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THE JOURNAL OF THE  
SCOTT OWNERS' CLUB



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(continued on back page)

### COMMENT

The first holiday of the year has now passed, but instead of Scotts yowling far and wide after the winter overhaul, I suppose many were snow-bound during the coldest Easter for years.

Again in this issue we give a further list of events to which all Scott Owners will be welcomed with open arms, so I hope that all will find at least one event which caters for their needs, and so keep Scotts yowling along.

Being snow-bound over the holidays probably saved the pocket, so that is one blessing. Unfortunately, it is a situation that we can at once change, for at this time of the year, the Treasurer is after your hard earned cash, so may I ask of those who failed to comply with our plea in the last issue, get your subscription off as soon as possible.

If I am giving the impression that we are more concerned with your cash than other matters, I do apologise, but unfortunately at this time of the year, I regret to say, it is true—it is your cash we're after!

The sooner that it is all safely gathered in, the sooner we can really plan and allocate the expenditure for the rest of the year.

*IF* you've any left over—then you might bear in mind the Scott Spares Scheme—it might help to reserve the part you require.

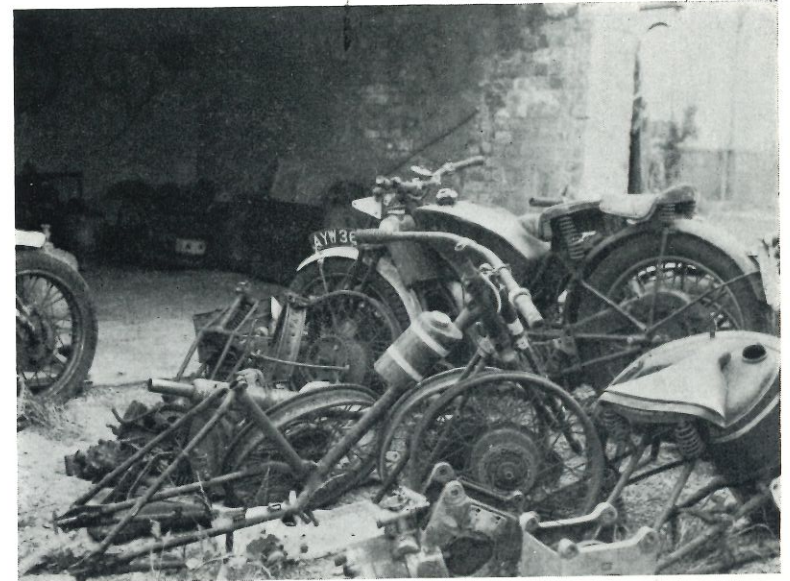
### THE DELIGHTS OF DISCOVERING A GENUINE T.T. SCOTT MOTOR-CYCLE

On that curvy piece of road going north out of Barnet through the common there is a small but very cosy pub called the Two Brewers, just prior to what used to be the dark stretch before hitting Potters Bar.

It was here, on every third Thursday in the month that the 'Vintage Sports Car Club' held, and probably still hold meetings where souls with like passions could meet, chat and drink.

Do you remember those pleasant uncomplicated days, so far off now when one judged to the nearest half pint how much alcohol it was prudent to consume, without having that nagging doubt at the back of our minds all evening that the limit for all men had been crossed, and that one was now a potential half milligramme criminal.

The days when a tyre, to the impecunious like myself, was judged by the sidewall condition rather than the tread. If it had tread as well, then this was indeed an added bonus. The safety neurosis which at present grips the nation, was then still over the other side of the Atlantic, and my pudgen basin was worn naturally and without a lot of thought. I considered it a naturally complement to my daily, and most enjoyable transport of those days, a 1928 Three-Speed Super ex Eric Cliffe with gas lights, beaded edge tyres, original mudguards, and a quite nicely executed now positive stop foot change, which required a modicum of feel to prevent peak revs being achieved in a neutral either side of second when missed. You have experienced, no doubt, that most embarrassing moment when



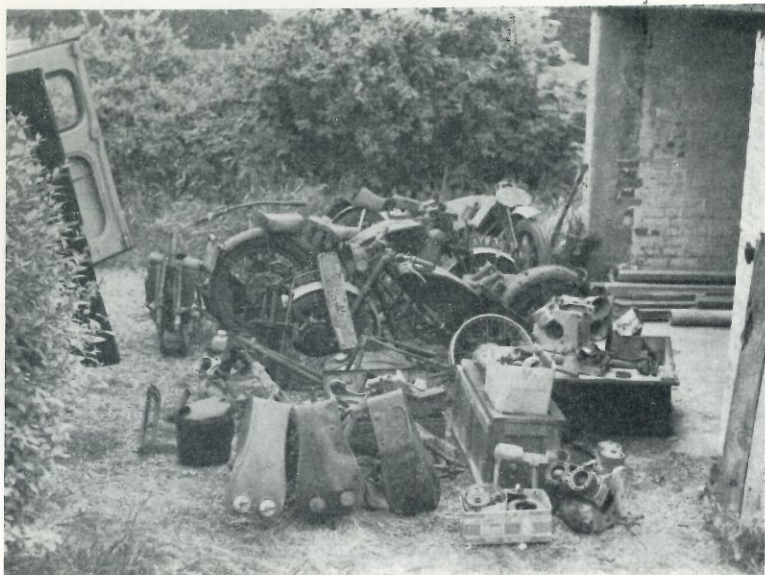
Like an exclusively Scott Auto-jumble. Note the Paramount block, two speeder footboard, and below the brace of G.P. engines in the foreground, and the Howitt machine beyond the 3-speed Super and 2-speeder frames.

overtaking a car in first, and attempt to change into second only to be greeted by the shriek of an extremely willing engine, and the look of smug contempt from the car driver whose end of the seesaw was now going forward.

Although not particularly outstanding, the specific meeting which concerns us was the usual comfortable natter with other chaps with the right sort of interests, lubricated liberally with the excellent draught Guinness served there and with the tingle of keen anticipation born of the knowledge of the evening rounded perfectly off by an exhilarating ride home, this time with the slope of the Barnet By-Pass assisting down to Apex corner, and the enjoyment reaching almost orgasmic proportions (didn't half get carried away didn't I?).

I remember losing the bottom half of my acetylene generator down that stretch, whilst at speed, and returning to find it flattened and useless, and another time of unknowingly causing a miscarriage in a pregnant WAAF down the same stretch, oh! happy days, but I deviate.

As usual at the Two Brewers interest was caused by the presence of my Super, and the usual questions were answered and usual remarks borne, although in those days early machines and cars had not become 'collectors items' so the most painful one of all 'how much is it worth?' was not yet asked.



I didn't pay much attention apart from an inward knowing smile when a Frazer-Nash owner said 'I know where there is a T.T. one of those, yes genuine T.T., 1929 I think'.

Although almost certain it would be a wild goose chase, I took down the name and address of the owner, and partly because I thought it would bear no fruit, and partly because if it did I thought he deserved it more than I, I told Geoff Lee, a chap you have no doubt heard about from your fathers.

We went down to Brentwood, Essex together to see what at best we thought would be a 1928 Flyer, but surprise and delight it was genuine, the machine ridden by Philip Vare in the 1929 T.T. and very little mucked about too.

One or two small changes from original were apparent, such as the addition of a pancake dynamo and a wheel rim change, but basically it was a beautiful machine with original crazed paintwork, and a waterproof Bonniksen Speedometer head. How did I know it was waterproof you say, because it was half full of water I say, with a rust mark half way up the face.

If Geoff and I had known what a painful process it was to be to prise that machine out of the owners hands, I don't suppose it would have made any difference whatsoever, but painful it was, and after a couple of years of long boring visits it belonged to an almost unbelieving Geoff.

The owner had changed his mind several times during negotiations,

so when after finally agreeing to the sale he suggested that we wouldn't get it into the 12-seat bus we had hired for the purpose, it was up and in, assisted by that superhuman strength one finds in life and death cases such as these. I won't attempt a technical description of this machine, which should come from Geoff (do you hear G.L.?) but will pass on now to the discovery and acquisition of my own I.O.M. machine, together with another acquired by a friend, both a couple of years later.

It was that nicest of Scott fellows, Bob Rawlings, told me of a hoard of dismantled Scotts down on the south coast, which were being disposed of by a Scott enthusiast's widow.

When we arrived there shortly afterwards (and I mean shortly) we found that a lot of these dismantled Scotts had gone to the scrap man mixed up with the majority of twenty dismantled Jowett Javelins and Jupiters (yes you have guessed, he was an 'enthusiast' for these also). How much went we will never know although judging by the remains there must have been six or seven complete machines to start with.

As the photographs show it was an almost pathetic collection of bits, and sufficient compatible parts to make even one machine were not apparent. Frames of an early Two-Speed machine with the narrow forks and the tubular Ward Kneegrip/tool box still in position and of a Three-Speed-Super with a powdery white undertray were there together with an ordinary looking mid-thirties Flyer, which turned out to be an ordinary looking mid-thirties Flyer, and two other machines.

The first of these appeared to be an early duplex framed Flyer of around 1927, but on closer inspection turned out to have many differences to the production machines including left hand radiator fuel and oil filler caps, the last being on a separate tank under the saddle. This machine was borne away in glee along with his share of the odd parts by Keith Brettell, who, like Geoff Lee will no doubt be pleased to give you a proper technical description of the machine, which turned out to be the one used by Noel Mavrogordato in the 1926 Amateur T.T.

During later discussions with Mr. Mavrogordato, Keith was told that a wall impeded the progress of this machine during the race, and sure enough, when having the frame checked for alignment, it was found to be all awry.

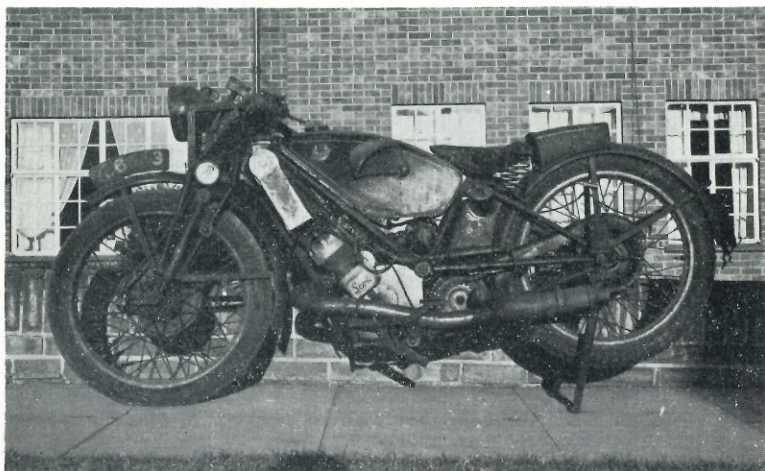
The second machine, and the one to which I am building up was merely a frame, petrol tank, forks, wheels, radiator and undertray, and looked all forlorn. Like the machine mentioned earlier, it too appeared at first sight to be a mid-thirties Flyer, but although the date of this first impression turned out to be correct, it certainly was not ordinary.

Again I noticed that the radiator and fuel tank filler caps were on the pit side, although there was no oil tank evident, either on the machine or scattered around.

The radiator filler was similar to those fitted to some Norton oil tanks, with a vertical blade running across the top, and made largely of ferrous metal.

In no way, I thought, could this be original, as it didn't match the fuel filler cap which was all alloy, and anyway who would use a ferrous cap for retaining water?

The petrol tank was of roughly the normal Flyer shape, but with a bulge on the top. The fuel filler as I have said was of alloy with a cast curved slot running across the top, and a locking bar, which after being unlocked went on to lift the hinged cap from the tank filler neck. I have seen this type of cap on mid-thirties sports cars such as Riley Nines, but then they were of brass and not as large.



A couple of beauties. Above the Vare machine and left that raced by "Manvro".

It still hadn't clicked what the machine might be, as Scotts had withdrawn from racing by the date which this machine seemed to be, so we continued sorting through the bits trying to sift the Scott from the Jowett as it were.

During this preliminary sorting something happened which became most relevant later on in the day. I was going through a particular pile of bits, which had been 'stored' in the garden, and which were heavily biased towards Jowett, almost presupposing that every piece was from this make, when I pulled out an alloy casting which appeared to be a cover from some casing or other, but had running in it two square section bars, both protruding from one end, and each with a smaller roller on the extremity.

Geoff and I puzzled over it for a short while, for although we had decided that it definitely wasn't Scott, we couldn't see where on a Jowett Javelin it could be used either.

As time was short I threw it onto the junk pile and we carried on. The next major item which came in for our inspection was a crankcase, the usual Flyer crankcase but with unusually shaped large holes in the sides for crank insertion, and there were the cranks alongside unmistakably Scott cranks, but much beefier than normal, and with parallel shafts where they went into the flywheel. Of course, it dawned at last, one of the infamous Grand Prix Scotts, but surely the few of these that were sold in the 1934 season would have had a normal two compartment Petrol/Oil tank and the radiator filler on the right hand side? Interesting. Was not the equally infamous four speed gearbox optional on this model, the 1934 T.T. Replica so called, as it was on other models in the 1934 Scott range. Next question, where was the four speed gearbox which surely would have been specified on a racing machine.

There was no sign of any other type of gearbox in the pile of bits other than the standard Scott Three-speed model ("Admittedly the finest on the market" according to some books of the Scott), and none of these seemed particularly to belong to what was now referred to as the G.P. Scott.

Our big snag was that none of us had ever seen a four speed gearbox but Geoff and I were certain in our Scott tainted minds, that we would know it when (if?) we saw it.

As you can well imagine we turned the garage, shed, and piles of rusting parts in the garden upside down, as we did also to the many rooms in the large house which had been used by the now deceased enthusiast in the pursuit of his many hobbies. His widow was very helpful, but understandably did not know what a Scott four speed gearbox looked like either, and in the end we could think of nowhere else to look. Nowhere that is except one last corner cupboard sealed behind a chaise longue upon which were piled hundreds of books.

There was not a lot of will in moving sufficient books to slide out slightly the chaise longue, as we thought we had been beaten. But to complete the search we did it and I got my left hand and arm through the small gap in the door we had managed to achieve, I groped around in the inky blackness beyond and pulled out, no not a plum, but half a Scott crankcase.

I don't know whether you have ever heard of them, but evidently to overcome some casting problem, Alfred Scott had, around the time of the Great War, had some crankcases cast in two halves, split vertically down the centre line, with lugs around the joint for bolting together. It was one of these, and after a little more groping, the other half came to light. This crankcase incidentally went to Stan Greenaway to help with the restoration of his early machine.

This was the spur, and balancing deliberately on the chaise longue I thrust my arm in as far as it would go and pulled forth at last the major part of a four speed gearbox.

Geoff and I knew it at once and together performed a little jig (unlike having to be dragged onto the dance floor by our respective wives, do you know I got up to dance for the first time the other evening and found they were playing the National Anthem).

Back to the gearbox, the only major part obviously missing was a top cover which from the appearance of the main casing would have a couple of square section bars in it for gear selection . . . A panic stricken rush to the junk pile, a little determined burrowing and — yes it fitted as though made for it, which it was.

Also found in the chaise longue defended cupboard was the bevel driven magneto and drive housing, but no sign could be found of the Swashplate oil pump which, we felt sure formed part of a G.P. Scott specification.

We packed all the Scott parts into our two vans and started for home, where everything was unpacked and stowed into a spare lock up garage of Keith's which it almost filled. As soon as we were able we divided the parts roughly down the centre having paid the owners widow an equal amount each. I took everything which could remotely have come from the G.P., and Keith took all the parts which could have been connected with his Mavrogordato machine. The other parts we divided to our mutual satisfaction, and Geoff was given a brand new duplex frame still in factory wrappings, and a brand new undertray, of which there were several, for being a good boy, and helping with the project.

We contacted the Jowett owners club regarding the mountain of Jowett spares, but didn't follow it up to ensure they were collected.

I now owned a semi dismantled, partially complete Scott AYW 36, and was fairly sure that it was no ordinary Grand Prix Scott.

The widow of the previous owner had produced an extremely thick wad of registration books covering the Jowett Javelins, but nowhere could she find one to cover my G.P. This being so I wrote directly to the supposed registration authority asking for a new log-book as the existing one had been lost, or so I innocently believed.

It went quiet for some while, but eventually I received an unexpected phone call at work one day from a most apologetic coloured gentleman stating that he expected I was wondering why there was such a delay in sending me a new log-book.

I hadn't actually, for tending towards the cynical I believed that in general government departments were not noted for their speed.

Anyway he went on to say that the reason for the delay was that the log-book had not been lost, but was still in the hands of the owner of the machine. Oh horrors. I had never considered that the machine might not have belonged to the deceased enthusiast but that he could have, as he indeed had, borrowed it.

The coloured gentleman went on to tell me of the procedure in a case such as this, which was to demand the log-book from the presumably legal owner, and if he refused to come across as it were, to issue a new one to me. All very high handed I thought, even though the machine had been loaned 17 years previously. I contacted the true owner who was understandably quite put out by receiving a letter from the authorities actually demanding that he handed over his log-book to me. However, after a chat he very sportingly agreed to give me the original log-book as he didn't really want the machine any more, and it was merely the letter from the registration office which had annoyed him.

The log-book he gave me had the usual list of owners beginning with one Alan Lombard Howitt on the 24th of August, 1934 which meant nothing to me, followed by a Mr. Norman Roffey which rang no bells too. On consulting my much thumbed reference works however, there he was as large as life in the list of starters, but according to the motorcycle press of that time he didn't do too well, seizing the engine in the 1934 Grand Prix before one lap was completed and melting a piston in the 1935.

Mr. Roffey told me that he had used the machine at Brooklands and Donnington after purchasing it from Mr. Howitt, but I can find no trace of its' ever appearing.

Although it is most interesting researching an early racing machine such as this, and attempting very slowly and carefully (95% looking and thinking and 5% doing) to put the machine back to as nearly possible original, nothing compares with the actual discovery and realisation that this is not just another Scott. I suggest you try it sometime, I can recommend it.

## RALLY OF HISTORIC VEHICLES

### Cotswold Wild Life Park Rally — A day out for all the family

On Sunday July 6th 1975 the South Midlands Branch of the HCVC is holding its third rally of historic vehicles at the Cotswold Wild Life Park, Bradwell Grove, Burford Oxon beginning 12.00 a.m.

The rally and static display will be open to all types of historic vehicles including cars, motor-cycles, fire engines, buses, commercial vehicles and agricultural machinery.

Besides its beautiful landscape gardens, the Wild Life Park has many attractions such as varieties of birds, fish, reptiles and animals, including flamingoes, a tropical aquarium, crocodiles and rhinos. In addition there is a picnic area, pets corner, cafeteria and adventure playground and free car park.

Owners who bring their vehicles for display will, together with their families be admitted to the Wild Life Park free of charge, for members of the public the normal admission charges will apply with no extra charge for admission to the rally field.

A Concours d'Elegance with trophies will be held and commemorative plaques will be presented.

I would be grateful if you will publicise the event via the medium of your club magazine/newsletter and invite vehicle entries of all types.

Entries must be in a fortnight before the event but it would be appreciated if these could be in as soon as possible, entry forms and further details can be obtained from D. J. Belcher at the above address.

May I thank you in advance for your help. We hope that we can make the event a great success and a thoroughly enjoyable day out for the whole family.

Hon. Secretary,  
South Midlands Branch HCVC  
34 Evans Road, Eynsham, Oxon.

### THE TRIUMPH MAYFLOWER CLUB

Hold their first Rally at Doddington House, Chipping Sodbury, nr. Bristol (By kind permission of Maj. S. F. B. Codrington) on Sunday, 1st June. Gates open 10.30 a.m.

(Doddington House has one of the finest Carriage Museums in the world. Adventureland, children's farm and narrow guage for the children. National Collection of the British Model Soldier Society (over 14,000 figures) with dioramas and displays covering centuries of history of the British soldier).

### COMING EVENTS

**NATIONAL RALLY (A.C.U.)** Final control this year will be at Skegness. Total mileage is 600. Date: 12/13th July, 1975. Details from A.C.U., 31 Belgrave Square, London.

**WINDMILL RALLY:** Date is 13th to 15th June. This year's event will be held in Germany. Details from Motor Sport Club E. V. (A.D.A.C.) 2358 Keltenkirchen. Postfach 88. Germany. (Keltenkirchen is just north of Hamburg on route E3 Hamburg/Kiel road.)

**SALISBURY HALL RUN (St. Albans) Sunday, 18th May.** Veteran, vintage and post-vintage mystery road run, including Concours d'Elegance, aircraft museum and ancestral home. S.A.E. for entry form to Vernon Phillips, 14, Oakroyd Avenue, Potters Bar, Herts. (75p or £1 on the day.)

**AUTOJUMBLE/ROAD RUN, West Sussex V.M.C.C.** Chantry Farm, Westbourn 2 miles north of Emsworth, Hants. Start 10.00 hrs. S.A.E. to Don Broughton, 2 Harold Road, Westbourn, Emsworth, Hants.

**BANBURY RUN, Sunday, 15th June 1975.**  
**SCOTTISH TRANSPORT EXTRAVAGANZA.** Glamis Castle, by Forfar. 18th, 19th, 20th July 1975.

100 mile regularity run, stopping at places of interest. Raffle: a 1929 Baker motorcycle, in concours condition with M.O.T., Road Fund Tax and insurance.

S.A.E. to Jock Farquarson, Farmerton, Fern, Forfar.

**VETERAN MOTOREN CLUB (Holland).**

All Scott owners are invited to take part in the Dutch V.M.C. events:—

Nieuwe Niedorp (North of Amsterdam)	8.6.75
Goor (near Enshede)	22.6.75
Medemblik (north of Amsterdam)	6.7.75
Heimbach (nr. Aachen, Germany)	27.7.75
Esbeck (south of Tilburg)	10.8.75
Hoogeveen (south west of Leeuwarden)	23.8.75
Gorredijk (south of Leeuwarden)	13.9.75
Boijl	14.9.75
Dieren (east of Arnhem)	20.9.75
Henglo (G) (east of Arnhem)	21.9.75

Details from Paul Button, Zandlaan 18, Hillegom, The Netherlands.

**FLEET & DISTRICT CARNIVAL ASSOCIATION** invite Scott Owners to two events this year:—

**FLEET CARNIVAL RALLY** — 22nd June, 1975.

**YESTERYEAR SHOW**, Rushmoor Arena, Aldershot, 20th July. Details from R. G. Woods, 11 Eagle Close, Kempshott, Basingstoke, Hants.

**THE CUMBRIA RUN** for all historic vehicles.

All Scott Owners are invited to the Cumbria Run from Penrith to Silloth on Solway with final concours on Silloth Airfield on Sunday, 25th May 1975.

Static Display on Monday, 26th May, 1975.  
(There are camping facilities on the Airfield itself.)

**METRO '75'**, Roundhay Park, Leeds. Saturday and Sunday, 21st June and 22nd June, 1975.

There are a host of attractions that should interest the family — Ken Dodd & Diddymen competition, Terry Hall with "Lenny the Lion", Henry Cooper, Army helicopter display, Grass track motorcycle racing, Motorcycle "Mad Men" display team (attempt world record for "tunnel of fire") Blue Eagle free fall sky-divers — R.A.F. Flying display. Red Baron World War I aircraft flying display etc., etc. All vehicles over 20 years old eligible for the Run.

### A 'MUST' FOR ALL MEMBERS

If there is a little disharmony in our household at the present moment — it's all Jeff Clew's fault!

Why? Well ever since I got hold of a copy of his book the "Scott Motor Cycle — the yowling two stroke", I've not been able to put it down.

At long last — a *real* history of the Scott and I really mean a history, written in a style that will really hold you, and packed with the story of the marque, the personalities who kept it to the forefront in the "golden era" of motorcycling, and facts about the machines themselves.

You too, can now become a fount of knowledge on the marque, for there is nothing about the various models that is not touched upon.

The book is jam-packed with illustrations, most of them hitherto unpublished, collected from a variety of sources and which covers the development of the machine since the turn of the century.

At £4.25 it really is a bargain, and Messrs. Foulis & Co., the publishers are to be congratulated for giving us such a real good "buy" in this day and age.

Jeff Clew deserves our thanks for the manner in which he has collected the information, sifted it and presented to us in such style.

No Scott enthusiast can be disappointed — everything is really covered, and I tried the book out on people who had never been in contact with a motorcycle for the last twenty-five years, and they were really fascinated by the story.

The book should sell well, and I can only advise members to place their orders NOW, for all motorcycle fans, not merely Scott owners, will be clamouring for copies.

As stated, £4.25 from any book sellers, or from Messrs. Foulis & Co. Ltd., Sparkford, Yeovil, Somerset, BA22 7JJ.

## THE PIONEER RUN 1975

"The best Run ever" — those were the words of Chips Sibley, and he should know, having taken part or assisted by the loan of machines, for more years than he probably cares to remember. Certainly the best weather experienced for years.

It certainly was a good turn out, and although the motorcycle press made much of the ladies entries in view of the fact that 1975, is International Women's Year, it has to be admitted that Mrs. Diana Green, with her Triumph outfit and passenger, made a picture well worth travelling far to see.

I have to admit that a conscience and a backlog of household chores, made for a late appearance on the scene, so I joined in the usual parade, listening to "Look, there's another Scott, . . . "Watercooled two strokes etc . . ." and in a flurry of four-strokes, the Clan were well represented.

Derek Cox had foregone the pleasures of Brighton front and had departed, but as usual his 1914 model had completed the Run.

Amongst the machines lined up for inspection were the 1912/3 and genuine Scott sidecar of Mr. Lawrence with Lawrence Jnr. in the chair.

Glyn Chambers' 1910 Scott contrasted with a Rudge Multi lined up alongside, whilst R. Parsons, 1912 Scott, and O. Tyler, 1913 were amongst others who flew the Clan flag.

That "Yowl" was heard along the front, and a number of the Club were seen in procession, but perhaps we ought not to mention them, because "Don't tell . . . , we were at the seaside" was heard in one case, so perhaps we ought to leave it as "No names — no pack drill" (Must have sold out of Brighton "rock"!).

The Pioneer Run has not yet inspired the standard of renovation seen at the Banbury or at usual Vintage M.C.C. events, the Run being organised by the Sunbeam M.C. and most machines are either in original trim, or even "as found" and so looking quite delapidated, looking quite as members of the public describe "old crocks", but the Scotts present were all a credit to their owners and a delight for all to view.

Being late "on parade" meant that I was unable to get hold of a programme (such was the support for this year's Run), so if I have inadvertently left anyone out — I do apologise, but promise on receipt of any information and preferably with photograph, to make special entry in our next issue.

This was O. Tyler's 25th Pioneer Run on his 1913 Scott, and was celebrated in fine style, being a member of the North Hants. team, which took the team prize in the 1910-15 Class. Needless to say he also took a first class award.

No details yet of other Scott awards, 180 first class awards were made, with 23 second class awards, so I feel sure the Scott entrants would be well to the front.

Congratulations to all entrants for turning out such a grand array of veteran Scotts.

## NICKEL & CHROME PLATING

Merton Plating Company, 71, Henry Street, Liverpool 1, (tel. no. 051-709-1007) are recommended by a member of the V.M.C.C. for nickel or chromium plating, so if any member is in need of such, contact Mr. Jim Houston of the firm for details.

## COMMITTEE MEETING REPORT

(Woburn Sands 2.3.75)

A Committee meeting was held principally to discuss the increase in "Yowl" costs, and the forthcoming increase in postal charges. Costs had risen 25% since May 1974, and the existing annual subscription of £2.50 was inadequate to support existing levels.

It is considered desirable to maintain the six issues per year, and the majority felt that any reduction would be detrimental.

Several committee members wanted the Club's financial year to commence January 1st and not April 1st.

From 1st January 1976, if approved at the A.G.M., these changes will be put into effect, and to coincide with this the date of future A.G.Ms will be changed to October, so as to be at the end of the financial year, rather than before.

As we have purchased badges at an advantageous price, sales of these will be at current prices, but Library costs will now be 10 pence per sheet, whilst back numbers of "Yowl" will be at 25 pence, (both prices plus postage).

Amongst other matters discussed was the Spares Scheme, and the need for co-operation over a 'Patterns Register', and members holding such are asked to write to Glyn Chambers and let him know of their existence.

## POTTY COMMENTS

Detachable heads . . . that won't!

Firstly — why detach at all if not necessary? We managed with blind head blocks for years. A re-bore should be the only excuse, certainly not for decokes as gaskets are difficult to obtain.

However, if the head has to come off, the studs can be bored out (as someone mentioned in Jan '75 "Yowl") but there is on the market a tool for use on cars with the same problem. It's called a "corrosion cutter" and it is a thin tube with a cutting edge on one end, should be quite easy to make one. Use by hand power and tommy bar — not an electric drill!

Anyhow, to stop the same thing happening again:—

1. Increase the clearance on the hole, and
2. Replace studs with stainless steel ones.

Remember — 'Bars Leak' stops corrosion as well as leaks.

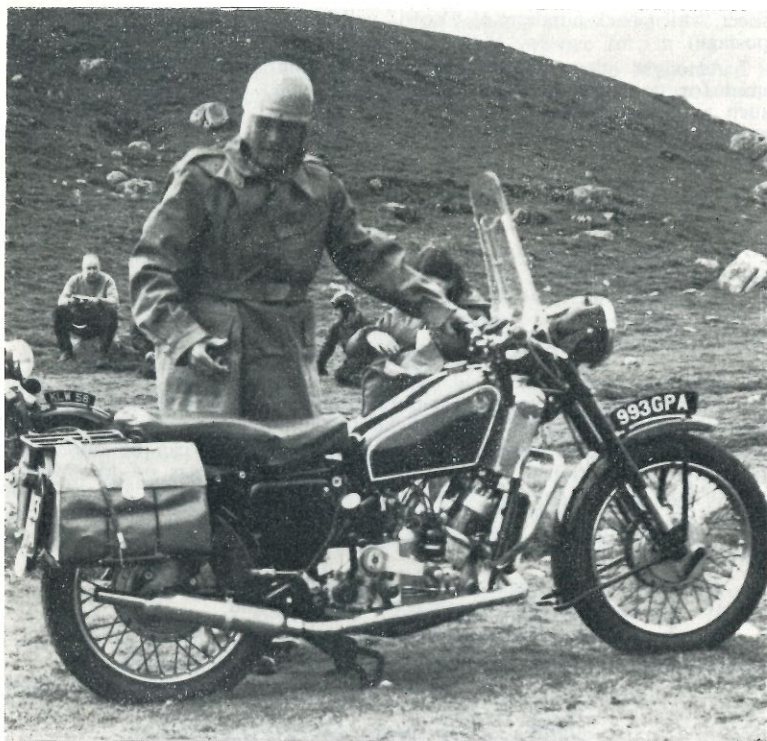
GLYN CHAMBERS

## A NEW MEMBER

We welcome to the Clan, Joseph Mathew, of Bridgeport Conn. Joseph has been a motor-cycle fan since 1930, and has waited years to

get hold of a Scott. He has had a variety of British machines since 1936, when he bought a new 500cc Red Hunter Ariel, and was the first in that area to own a British machine. Since that time, a succession of British bikes has passed through his hands, BSA Gold Star, Triumphs, BSA 250, Ariel Square Four, and a 1939 4-valve Rudge, that he still says he should never have parted with. Having waited 25 years for a chance to get hold of a Scott, this is one machine he intends to keep.

Joseph would welcome any hints or tips on the machine, which appears to be a late Shipley Scott, ('47-'48) and is short of a tool box — see 'Wanted' column.



**Northern Rally:** Alec Graham, Chairman of the Tees/Tyne Section, who will be on hand to welcome all entrants.

### THE NORTHERN RALLY

Saturday, 28th June 1975: Start 11 a.m. at the Pied Piper Car Park, near Osmotherley.

Details from Bill Peake, 8 Austin Avenue, Stockton-on-Tees, Cleveland. Enclose s.a.e. for reply.

### REEVES ON 'RADS'

My 2-speed Super has now been running for several years and though mechanically sound, is by no means 'concoors', especially the radiator, which has several dents and large quantities of solder applied by a previous owner. However, it didn't leak, so I carried on.

When I retired last year, I decided to rectify this under the mistaken impression that I would have lots of spare time.

I went all brave, heated up my biggest soldering iron and took out the end caps from the header tank and promptly wished I hadn't for under the mound of solder were lots of cracks both on the caps and the header tank.

Well, I had passed the point of no return, so I had to do something!

There were three possibilities, beating, pressing or spinning.

Well, I am not that good at beating, I haven't got a press set, so I had to settle for spinning.

As I had not done any metal spinning either, I spent an evening looking through some old copies of the "Model Engineer", finally coming up with an article by the late E. T. Westbury, giving all the details.

First I made a template then a hardwood former and finally after a practise run, I turned out a cap. A paper template was then made to suit the header tank in the flat and from this a thin sheet brass header tank top was cut, bent to shape, and soldered in place over the dents, then the caps and all feather-edged to hide the join.

Fired by this success, I tackled the core, taking out twenty-two tubes. For replacement tubes, I had some copper which was cut to length, pushed onto a mandrel and the centre reduced in diameter leaving a flange at each end for soldering together.

I had intended to have the radiator plated, but the time had gone on and the riding season was with us, so that will have to wait.

G. R. REEVES

### THE NICKLIN ENGINE

The photograph of the unusual Scott engine on page 22 of the January "Yowl", makes me wonder, with Mr. Nicklin, whether this might be one of the "Bermuda" type of motor-boat made in conjunction with Matt Holder and a well known engineering firm, some years ago?

On further reflection, being found in the Birmingham area, makes this more likely?

By a coincidence also, and thanks to author Jeff Clew's Scott article in the American journal "Cycle", this drew a letter to Jeff in which Leslie Runton says how he used to spend some holidays in the Kyles of Bute, Scotland with uncle Alfred and our family, and how well he remembers the twin two-stroke marine engine.

He wonders if this was a spare engine for Alfred's motor boat, in Tighnabruaich, and goes on to say, in his letter that he used to overhaul and tune it each year, when the family stayed there. He also says the long shaft joined a marine gear box and clutch, by tightening a band, with forward and reverse gear; the other end had a sort of wheel, like an out-board motor flywheel, with a cord to start it.

Sometimes, the world seems a small place.

Leslie Runton then refers to the Sociable or 'Crab' as we nicknamed it, sending a photograph of himself aboard up in Scotland; how he used to work closely with uncle Alfred in Manningham, Bradford; ride his bikes in competition, with "some new gadget inside the engine", and how they did a lot of motoring together; also how Alfred thought up the first Scott Trial . . . the fore-runner of Motor-Cross.

HAROLD SCOTT

P.S. And yet . . . as a boy I seem to remember some kind of hand or foot ratchet starter?

### ALFRED SCOTT THE MAN

Alfred was a very unique man, no one was ever like him, except in appearance. Tall about 5 foot eleven, well built, neither slight nor heavy, a moustache, cut short, with eyes that you seldom forgot. Alfred's eyes were always telling the secret of his infinite intelligence, neither blue nor grey, but something in between.

He ate preferably protein from vegetable foods like nuts, rather than meat. His preference was toward vegetarian things. His taste for liquor was also conservative, a little Scotch and water when he was playing bridge on the boat "Petrel" usually anchored in some quiet cove off the coast of Bhute.

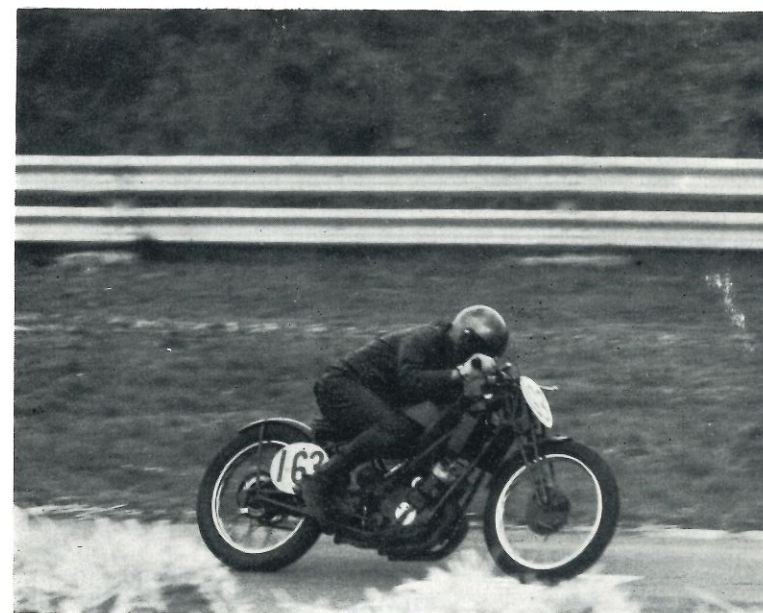
Alfred's taste for people was very firm, and also very odd. Being a very shy personality, he did not get along well with the opposite sex. He liked his brothers company, but could not stand having men of his own age around him. His intelligence was so vast, and his mind roamed so wide and diligently, that conversation with men contributed nothing to his sum of knowledge, so was viewed as a negative waste of time.

He liked bright youngsters, and his research establishment only catered to these young people, whom he taught and taught well, the machinists trade. These youngsters also got a bonus, Alfred had a grand piano inside the workshop, among the lathes, milling machines, borers etc, and when the mood moved him, he shut off the power, and played whole classical pieces, without music, and never seemed to miss a note. He played beautifully, and could have been a successful concert pianist.

His research shop was searching for knowledge, the laws governing two cycle engineering had not yet been written, metallurgy was in it's infancy, ready made parts, so called off-the-shelf items now used, were not then available. He was in a void, no reference books to consult, no strength tables to look at, he wanted high strength, and light weight materials, that did not change in use and become brittle, and crack. Where should he look, how should he find them. This man walked alone, and had only his own brain to consult, he had only youngsters around him to make the parts to be tested.

So Alfred's genius carried him up and onwards to many first's in his field, and about which we can look forward to in a future issue. To have known Alfred was an unusual, and enlightening experience, a once in a lifetime opportunity never to be forgotten. I hope and also wish to try and bring him back to life again for our friends, and his friends of the Scott Owners Club.

LES RUNTON



Vintage racing will be with us soon, Patrick O'Neal (1928 498 c.c. Scott) at Mallory Park. Photograph by courtesy of J. W. Wilcox.

### CHAIN CHATTER — or clatter!

I was interested to read that Keith Rhodes has a formula for calculating chain centres accurately; could he let all have the benefit of it!

Correct tensioning of two-speeder chains has always been an almost impossible problem to solve if one is fussy about sprocket alignment. That most 2-speeder riders have not been so fussy is apparent from the wear which is nearly always evident on the sides of the high and low gear sprocket teeth!

To set the record straight, the standard low gear sprockets supplied by Scotts had either 40 or 47 teeth (plus for some models only, a close ratio 36 tooth sprocket).

At one time or another, I have used each of these sizes and with new chains there is no doubt that it is not possible to achieve ideal chain tension *AND* perfect alignment with any of them.

What I have found though, is that (especially when pulling a sidecar) the much higher rate of wear of high gear chains completely overshadows the tensioning problem experienced with new chains. Contrary to expectations, with all that oil flying about from the gear lubrication system, the high speed gear chain very soon dries out and rapid wear takes place, in spite of regularly stewing it in 'Chainguard'. The only answer to this is a controlled oil feed straight to the bottom run of the chain. The low gear chain appears to retain its lubrication adequately, as does the rear chain. The mag: chain requires regular attention to prevent link seizure.

Of the three Scott-specified low gear sprockets, if I remember correctly, the 47 tooth one is the worst from chain tension point of view, because even with new chains the high speed gear is the slacker of the two, and this situation gets worse as the high gear chain wears. By the time you have gone through about 3 high speed chains, the low gear chain has worn enough to even things up a bit.

Moral: Don't replace low gear chains unnecessarily!

Without Keith Rhodes formula, I cannot say whether a 46 tooth low gear sprocket gives a better compromise. My guess is that it does by ensuring that the high gear chain is initially tighter than the low gear chain and therefore tending to even up as wear takes place.

For very hilly country even with the early 532cc machines, it is possible that a change of driving sprockets from 22 teeth down to 21 or even 20 will be beneficial, though this will, of course tend to reduce the cruising speed on level ground as engine R.P.M. is often limited by vibration where iron pistons are fitted.

With my sidecar outfit, I am now using a curious set of ratios, originally installed for the Manx Week lap of the T.T. circuit, but even in hilly Bucks it works surprisingly well.

Low gear is 36 teeth, final drive 19 to 75 teeth, giving overall ratios of 4.93 and 7.11 to 1. It will not tackle 1 in 4 hills, about 1 in 6 being the limit, but for the majority of hilly runs the close bottom gear is an advantage as it allows the engine to run cooler (i.e., it goes further up before coming to the boil!) Maximum cruising speed is about 50 m.p.h.

I hope all this has not confused everyone even more.

TED FARGUS.

### CHAINS

(From 1926 Edition of the Scott Handbook)

1. To adjust Engine Chains (Two Speed models)  
Engine chains are adjusted by sliding the gear backward or forward

along the frame tubes having first slackened off the bolts under both gear lugs several turns. On the latest models screw adjusters are provided behind each gear lug which makes the operation very simple. On earlier models, the gear can be moved in the desired direction by a few gentle hammer blows using a copper punch or piece of hard wood against the lugs themselves. Alternatively (to avoid possible damage to frame tubes) the left side can be drawn back by depressing the driving chain, and the right side by tapping the gear pedal.

WHEN MAKING ADJUSTMENT ALWAYS MOVE EACH SIDE A LITTLE AT A TIME ALTERNATIVELY.

It is of much more importance to have the gear and chains in perfect alignment than to get both chains in equal tension. This can be done by measuring the distance from the gear spindle to the crankcase door strap clamping bolt which should be the same to within an eighth of an inch on both sides.

NOTE: If the measurement is done with an ordinary rule and not a special gauge allowance should be made for the angularity of the distances between centres on the *pedal side*. The measurement of this side should therefore, be  $\frac{1}{4}$  to  $\frac{1}{16}$  of an inch more than the other side measurement that can be taken parallel to the frame tubes.

Correct adjustment is when the tighter of the two chains can be lifted three eighths of an inch from its normal position half-way between the sprockets, and this at its tightest point. The gear lugs must of course be clamped to the frame tubes, after which the Engine should be turned slowly and the adjustment finally checked.

It is better to run with chains too slack than too tight.

(Above supplied by Con Whitlock)

Re Keith Rhodes letter on chain tension on two speed Scotts with a 47 low gear tooth, the correct length as given on the 1930, machine general data sheet is 78 links low and 66 high gears, now whether this would apply to a 1914 machine I do not know.

It is possible that Alfred in his wisdom decided that it was desirable to have low gear chain on the slack side because the high gear chain gets most of the wear and in due course (sooner if you let them run dry) the high gear chain will stretch and tensions at some point in wear will equal out, it might be worth trying a 66 link high gear chain with the 46 low gear and possibly a cranked link, I have ridden all sorts of two speeders since 1925 but have never had a chain off, the 46 tooth is no doubt the culprit.

Re Best and Lloyd pumps a twin one was made somewhat like a Pilgrim, I never remember seeing one fitted on any machine, was there some trouble with them? Has anyone any experience with one? Len Vale-Onslow had some at his shop on Stratford Road, Birmingham, some years ago.

Left hand twist grip to control the advance and retard of mag were fitted to some Reps and Sprints round about 1929 to 31 or 32, the theory was that you got better acceleration by starting with retard and opening throttle and advancing ignition progressively, I never noticed the difference myself, the snag was if you had a slack wire retard mag you could find yourself running somewhat retarded from fully advance unless the grip was tightened well up so it could not slack, I have one but I have not seen one on a machine for a long time.

CON WHITLOCK

### THE LANGMAN COLLECTION

Tim Sharp, of Cottingley, a close friend of the Langman family, has collected what he considers to be the best of Harry's racing photographs. These total 30, and many have not been previously published.

These have all been copied, and the expense borne by Kenneth Bills, of Gillingham, who many will remember for his exploits in the Island as a works rider, in T.T's and many Grand Prix on the Continent.

Our thanks go to both for this extremely generous gift to the Club, which will prove a most useful and interesting addition to the Scott Owner's library.

Starting with this issue, we publish the first of the photographs donated



Harry Langman with Arthur Franklin, I.O.M. 1930. Photograph by courtesy of Tim Sharp and Ken Bills.

by them, and copies will be available to all members from the Librarian shortly.

Details, price etc, will be published later.

In the meantime, many thanks to Tim and Kenneth.

P.O. Box 18  
Penola 5277  
South Australia.

To The Editor,

I was very interested in the article entitled "A Very Ordinary Scott" on page 17 of the January "Yowl" as the writer's experiences in some respects were very similar to mine, i.e. making a good Scott out of a second-hand one.

However that is not the reason for this letter; his reference to the Scott going into reverse is.

When we first bought the Scott 38 years ago I was (and still am) an internal combustion engineer and it seemed to me that the ignition advance given in the "Book of The Scott" was probably suited to the fuel of the early thirties with an octane rating of 68/70. By the end of the war we were using fuel with an octane rating of 78/80 so I increased the ignition advance by trial and error and achieved a slight but noticeable increase in performance.

During this experimenting with the timing I had the engine go into reverse many times and when the ignition point was finally set to my satisfaction it was sufficiently advanced for me to be able to start the engine in reverse almost at will.

By fully advancing the spark — with a left-hand twist grip — and giving a "half-hearted" kick the engine would "back-fire", then the spark was promptly retarded and the engine would continue to run backwards.

When I let the clutch in and backed out from the kerb the eyebrows would rise and the eyeballs stick out and I would sometimes be asked to do it again.

The prompt retarding of the spark, of course, had the effect of advancing it in the reverse direction and the engine ran just as well as in it's correct direction.

With the engine in first class condition (not always the case, alas, they do wear out) and set to a very slow tick-over it was sometimes possible, by smartly advancing the spark, to make the engine reverse while it was running. I could detect this by a difference in the sound of the exhaust and, again, there was great amazement among the onlookers when the machine moved off backwards.

I will admit that this latter part of it did not always happen but with a warm engine in good condition I could start it up backwards almost every time.

Technically there is nothing surprising about it. There is neither forwards or backwards with a two-stroke, as there is with a four-stroke, and although the fully retarded ignition point in the forward direction was slightly before TDC, it was only slightly after TDC as the advanced position in reverse so, as far as the engine was concerned, it was running on a more-or-less normal retarded spark. The engine lacked the performance of a normally advanced spark but the power developed was more than adequate for the purpose.

Incidentally, don't let anyone tell you that a four-stroke cannot run backwards. I have seen it happen. It was a single cylinder diesel — it would have to be a diesel — and there was consternation all round, including yours truly, when clouds of black smoke came out of the air cleaner. Again it is technically feasible but it doesn't happen very often.

A. G. MURRELL

### OBITUARY

It is with deep regret that I have to report the death of Jack Woodhouse, the suddenness of which came as an even greater shock.

Jack was well known to all competitors in the Banbury Run, and he was a motorcyclist first, and a Scott Owner second.

Jack had a collection of A.J.S. machines, which must have ranked as one of the best in the country, plus Rudge and Douglas machines of all types, and had entered teams with his bikes in the Banbury.

His Scott, a Sprint Special attracted much attention in the last Banbury, and featured in our March edition, had been lovingly restored by him, and was really outstanding.

Jack also owned one of the finest motorcycle libraries, with bound copies of Motor Cycle and Motor Cycling from 1908 onwards, plus other magazines, for long a real help to "Yowl".

He will be sadly missed by all vintage enthusiasts and the sympathy of all goes to his family at this time.

### SCOTT ROAD TESTS

1922	486 cc	Squirrel	Motor Cycle Apr. 27 1922
1924	498 cc	Super Squirrel	Motor Cycling Sept. 3 1924
1926	596 cc	2 Sp. Flying Squirrel	Motor Cycle Oct. 22 1925
1928	598 cc	Flying Squirrel	Motor Cycling Apr. 11 1928
1928	498 cc	Flying Squirrel	Motor Cycle May 3 1928
1929	498 cc	Flying Squirrel Tourer	Motor Cycling Apr. 3 1929
1929	498 cc	Flying Squirrel Tourer	Motor Cycle May 30 1929
1929	300 cc	Scott Squirrel	Motor Cycle July 18 1929
1929	300 cc	Scott Squirrel	Motor Cycling Aug. 28 1929
1933	596 cc	Replica Scott	Motor Cycle June 1 1933
1934	747 cc	Three Cyl. Scott	Motor Cycle Mar. 1 1934
1934	498 cc	Flying Squirrel Tourer	Motor Cycling Mar. 28 1934
1935	498 cc	Flying Squirrel	Motor Cycle Feb. 21 1935
1936	498 cc	Flying Squirrel	Motor Cycle Apr. 16 1936
1937	498 cc	Flying Squirrel	Motor Cycle Mar. 11 1937
1938	596 cc	Flying Squirrel	Motor Cycle Apr. 14 1938
1938	596 cc	Flying Squirrel	Motor Cycling June 8 1938
1939	596 cc	Clubman Special	Motor Cycle Mar. 16 1939
1939	596 cc	Clubman Special	Motor Cycling May 3 1939

### FOR SALE & WANTED

(A free service to members)

WANTED: B.T.H. magneto for 1928 2-speeder. Your price or can exchange excellent vintage Lucas Magdyno. Also wanted, vintage straight pull twist-grip for 1 in. handlebar.

FOR SALE: Short steering head 2-speeder frame, rusty but restorable. Jeremy Jones, 30 South Hill Road, Gravesend, Kent. Tel: Gravesend 56001.

WANTED: For 1935 Flyer: Hand change lever and quadrant. Rear wheel with or without sprocket. Nat Taylor, 32 Newington Green, London N16 9PU.

WANTED: For Birmingham Scott: Right and left hand tool boxes. M. D. Penney, 41 Hesketh Crescent, Swindon, Wilts. Tel: Swindon 34717.

WANTED: Tool box and any information on late Shipley Scotts. Joseph Mathew, 800 Ellsworth St. Bridgeport, Conn. U.S.A.

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'YOWL' binders—take five years' issue—85p from P.R.O.

#### 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, Billingham.  
Kent Section—first Monday each month, 8.00 p.m. at The Yew Tree, Witchling, near Sittingbourne.

#### 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 badges (lapel and machine), Club ties, blazer badges, etc. — on request