliss.

Charlie Abbishaw of Leeds should note that he has been well and truly let down by Noel Westacott, and there will be no calls of "Snap" this year, for Noel has actually CLEANED his Scott since last year.

HORSHAM LIONS VINTAGE TRANSPORT RALLY Bank Holiday Monday, August 30th.

The Horsham Lions Club will again be organising a Rally on behalf of Charities, including Spina Bifida and other handicapped children.

The Rally will be held in Horsham Park, and will include many classes of vehicles, including military vehicles, steam transport, pre-1920 bicycles, steam transport etc.

There will also be brass and pipe bands, free-fall parachutists and numerous sideshows.

Details from Nicholas Symes, Greenfields, Lyons Road, Slinfold, Horsham, Sussex RH13 7RY.

NEW ZEALAND SECTION NEWS

Keith Cutten brought out his special competition car he designed in 1948/50, winning a cup for fastest climb in a North Shore event, and coming second (one second behind) in another event.

Should there be any members interested in competition cars, Keith would be pleased to correspond—his address is 83, Arran Road, Brown's Bay, Auckland, N.Z.

THE KENT SECTION

Owing to various factors, Mick Chappenden has asked us to delete the Kent Section from the magazine—unless there is someone else in that county who could take on the task and really get it off the ground?

FOR SALE AND WANTED

(A free service to members)

DESPERATELY WANTED: For 1929 'Flyer': Webb wheels complete with brakes, saddle, handlebars, levers, tank caps. Will collect during my holiday. Please write to Franz Huebner, 8, Muenchen 21, Eisenheim-erstr. 18, W. Germany.

FOR SALE: 1934 and 1930 — most parts. John Ward, 67 Tiddington Rd., Stratford on Avon, Warwicks.

EXCHANGE & WANTED: Short stroke block & pistons (plus 60, 498cc) short stroke cranks. Webb front wheel or brake plate and hub. Straight crank kick start pedal. Rear stand clip. Short stroke rods, 1 in. straight pull twist grip. Offered in exchange for above DPY crank case, 1 pair new 1/s cranks, clutch quick thread, outrigger and race, also one with speedo drive. Final drive sprockets 19t, 18t, 22t and 23t. Set close gears. Webb for spring. New carb body, jet block and float chamber. Wide gears, gear box shell and end cover f/change. Velo girders, (converted to Scott) pistons, saddle, 34 tank, front wheel, etc., etc. Parts for exchange only). Jim Best, 3, India Road, Slough, Berks.

FOR SALE: Narrow cranks and rods, cast iron pistons, new piston rings, (aluminium piston type) early cylinder block, two speeder wide bearing crankcase, drip feed. 3 Vols. Rankin & Kennedy 'Book of the Motor Car.' M. Chappenden, Northdene, Clearway Estate, Addington, West Malling, Kent.

EXCHANGE: Vintage 1921 rusty frame with log book, two speed parts inc. new starting ratchets, new fork bushes and handlebars. Veteran oil pump, front hub and X.L. All saddle parts, transfers.
WANTED: veteran c/case, Scott carburettor and roller forks to complete 1914 exW.D. outfit. Cash Adjustment. A. Boonan, 37 Ruskington Drive, Wigston, Leicester LE8 1LB. Tel. (0533) 886782.

FOR SALE: Anno Domini reluctantly enforces sale of Silk Special 632cc. Perfect mechanical condition, checked and overhauled at works. Beautiful appearance, purple tank and panels, new tyres, Avon Speedmaster 300x19 and Dunlop Roadmaster TT100 4Lox18. A. Graighead, 44, Osborne Road, Little Heath, Potters Bar, Herts.

WANTED: To complete close ratio 3-speed box, 20 tooth high gear wheel (threaded end for clutch). Have odd wide ratio parts for exchange or or will buy. Bill Veitch, 227 Highgate, Dunedin, N. Zealand.

WANTED: To complete Scott owned by new member—for 1930 Flyer de luxe, pilgrim pump, back wheel or brake drum (Enfield type), rear stand and kick start. A. R. Garner, 4, Pipit Street, Eispark, Elsbury, Transvaal, South Africa.

Sussex:
(Contact Editor).
New Zealand Section:
L. HEATH, 2 Tiroroa, The Avenue, Levin, N.Z.
Australia (N.S.W.):
L. TUTT, 54 Short Street, Oyster Bay, N.S.W. 2225. Australia.
U.S.A. Membership:
R. EVANS, 105-12, Linden Tree Lane, Webster, New York 14580.
Southern Africa:
N. SMITH, 140 Fern Road, Hatfield, Salisbury, Rhodesia.

CLUB FIXTURES

Midland Section—first Wednesday of each month, 7.30 p.m. at the Hop Pole Inn, Bromsgrove.
London Section—last Saturday of each month, 7.30 p.m., at the Red Lion, Whitehall.
Tees Tyne Section—last Tuesday of each month, 8.00 p.m., at Three Tuns, Sadberge, Darlington.
Humberside Section—third Friday of each month, 7.30 p.m., at King William IV, Cottingham.
Sussex Members—join in joint V.M.C.C. Meetings—fourth Tuesday each month, 7.30 p.m., The Limeburners, Billinghamurst.

THE SHEFFIELD SCOTT CLUB

meet every Wednesday at 9 p.m. at the Red Lion Hotel, Charles Street.

SOURCES OF SUPPLY

Scott Motor Cycle Co., 558 Bromford Lane, Stechford, Birmingham.
Silk Engineering (Derby) Ltd., Darley Abbey Mill, Derby.
Sam Pearce Motorcycles, St. Mary's Street, Bridgnorth.
Ken Lack, 5 Norton Lees Square, Sheffield 8.
K. Swallow & Sons, 21 Station Lane, Golcar, Huddersfield.
(Please enclose s.a.e. for reply.)

CLUB BADGES AND REGALIA

The Badge Secretary supplies machine badges £1.85; Club transfers 10p; Scott scrolls 10p pr; Label badge 50p; Club ties (blue or green) £1.15. Postage inclusive in UK. Overseas 5p extra.

YOWL BINDERS

Binders to take five years' issue—price £1.25 (inc. postage) can be obtained from D. WRIGHT, 9 Elm Close, Long Bennington, Newark, Notts (Overseas postage extra).

THE HISTORY OF THE SCOTT

The Yowling Two-stroke by Jeff Clew, published by Messrs G. T. Foulis £4.25 from book sellers, or from J. M. Haynes & Co. Ltd., Sparkford, Yeovil, Somerset BA22 7JJ (Postage extra).