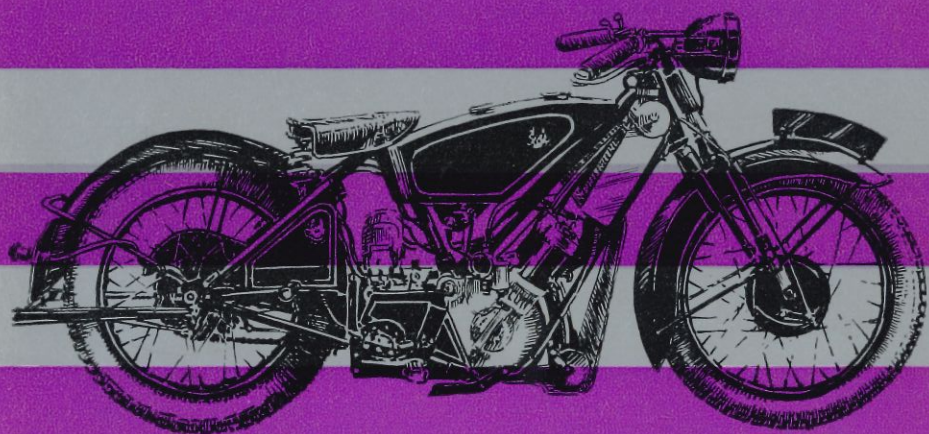
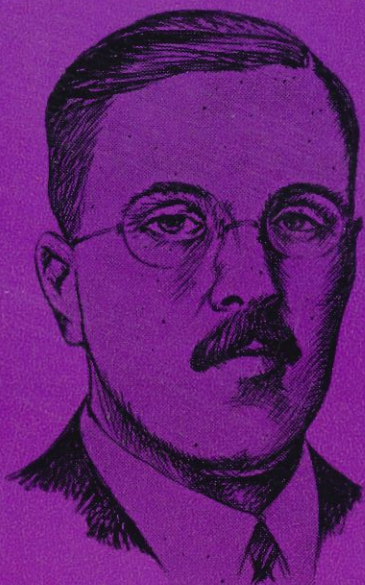


YOWL



JOURNAL OF THE SCOTT OWNERS' CLUB

CLUB OFFICIALS 1985/86

President and Club Registrar:

J. Underhill, 74 Greengate Lane, Birstall, Leicester LE4 3DL.

Past President:

Harold H. Scott, 60 Newbold Terrace East, Leamington Spa, Warwicks.

Chairman and Vice-President:

G. Chambers, 48 Belmont Road,, Hemel Hempstead.

Vice-Presidents:

R. Mountain, 102, The Ridgway, Woodingdean, Brighton BN2 6PB.

J. Best, 86 Kingston Avenue, Bedfont, Middlesex.

Secretary:

Mrs. S. Cumming, 22 Brendon Avenue, Chamberlain Road, Hull, N. Humberside.

Treasurer:

G. Harland, 15 Berners End, Barnston, near Great Dunmow, Essex.

Membership Secretary:

H. W. Beal, 2 Whiteshott, Basildon, Essex SS16 5HF.

Editor:

T. Wess, The Old School House, Burton, South Wirral, Cheshire L64 5TA.

Librarian

D. J. Bushell, 120 Farningham Road, Caterham, Surrey.

Spares Registrar:

Gerry Howard, 7 Orchard Road, Bishops Stortford, Herts. CM23 2AS.

Magazine Distributor:

L. J. Scott, 52 King's Avenue, Tongham, Farnham, Surrey.

Badge Secretary:

E. Scott, 24 Ashway, Corringham, Stanford-le-Hope, Essex.

Vice President (and Sheffield Scott Club):

I. E. E. Slack, 473 Hastilar Road South, Sheffield S13 8LD.

U.S.A. Membership Secretary:

R. Evans, 14171 Livingstone S. Trustin, CA 92680, U.S.A.

New Zealand Section Secretary:

L. Heath, 2 Tiroroa, The Avenue, Levin, New Zealand.

Southern Africa Secretary:

N. Smith, 140 Fern Road, Hatfield, Salisbury, Zimbabwe.

Australia (Victoria) Secretary:

N. Earnshaw, 54 Rosserdale Crescent, Mount Eliza, Victoria, Australia 3930.

Northern Section Secretary:

V. M. Hodkin, 65 Dunkeld Road, Ecclesall, Sheffield S11 9HN.

North West Section Secretary:

G. Green, 37 Thornham Lane, Middleton, Manchester M24 2RE.

South Western Section Secretary:

X. and M. Welch, 1 Middle Road, Oakdale, Poole, Dorset BH15 3SH.

Vice-President and London Section Secretary:

R. Rawlins, Drayton Beauchamp, Farley Hill, Swallowfield, Reading, Berks.

Midland Section Secretary:

R. Lambert, 7 Linksvie Crescent, Newton Road, Worcester WR5 1JH.

South and West Wales Section Secretary:

R. Scott, 119 Glenbrook Drive, Barry, South Glamorgan CF6 7FB.

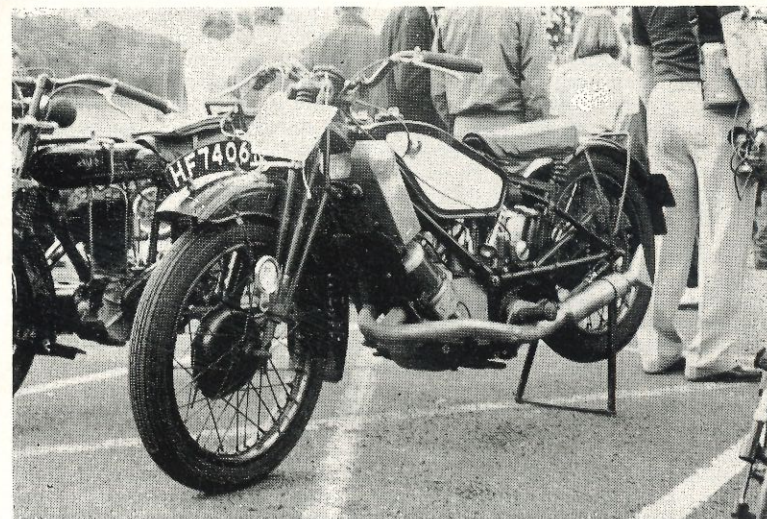
Scottish Section Secretary:

T. Scott, Kiln House, Canonbie, Dumfriesshire.

Club Archivist:

A. Marfell, 169 Bourneville Lane, Bourneville, Birmingham.

YOWL



Lee Collin's 1929 TT Replica at the start of the 1985 Strathendrick Trossachs Rally.

JOURNAL OF THE SCOTT OWNERS' CLUB

PUBLISHED BI-MONTHLY

"For enthusiasts and those interested in the Scott motor-cycle"

IN THIS ISSUE

SECTION NOTES	...	...	...	...	...	...	...	...	171
WHAT PRICE ENTHUSIASM?	...	...	...	...	...	...	...	...	175
THE COST OF A REBUILD	...	...	...	...	...	...	...	...	178
S.O.C. REGISTER (13A)	...	...	...	...	...	...	...	...	181
WHICH DO YOU PREFER?	...	...	...	...	...	...	...	...	182
POSTSCRIPT	...	...	...	...	...	...	...	...	185
OBITUARY	...	...	...	...	...	...	...	...	187
THE SCOTT SCOOTER	...	...	...	...	...	...	...	...	188
POSTBAG	...	...	...	...	...	...	...	...	189
PURPLE PATCHES 3	...	...	...	...	...	...	...	...	189
HERBERT SCOTT	...	...	...	...	...	...	...	...	190
CLUB SPARES SCHEME	...	...	...	...	...	...	...	...	191

COMMENT

About the noise makers again (see Comment in the October issue): by an odd coincidence a few minutes after my copy of *Yowl* had dropped through the door I heard a BBC item on motorcycle noise which was described, by way of introduction, as the most objectionable of all modern disturbances. I could not help wondering if people living under the flight path near Heathrow would be of the same opinion, but anyway it seems that the EEC is also planning regulations which will halve the current minimum levels of motorcycle noise, and these will be introduced next year — so they are well ahead of our own Department of Trade. The motorcycle industry is not unnaturally worried even though, if I understood the programme correctly, it is doubtful whether the regulations could be enforced. But what a lot of nonsense it all is! Modern machines, properly ridden, are not noisy, neither are our Scotts, nor nearly all old machines. So why all these regulations? Well, of course, apart from the irresponsible minority who do so much damage, we have to contend with an age old prejudice based very firmly on social snobbery. If you own a Vintage car you might (if you are so inclined!) be on many a guest list, but if you let slip that you ride a bike . . . of dear, oh dear, one of those noisy things. Our legislators are, I believe, by no means free from such primitive attitudes and so they plan more and more restrictions for machines that are already perfectly acceptable. When will they realise that noise is a characteristic of the owner more often than of the machine?

Red face department. Neil Earnshaw, our Australian (Victoria) Secretary has written to point out that our list of Club officials on the inside front cover appear to be more than a little out of date. In fact it read 1982/83, and he wonders if I left it on purpose to see if anyone would notice. It is very kind of him to put it like that, but I have to admit that it was just a plain old-fashioned oversight. To make matters worse, his own name was spelt wrongly on the same page — many apologies for this which has now been put right. I think of all the aspects of preparing the magazine, the reading of the proofs is the most tricky; what you expect to be right looks right even if it's wrong — if you see what I mean.

I suppose it is appropriate that in the Scott Owners' Club a quite remarkable number of Club officials have the name Scott. Our Past President, Harold Scott, is of course the nephew of the great Alfred Angas, but we also have the Scott brothers, Les and Ernie, our hard-working Magazine Distributor and Badge Secretary, and the Secretary of the South West Wales Section is Dick Scott. The newly formed Scottish Section has two Tom Scotts — Tom of Canonbie who is the Section Secretary, and Tom of Dunfermline whose articles 'Scotts in Scotland' appeared in the last issue. And in a letter, Tom of Dunfermline mentions that a Scott has been sold to Walter Scott of Kirkwall. Truly, it is a great name in the Club!

A.G.M. REPORTS

Will Club Officers and Section Secretaries please let the Editor have their reports for this year's A.G.M. well before the end of February so that they can be printed in the April issue of *Yowl*.

NEW VENUE FOR A.G.M.

This year the A.G.M. will be held at 2pm on Saturday, 19th April at the Blacksmith's Arms, 77 Main Street, Cosby, near Leicester (on road B4114 (A46) just south of Leicester and about three miles south of exit 21 on the M1).

SECTION NOTES

Australian (Victoria) Section

We headed north from Melbourne on Sunday, November 10 for our spring meeting of the local Scott Owners Club section, which was held on a farm near Darraweit Guim. It was the beginning of a perfect day, blue sky, the sun shining and a very pleasant temperature of 20°C. Perhaps it wasn't quite perfect as my wife and I were travelling on the BMW we brought back from our European caper last year, the Scott restoration is still not complete.

Our route was via the busy Tullamarine Freeway, past Melbourne International Airport after which it degenerates back into a 'B' grade road. Once beyond the airport suburbia was left behind, the countryside being rather open rolling plains periodically cut by deep valleys which creeks have gouged out over the eons of time. These plains gradually ascent to the foothills of the Great Dividing Range which stretches for over 2,000 miles along the eastern coast of Australia from the centre of Victoria to almost the top of Queensland. We dropped down into one of the deep valleys at Bulla, crossed the Maribyrnong River and climbed back out onto the plain. After turning right just prior to Sunbury we passed Clarkfield, over Emu Creek, onto Bolinda. Just near the 30 mile post we spotted the Scott sign made by Horace Fullard. The signpost pointed east to Darraweit Guim. By now we had almost reached the Great Divide, the road was ideal for motorcycling with little traffic and the scenery much improved with more trees and the bush looking lush and green following the warm spring rain. After about five miles we followed an arrow directing us onto a dirt road for the last couple of miles, where we had a race with a stray merino sheep — they do 40 km/hour!

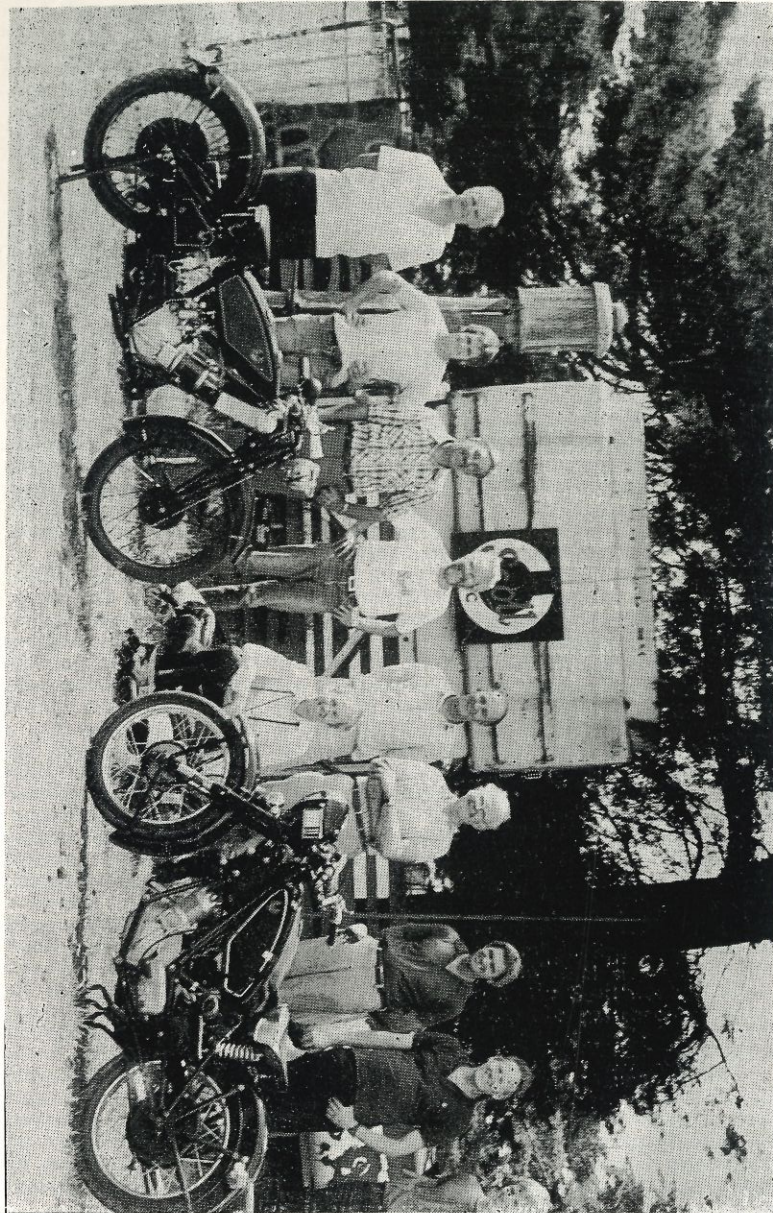
Melina and Kevin Ryan, our hosts, were waiting to greet us at Bolinda Park, a lovely 560 acre property, which is used in the main to run sheep. By lunch time ten members had arrived, quite a few bringing their families with them, a delightful idea. Our local vintage motorcycle scene has a very full calendar at this time of the year so we couldn't be too disappointed to have only a couple of Scotts in attendance. Cec Prior arrived on his 2-speeder and Jim Ogden came all the way from Wangaratta (round trip of 250 miles) on his 1947 model. Should I mention there was also a gentleman on a beautifully restored (ahem!) GTP Velocette, who sat upon it nonchalantly doing his best to believe he was on a Scott! John (oil rig) Olsen had a 300 mile round trip by car from Sale but must have added another 50 after making a wrong turn coming through Melbourne.

We all had a really pleasant day. First a barbecue lunch under a huge weeping elm tree, along with non-stop Scott chat (similar to a Scott yowl only more irregular), closely followed by rides along a private road on the Scotts — very much appreciated by Cec and Jim. It was my first ride on a 2-speeder and I must say I really enjoyed it, but how Tom Ward managed to manoeuvre out of his workshop and then do a sharp 90° turn up a 1-in-3 hill in Bradford beats me. Jim's Scott was a pleasant contrast although to be fair it was difficult to obtain a true impression of either bike on the rather bumpy unsurfaced road. Judging by the beaming smiles of those who rode these Scotts they obviously rate very high on the grinability scale!

How time flies at this sort of meeting, very informal and indulging in what we enjoy most — Scottmania. It seemed all too soon that people had to make their way home. Cec Prior no doubt had his enthusiasm temporarily dampened when a valve in the rear wheel tube pulled out on the return journey. Obviously the motorcycle camaraderie remains as he had a crowd of people around giving at least moral if not physical support when we caught up with him trying to remedy the problem.

Our thanks for a truly wonderful day go to our hosts Melina and Kevin plus Horace for organising it.

Neil C. Earnshaw



Northern Section

Christmas Meeting, December 8th.

This year's Northern Section Christmas Dinner and Meeting at Bradford Industrial Museum had a good attendance. After an excellent buffet meal in the Museum Cafeteria which proved very popular with the members, we adjourned to the Museum Lecture Room at about 1.30 p.m.

After the preliminaries and sale of raffle tickets our Chairman Colin Pinder introduced our guest speaker for this year, Mr. John Hudson. John who is President of the Norton Owners' Club was for many years Technical Adviser at Norton Motor Cycles. Also he has spent virtually all his working life in the motor cycle industry and trade, which included a number of years working for Eric Langton, before retiring to his native Pudsey. John's reminiscences and experiences made very interesting listening and he was also able to answer questions about various Norton models and other machines he has been connected with and the motor-cycle personalities involved with the latter.

After a vote of thanks to John proposed by Colin Pinder, we proceeded onto the other items on the Meeting agenda.

The raffle which was drawn by Mrs. C. H. Wood proved a lively event with some excellent prizes donated by members.

Once again I was very surprised to receive the Tees-Tyne Clubman of the Year Award and I would like to thank all those members who voted for me. I was also the proud recipient of the Participation Trophy with 715 miles covered in Scott events, but I would like to point out that this event was very poorly supported.

I do hope that members will join in the spirit of things and compete for this really superb award in 1986.

The meeting concluded at 4.30 p.m. with a vote of thanks to Shirley and Brian Cumming for their extensive work at and before the Christmas Meeting and also to Tim Sharp who has been a very active Assistant Secretary this year.

At this stage I would like to wish all members a Happy New Year and safe journeys in 1986.

Martin Hodkin

Northern Section Events Diary 1986

- Mar. 16th Sun. Bradford Industrial Museum, 1.30 p.m.
- Apr. 19th Sat. A.G.M., Blacksmiths Arms, Cosby, Leics., 2.00 p.m.
- May 4th Sun. Burnsall Run, noon.
- Jun. 8th Sun. Bradford Industrial Museum, 1.30 p.m.
- July 5th Sat. Northern Rally, Sutton Bank, noon.
- July 6th Sun. Peter Black Run.
- July 20th Sun. Masham Traction Rally (to be confirmed).
- Sept. 7th Sun. National Gathering, Stanford Hall.
- Sept. 14th Sun. Bradford Industrial Museum, 1.30 p.m.
- Oct. 25th Sat. Scott Trial.
- Dec. 7th Sun. Bradford Industrial Museum.
Meal, noon; Meeting, 1.30 p.m.

Opposite page:

No need to "say cheese" to entice grins from the Victorian section, just pop a couple of Scotts in front of them.

From left to right: Eddie Hammond, Dennis Alsop, Horace Fullard, Neil Earnshaw, Wal Haylock (crouching), John Olsen, Cec Prior, Jim Ogden, Bob Thompson and Bruce Thompson, standing in front of Cec Prior's 1930 Sports Squirrel and Jim Ogden's 1947 Scott.

South/West Wales

October saw six members on an organised coach trip, run by the local branch of the Sunbeam Club, to the Classic Bike Show in Manchester. We all enjoyed the Show, looking at the static display, and hunting round for parts in the autojumble. Geoff Case was the only one to find anything Scott, and that was a carburettor body.

During the same month Graham Gardiner won an award for the best machine in a local club run with his prototype Birmingham Scott, and if awards were handed out for running out of petrol he would have won that as well.

An autojumble at Cheltenham attracted half a dozen Section members. There were absolutely no Scott parts on sale, not even the famous radiators which appear at every event with monotonous regularity and, at the price being asked, look set for quite a few more appearances. One member bought a pre-Scott Cyc-Auto engine (1936?) for £10.

Paul Britton has now completed his 1950 Flyer. Paul, who is 20 years old, bought the machine as an incomplete box of bits which had lain in a garage for 13 years. Now, after 18 months work, the machine is complete and running and is a joy to behold. This machine will, I have no doubt, be at the National Gathering in September.

Dick Scott

London Section

The London Section held its Annual Luncheon at the Clock House on December 15th. Mrs. F. Dodds, our Guest of Honour, was welcomed by 32 members and their wives. An excellent meal and a glass of wine primed us for a highly enjoyable time. Our Chairman, Glyn Chambers, presented Ron Mountain with the Jack Dodds Trophy for his many services to the London Section, and displayed the fine shield that we are presenting to the new Australia (Victoria) Section for them to use as a trophy for any competition they may wish to inaugurate. Glyn also offered our Secretary as a Raffle prize for the 1986 Gathering providing he is not returned.

Robert Rawlins

North West Section

Our December meeting was a 'noggin and natter' night again. Jim Baxter started us thinking with his lemon-powered spinning angel, and Harry Walton had some Scott photographs as well as a copy of an A. E. Reynolds price-list of the late 'thirties. Those were the days when a reconditioned Sprint Special could be obtained for £32. Gordon Bell set a few puzzles and had some motor cycling stories to entertain us at the end of yet another year.

Geoff Green

MAVRO MEMORIAL RUN

R. Sougnez

On September 15th the Classic Section of the Salisbury M/C Club organised the first Mavro Memorial Run. This consisted of a 50 mile ride round the beautiful Wiltshire countryside starting at Fovant village ten miles west of Salisbury. Food and drink was available at the Poplar Inn. The organisers had about ninety enquiries, and most of them turned up on the day. This was very encouraging, and I understand it is to become an annual event. There were four Scotts — perhaps a few more next year?

WHAT PRICE ENTHUSIASM?

Arthur Fogg

I was brought up in a period when being a Scott owners and enthusiast was rather like being a Britisher in today's world; conscious and proud of past glories and achievements of the breed but unable to keep up with contemporaries. The Clubman Special put up a brave show against the Inter Nortons, Triumph Tiger 100s and others, as today Clive Sinclair does in the world of computers, but neither really succeeding in stemming the tide of events. However, the true Scott enthusiast still stuck his chest out, as the British now do, and demanded to be noticed and his machine's virtues recognised.

Browsing through my cuttings books brings some of this endeavour to light. I see the glorious fights with words to defend the honour of the clan through the correspondence columns of 'The Books' — the 'Green 'Un' and the 'Blue 'Un' (*Motor Cycling* and the *Motor Cycle* to the young ones).

A typical exchange took place in wartime, in the first half of 1941 as a matter of fact, in the 'Green 'Un', which was the more sporting of the two magazines under the editorial control of Graham Walker.

One, named P. H. Smith (was this the late and dear Philip of the Scott clan, I wonder?), started it off with a letter stating that the public had turned its back on some famous motorcycles including the Scott. Mr E. A. Odell of Aldershot immediately took up the cudgels, referring to Mr. Smith as "being a rather rash man. He risked the harsh tongue of a Scott enthusiast" (oh dear, it just couldn't have been Phil, surely). He went on to stick his nose well up into the air and say, "May I suggest that although it is not everyone's good fortune to own a Rolls-Royce, 90 out of a 100 would like to if they were in a position to do so? After all it is not the policy of the famous works at Shipley to manufacture a mass-produced rattle-trap. Rather they prefer to turn out a limited number of first-class machines, engineered jobs to the last nut and bolt. Ask any Scott man what he thinks of his machine. He'll tell you!" Good stuff.

However, Mr A. C. Cooper of Purley would have none of it, and replied "with mixed feelings — a mixture, I regret to say, of scorn mingled with pity". He followed this up with a broadside — "Mr Odell should remember my 350 AJS passing his much-vaunted 600 Scott in second gear, but perhaps he prefers to forget!". Then he responded to an earlier challenge from Mr Odell to match his Scott against any road machine by offering, with a Mr Prideaux, to take him on with their "cammy" AJS's.

By this time the Editor seemed to be getting a little worried and tried to pour oil (Castrol 'R'?) on the troubled waters — "There are many good motorcycles. The Scott is one, the AJS is another, but it is difficult to believe that one passed the other in second gear, assuming all things being equal."

Meanwhile Miss V. E. Burns of the NE London MCC, referring to "those wonderful two strokes", hated to see unfair criticism of their capabilities. However, she possibly gave the game away by saying, "The trouble is all too few people understand them"! To make matters worse she went on to quote the late "Nobby" Clarke of the British Two-Stroke Club who once remarked anent Scotts "To get the right results you have to nurse them not murders them".

Before coming to Mr Odell's response to the challenge, Mr Frank S. Yeates, Member of the late London Scott Club, tried to confuse the

issue by referring to facts, to wit, the road tests published by 'Motor Cycling' of the AJS and Scott models. Nobody appeared to respond to this noble appeal.

In fact, not only did Mr Odell respond to Mr Cooper but so also did Mr J. Peters of Horley who offered to take on the AJS with both machines in second gear. He obviously didn't trust Mr Cooper as he insisted that each rider should provide a witness to ride on the other's pillion to prove that second gear only was used.

"I can't forget it because I can't remember it" was the start of the response to Mr Cooper by Mr Odell. He did remember that the AJS of 1936 vintage (and tuned to boot) was faster than his 1929 2-speed Super Squirrel. How unfair to make the comparison! And in any case the two AJ's seemed to spend more time in the workshop being tuned than on the road. Finally, was there a touch of romance in the air for he ended his letter with a reference to Miss Burns — "She is an enthusiast after my own heart"?

Mr Witham of Bromley thought "that four-strokes need a rest after a while" whereas "the Scott never gets tired. You can drive it at maximum speed for miles on end, but it loses none of its responsiveness, liveliness, or other capabilities". There's loyalty for you! Mind you, the Editor, in spite of owning a Scott himself (now owned by that long-distance specialist, Jack Frazer of Northern Ireland), had to chip in — "We suggest Mr Witham is on dangerous ground when he states 'any four-stroke must have a rest after a while'".

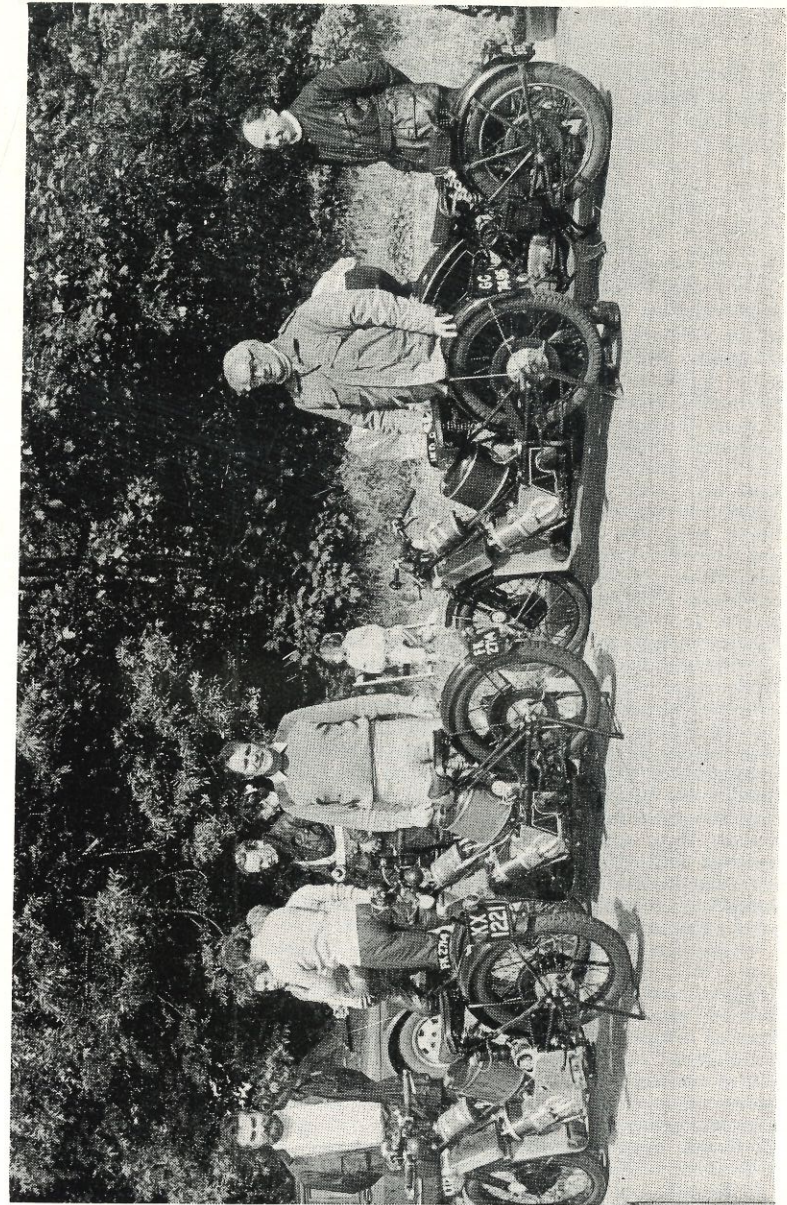
Before the contest took place Mr Abbott of Rochdale, while admitting to have ridden Scotts and "that their performance is terrific", went on to back his 750 BSA against any Scott. He claimed that he obtained 60 mph, 55mpg, 3000 mpg of oil and could climb most main road hills in top gear whilst pulling a two-seater sidecar and carrying four people. He challenged "Now where is the Scott which can beat that?"

So the argument raged on, but what happened to the contest? Well, although the Editor had closed the correspondence the previous week, he did allow Mr Cooper to report on the second gear 'murder duel' — his words. The course was over 12 miles to be covered in second gear all the way and passengers were carried as suggested. The AJS, a 1935 Trophy 500 model, was said to have travelled at 70/75 mph apart from two or three roundabouts. Mr Peters (not, be it noted, Mr Odell) apparently "accepted defeat like a true sportsman". He was riding a 1934 TT Rep. Mr Cooper tried to be magnanimous in victory — "It seems strange that my old friend Mr Odell should have caused such an incredible storm to break out in your columns for, after all, if the Scott boys had read my letters properly they would have found no remark really deriding the Scott — at any rate not to be compared to their abuse of AJSs and the like!"

There was a plaintive plea in the footnote by Graham Walker — "Now let's forget about it, shall we?"

Opposite page: A well fed group! L. to r. with their Scotts are Les Pittam (1948), George Reeves (1930), Bob Hines (1925), and Ned Read (1928), at the Northampton Section VMCC Breakfast Run at Edge Hill. The 40 mile run begins at 7.30 am and afterwards the ladies cook an open-air breakfast of bacon, egg and sausage. How lucky can you get?

Photo by Alan Burman.



THE COST OF A REBUILD

P. J. Maddox

Does anyone rationally consider the cost of building up a machine from a related bike in pieces, or from various unrelated parts obtained separately? I have completed a rebuild of a 1935 Flying Squirrel, bought in pieces, have rebuilt a 1927, two-speeder, obtained complete, and am in the process of building a three-speed Super from parts bought separately. I have kept a close record of costs, which are higher than I would have originally thought and may be of interest. In retrospect, my problems appear to have resulted from over enthusiasm, leading to a self-induced false idea of what was being purchased, and impatience, combined with changes of mind.

In 1978 I wanted a Scott with preference for a two-speeder. At that time I believe one could have been obtained complete for about £500.00, which I considered more than I could spare, and I therefore looked for a cheaper alternative. I heard of the 1935 F.S., some 200 miles from my home and in pieces, without a crankcase or Log Book. The Owner eventually agreed to exchange this for a reconditioned 1938 250 c.c., Francis Barnett Cruiser, which I had at that time. As a cousin had a crankcase which I knew I could have, I exchanged the F.B., for the Scott, in pieces and unseen. I picked up the bike in pieces and originally saw them with enthusiasm and rose-tinted spectacles. Later inspection showed that the cylinder barrel was an incorrect blind head type, over-bored with two damaged pistons. One crank was damaged beyond use and the Brampton forks needed major repair. The gearbox main shaft final drive splines were nearly worn away and the clutch was in poor condition. The magneto would not spark and the rear wheel sprocket was almost toothless. The rear stand, side alloy shields, handlebars, levers, headlamp, battery carrier and tool box were missing.

Further bad news was that the crankcase I had obtained was a short stroke type, into which my cranks would not fit. As to good news, I contacted the previous owner to enquire as to the missing parts and was told that they were probably with another previous owner. I contacted this person, who kindly sent me the stand and alloy covers, plus a bonus in respect of the Log Book, which he had not given to the person I had bought the bike from due to some monetary disagreement. Two further bits of good luck were to purchase, through an advert., a complete correct type engine with good cylinder bores and pistons, magneto, a gearbox with a good main shaft and clutch and a good rear wheel sprocket, all for a reasonable price. I also found a breaker with good 1" handlebars, solid handlebar levers with attached air and mag. levels, 1" twist grip and a correct handlamp complete.

The final cost of the rebuild was as follows:—

	£
Original cost based on the exchange value of the F.B.	160.00
Engine, gearbox, clutch, magneto	80.00
Engine lower half rebuilt by Silk Engineering	150.00
Fork Parts	25.00
Rims, spokes, tyres, tubes	60.00
Stove enamelling	40.00
Chrome plating	50.00
21 Tooth drive sprocket	25.00
Other parts, including brake linings, piston rings, mudguards, handlebars, levers and headlamp etc.	150.00
TOTAL	£740.00

I value the parts left over from the original purchase, such as the blindhead barrel, gearbox with damaged main shaft, clutch and oil pump at £50.00 in 1978 and therefore estimate that the complete reconditioned bike cost me £690.00, plus my own labour, which considering the work hours involved, was not particularly cheap in 1979. A mixture of bad deals, such as the original purchase, good luck, such as obtaining the Log Book, and the relatively cheap replacement engine, gearbox and magneto has occurred, I believe that less over-enthusiasm and some patience could have led to a lower final cost for a similar bike.

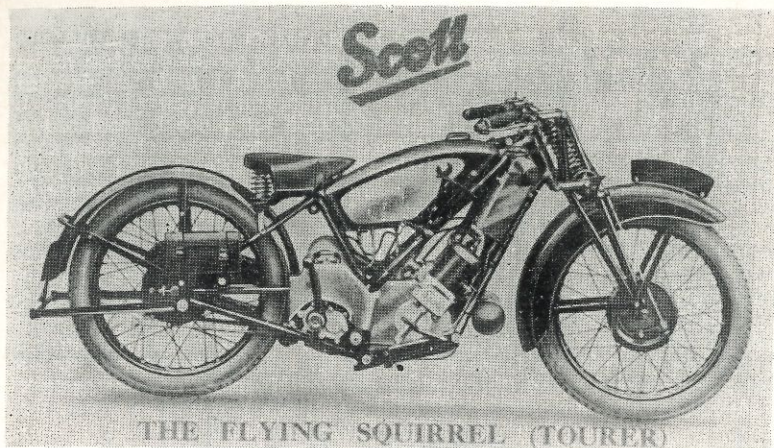
My second example, building a bike from various parts, is not really complete, but examples of waste due to impatience and change of plan are clear already.

I had obtained a complete 1927 two-speeder in 1983 and this was an easy rebuild with the complete reconditioned cost being £687.00. I had been given an engine, two-speed gear, front wheel, magneto and radiator, as spares for the two-speeder and considered building another two-speeder. A two-speed frame was obtained cheaply in damaged condition with two front down tubes being opened apart, apparently to use a later Flying Squirrel barrel. I also bought petrol tank ends, an oil tank and two-speed kickstart through the Club and Ken Lack.

The two-speeder I already had was light, compared with the 1935 F.S., and steered well. However, I found the lack of an orthodox clutch on the handlebars made it difficult for me in traffic, although I am sure that a high mileage rider of a two-speeder would consider my comment ill-founded. As mentioned in December 1984 *Yowl*, my thoughts were that a three-speed Super was the best of both worlds and I decided to build one rather than another two-speeder, especially as I also had a spare three-speed gearbox and clutch from the original Flying Squirrel rebuild.

At first the modification of the already altered two-speed frame seemed a good idea and I obtained an undertray, with the idea of fitting new front downtubes to the two-speed frame with the lower eyes for the undertray, cutting the front sections off the lower tubes and fitting undertray eyes to these tubes and altering the two centre chain stay tubes. The original idea was to fit new centre chain stay tubes, bent out immediately behind the original main frame lugs and in again to widen the tubes apart from the original 6" to 8", as on three-speed Supers. The detachable upper chain stay tubes would have had to be suitably widened also.

It was at this stage that I started modifying the two-speed frame. As it transpired it would have been better to have started the frame first and found the snags. In case anyone looking for a two-speed frame considers my next move a sacrilege, I point out that the frame had already been ruined by a previous owner, widening apart the front downtubes and brazing gusset plates at the top and bottom. Also one centre rear tubestay was loose in its brazed lug and the two lower frame tubes had, at some time, been bent and badly straightened, as well as being heavily pitted. After removing the necessary tubes from the frame, the undertray, crankcase and gearbox were roughly assembled in position and it then became clear that the clutch sprocket fouled the bottom of the main frame casting, joining the tank and seat tubes to the centre rear fork tubes. This casting on a two-speed frame is much narrower than the three-speed frame. The original idea to fit new centre rear fork tubes, brazed in the original main casting with an immediate bend out and back, also presented a problem, as the tube on the chain side would have to have two nearly adjacent right angle bends to clear the rear chain. Bearing in mind A.A.'s opinion on bent tubes, the solution seemed to be to cut away the outer sections of the main casting i.e., where the



WHICH DO YOU PREFER?

Some reflections by R. H. Platt on Patrick Click's article in the December issue of *The Classic Motor Cycle* in which he compares the merits of a 1929 Scott Flyer and a 1930 Model 9 Sunbeam.

(Quotations from Patrick Click's articles are by kind permission of Bob Currie, Editor of The Classic Motor Cycle.)

Did you also dream of motorcycles during lessons at school? Which bikes would be bought once the fairy godmother arrived with the sack of gold. Perhaps a Brough... maybe a Scott... a camshaft Norton? Ronnie Brearey of Bradford had the first camshaft Norton that I ever saw. It had a beautiful exhaust note — the list was endless in the nineteen twenties. I was reminded of those dreams as I read the December issue of the 'Classic Motor Cycle', which is the pride and joy of Bob Currie. If you are not a regular reader of this superb magazine, you are missing a lot of enjoyment, which you must put right at once (free advert). It's the best thing since someone invented the smell in Castrol R. This issue compares a 1929 Scott 'Flyer' with a 1930 Model 9 Sunbeam. Both machines offered for comparison were owned by Norman Broadridge of Chichester, who had bought them both for very little money — the Scott costing £15 in 1934, while the Sunbeam was purchased in 1982 for £750, which although ten times its original cost, must be a bargain today.

The article by Patrick Click, starts off by tracing the history of both makers, giving details of T.T. successes. The Scott being successful in 1912 and 13, while the O.H.V. Sunbeams came home first in 1928 and 29. Both bikes were near to the original specifications. The Sunbeam had been fitted with a 21 inch front wheel to improve the steering — they never won any medals in this department. I remember riding a 1928 model '90' which belonged to Jack Peel of Gildersome. It was brand new, but steered like a drunken man. Modifications to the Scott consisted of fitting T.T. Replica forks instead of Webbs, together with a close-ratio gearbox, operated by a Velocette type foot-change, of which he says 'To accommodate the foot-change, the exhaust system has been moved to the offside', this I cannot understand — surely if the exhaust was on the near-side, it couldn't impede

the footchange? We must assume that Norman knows best and the article continues as follows:—

'One bike is the perfect antidote to the other. When you tire of the buzzing of the Scott, a well mannered five hundred overhead-valve single is as different as you can get. Neither the Scott nor the 'Beam will break if you wring their necks, so you're welcome to try.'

I have never tired of hearing a Scott buzz... have you? Later we are told:—

'Compared with the Scott, the Sunbeams hand change is slow and cumbersome, and although invited to wring its neck, clutchless gearchanges across the tank, Howard Davies style, were not attempted!'

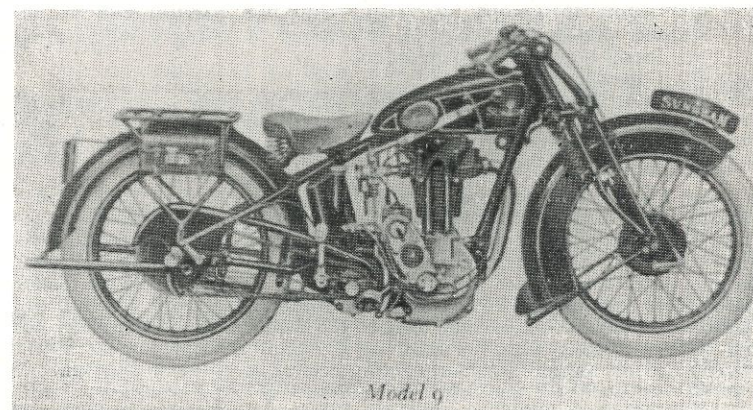
I didn't realise that Howard Davies used the left hand gearchanging method.

'Gear changing on the Scott required no such elaborate procedures. The combination of the close-ratio, sliding dog, constant mesh box and the Velocette positive stop foot change with its extremely short movement, made cog-swapping a delight. So delightful, in fact, that one was tempted to make proper use of the Flyer's excellent low speed torque which, with the ignition retarded, enabled it to pull away smoothly from little more than walking speed in top gear. One up and two down, the only indication of a change of gear was a slight jangling noise from the clutch plates (usual I am told, on Scotts) and a change in note from the exhaust.'

Later he records the contemporary road testers impressions:—

'The Scott is different... the machine tested had a standard wide-ratio box, and the middle gear was rather low for use in quick cornering... the upward change is rather slow for want of a third hand (ruling out the method used by Langman, Mainwaring and Co., the three-speed Scott would benefit out of all recognition by having a foot operated gearbox!). And what method was used by works riders, Langman, Mainwaring & Co., when changing up? Press the magneto cut-out button with the left hand and simultaneously move the gear lever without closing the throttle!'

Tick-over on the Sunbeams always was delightful and this Model 9 would



tick-over in the best John Marston tradition, but of the two-stroke he says: —

'The Scott on the other hand, would only idle quickly, and the *Motor Cycle* road tester was perhaps being quite diplomatic: — The slow running was quite good, although scarcely up to four-stroke standards.'

Again the Scott scores as he continues: —

'With its high bottom gear, the Scott pulls away smoothly but requires a little clutch slipping, and although the close-ratio box is ideal for fast winding roads, riding the Scott in heavy traffic would be another matter. The 10.3 to 1 bottom gear of the 'Beam seems a good compromise. Such is the flexibility of the Sunbeam's torquey engine that when the gear lever was inadvertently put into the top gear position whilst stationary, the machine pulled away without protest, albeit with some clutch slipping. Both machines handled well and could be ridden hands off, though each had a tendency to wander to the left. On neither was the featherbed test tried (a quick check that the law's not around, hands off, and waggle the backside), although the Scott would almost certainly have passed, as also might the 'Beam with its frame of massive proportions.'

Never heard of that test before! Later in the article he says: —

'Undoubtedly, though, the Scott handled better, and was in its element on fast winding roads. It could almost literally be flung around bends and was far more fun to ride than the more staid Model 9. If the Sunbeam was for gentlemen, was the Scott for the young tearaway? Also, although perhaps not so fast as the Sunbeam, the Scott accelerated more quickly. With its wide spread of power and good acceleration, its handling, road-holding and braking; its power to weight ratio, and its excellent, positive stop, foot change close ratio box, Norman believes that a well-ridden Scott will hold its own with a modern machine on winding country roads. He may well be right' . . . 'The brakes of both machines are excellent and seem adequate for modern road conditions. Curiously, though, each has the larger stopper at the back.'

He's not seen many vintage bikes or he would have known better!

'The riding position of the Sunbeam seemed a little upright, and the road tester had the painful experience of sitting mid-way between the saddle and the carrier. The Scott, however, with its short, straight, Vincent type bars, fitted with long racing levers, and its low centre of gravity, felt right. Only the narrow tank at first seemed strange and gave the impression of riding a scooter until one learnt to grip it with the knees.'

Concluding the report:—

'Asked if he could have only one bike, the Scott or the Sunbeam, Norman unhesitatingly chose the Scott. Me too—and to think I'd always considered them as extremely unconventional and rather impractical, noisy, smelly two-strokes!

Now I think that this was a very fair comparison and made a most interesting article. The first Flyer that I ever rode belonged to John Catlow, a coal merchant's son in Nelson. I would only have been around fifteen at the time, but I still remember how well that Scott performed. I notice that the Sunbeam weighed 350 lbs against 327 lbs for the Scott. Saddle heights were identical at 29 inches, while the Sunbeam was credited with a petrol consumption of 80 mpg against the Scott at 50. The original cost price was interesting with the Scott at £79 and the Sunbeam at £78.75, but why did the Lucas Magdyno lighting cost £5.25 extra on the Sunbeam — yet it was £6.88 on the Scott, a difference of £1.63 which was half a weeks wage in those days?

POSTSCRIPT

T.W.

The comparison of Sunbeam and Scott is of particular interest to me because all my Vintage motorcycling has been done on a 1923 500cc Light Solo side-valve Sunbeam and a 1927 3-speed Scott Flyer. These are not quite so closely matched in age as the two machines in Patrick Click's article and so the contrast between them is even more marked. Apart from all other differences the thing that strikes me most forcibly is that the Sunbeam feels old — almost like a Veteran — whereas the Scott feels not exactly modern (I have never ridden a modern machine, so I wouldn't know) but timeless, certainly not like an old machine. This is not to say that I enjoy riding the Scott more; both have given enormous pleasure in quite different ways and I have to confess that if I had to part with one it would be very difficult indeed to decide which had to go.

The Sunbeam was bought in 1972 and the Scott in 1975, and both are unrestored one-owner machines in exceptionally original condition. The Scott has had some parts superbly chrome plated (not by me; by the original owner, probably shortly after the war). The paintwork, as far as I know, is as it left Shipley. It has modern 19x3.25 tyres on rims that are possibly original — I think wired-on tyres were an option at the end of 1927. The Sunbeam is completely untouched. It has 26x2½x2½ beaded edge tyres, the original Amac two-lever carb, a dummy beltrim brake on the rear wheel, and a hand-operated oil pump.

The Sunbeam feels big when you sit on it. The leather saddle is fairly high and it is a good reach to the very wide gently-curved handlebars, but in spite of the impression of size it is very light, only 240lbs, and it can be pushed about like a bicycle. The Scott, with its low seating position, feels smaller and more compact, but is, of course, somewhat heavier at about 310lbs.

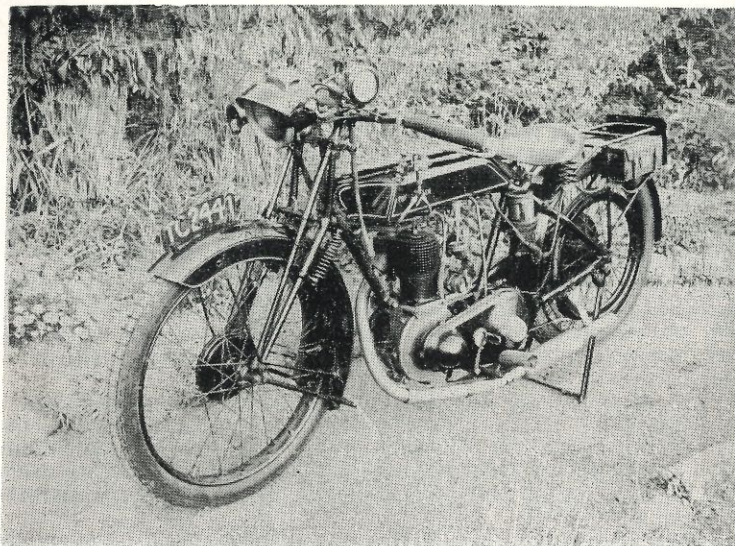
Oddly enough both were bought without riding them. I had my own ideas about what they would be like on the road — and they were just what I wanted. Whereas most riders seem to prefer OHV four-strokes because of the greater power, I have a very soft spot for side-valve engines with their flexibility and quietness, and so the chance of a Light Solo was very attractive. I was also attracted by the two-lever carb and the hand oiling because they were part of the stark simplicity of this conventional but very high quality machine, and they would make the riding much more interesting. Just how true this turned out to be, I did not realise at the time.

My expectations of the Scott were quite different, obviously. The Scott was a kind of dream machine, a time-proven alternative to conventional motorcycles with its smooth torque, its mechanical simplicity, its water cooling, and its unique frame. I didn't need to ride a Scott to know I wanted one. Well-meaning friends of an anti-two-stroke turn of mind tried to put me off, but I took no notice I'm glad to say.

Both machines have realised my expectations of them, but each in its own way needed knowing before it gave of its best — and this is as it should be. What merit or satisfaction is there in a machine that performs equally well with good or bad driving?

If I had had false teeth when I first rode the Sunbeam I would have lost them before I got to the end of the road. Those Druid forks and beaded-edge tyres give a hard ride but after a while you somehow learn to cope with it, although I think the roads of Birkenhead were particularly unkind. There was very little space between the potholes. I can remember the relief of getting onto some smoother surfaces on which you could

change gear without undue danger. Fortunately the old Sunbeam is so flexible that very few changes are needed and, given a little skill with the levers, most of the riding is in top gear. It was some time, however, before I learn to exploit that flexibility because I really had very vague ideas about how to handle the two-lever carb I was so proud of. In my innocence I asked in a local dealer's shop if the air lever should be left



The Editor's Light Solo Sunbeam.

open when the engine was warm. They said it should, and this advice gave me a great deal of exercise pushing the bike as fast as I could to get it to start again after every traffic light stop or Halt sign. Then one day the truth dawned on me; you have to adjust the throttle *and* the air lever to suit different engine speeds. The delight this discovery gave me and the marvellous control that resulted from it exceeded anything I could have got from an automatic carb. Incidentally, the machine had not run since 1947 when I bought it 25 years later, yet when routine checks and adjustments had been made it started first kick — literally first kick. This must have been beginner's luck because I find it much easier to start with a push now — a very gentle one, of course.

Once I had mastered the two-lever carb the Sunbeam began to behave as a Sunbeam should. The flexibility is unbelievable, and I know no greater motorcycling pleasure than to set the levers to give a speed of perhaps no more than 20 mph, ignition half retarded, lay my fingers lightly on the bars, and let the old machine carry me along a quiet country road, the engine turning with something like the magical slow rhythm of a steam traction engine ticking over at rest. This is why the Sunbeam seems old. It belongs to a lost age of steam and gas engines that ran at countable revs and whose reciprocating cycle could be clearly heard. It has a hypnotic charm that no other kind of machine can equal.

The Scott was my first two-stroke and my initial impression was of extraordinary smoothness and mechanical silence — plus, of course, that unique sense of security that Scotts give. It was far more comfortable than the Sunbeam, so comfortable in fact that I still cannot understand why sprung frames should be needed. But I had a lot to learn and although it was superb on the open road it gave me some problems, all due to inexperience, when it came to slow running. Unlike the Sunbeam, it has a needle-jet Amal carb and a twistgrip, and in some ways, after the experience of the Sunbeam, I might have fared better with a two-lever. The real trouble, of course, was that I was trying to drive it like a four-stroke. After reaching a cruising speed I would throttle back and leave it almost on the overrun — a thing that I have discovered is not what my Scott likes. It prefers to be pulling, however slightly, or to have the throttle shut completely when it will run in virtual silence until the throttle is opened again. I also found that if the throttle were kept closed for too long, on an extended down hill run for instance, it would be a bit bad tempered picking up again. All this I have (I think) learned to deal with by using the throttle less clumsily, and if I had to compare my experiences of riding and controlling the Sunbeam and the Scott I would say that with the four-stroke the skill lies in manipulating the air and ignition levers whereas with the two-stroke it lies primarily in the use of the throttle. The throttle on the Sunbeam is only a speed regulator; on the Scott it is much more. But I make no pretence of being an expert — these are only the observations of a comparative late-comer to two-strokes. After ten years I still feel that there is a lot more to learn but when I handle the Scott well — as I think I do *sometimes* — it rewards me in a way no other vehicle has ever done.

The Scott is timeless, I think, because it is difficult to believe that such a smooth, quiet, powerful machine that handles so well could have been made so many years ago, and yet its quality and individuality, and its challenge to the rider to get the best from it, do not belong to this age.

Alfred Scott and J. E. Greenwood both had their ideals and we are fortunate that the ideas of British motorcycle designers were so diverse. We often hear of what riders squeeze from their machines in terms of unlikely speeds and other mind-bending feats, but in some ways this seems like imposing the character of the rider onto a willing but inadequate victim. Isn't the real joy to be found in seeking out the nature the designer gave to his machines? Seek out a Scott or a Sunbeam, and either will give you endless delight.

OBITUARY: LORD BRAYE

It is with regret that we heard of the death of Lord Braye of Stanford Hall on December 21st. He showed a great interest in Scotts and made a point of viewing our exhibits at every Gathering for many years, and his kind comments were greatly appreciated.

A letter of condolence has been sent to his son-in-law, Lt. Col. Aubrey Fletcher.

Robert Rawlins

YOWL BACK NUMBERS

Les Scott, Magazine Distributor

Back numbers of *Yowl* from 1964 onwards are available (though some issues are now unavailable) together with the two indexes (or indices, for those who prefer that) which cover Volumes 1 to 5 and 6 to 10. These are useful for reference because reprints of individual articles from past *Yowls* are also available for a small cost. The back numbers are 50p each plus postage (with reduction for large quantities). The indexes cost £1.50 each plus postage. My address is on the inside front cover, or 'phone Aldershot 25781 for list of available copies.

THE SCOTT SCOOTER

This article is taken from the Newsletter of the Ravenglass & Eskdale Railway Preservation Society Ltd., who have kindly given permission for it to be reproduced. It was written by Tom Jones, who joined the engineering staff of the R.E.R. in 1925 and who worked there until his retirement in 1972, being Chief Engineer for over half that period. The R.E.R. is a seven mile long fifteen-inch gauge line on the Cumbrian coast and since 1920 had owned five scooters with motor cycle engines, of which the Scott was one.

The Scott, constructed during April and May of 1927, derived its name from the famous Scott Squirrel Motor Cycle from which the power unit was used to drive the scooter. The Scott was a twin-engined two-stroke and had a unique two-speed gearbox which was chain driven, operated by a foot lever giving low, neutral and high positions.

The power unit was very compact, and the radiator, engine and gearbox were taken from the motor cycle and assembled into an angle iron frame, triangulated for strength, which had been made to receive it. An old tender bogie was used for the chassis, but because the wheel centres were too close together the bogie frame was cut in half and extension pieces about 12 inches long bolted to it. The bogie frame was fitted with 10½ inch diameter wheels and one of the wheels was extracted from one of the axles and a chain sprocket fixed to it and then the wheel was replaced.

After assembling the chassis the engine unit frame was bolted on to it and the chain sprockets coupled by ½ inch roller chain. A wooden body was built over the whole unit roughly resembling a car body in miniature with a grill in the front of the bonnet to allow plenty of air to reach the radiator.

The scooter was intended for the use of the office at Ravenglass to maintain contact with the Crushing Plant and Quarry, as in those days the telephone had not been installed. It was such a delight to drive, however, that the journeys were not always strictly business nor really necessary. The impression of speed was terrific, being so near the ground, and the engine would quickly gather up speed from a purr to a snarl, a glorious sound exaggerated by a doctored exhaust system. The top speed would be in the region of 50 m.p.h. all out, which was quite fast enough considering that it had no brakes. To stop, one would normally throttle down, change into low gear, jump off and hang on to the scooter until it came to a standstill. This was not always possible if one was "hogging" it.

On one occasion the Manager and Engineer together with the District Engineer from the L.M.S. arrived at Murthwaite with the Scott and one of the Bassett-Lowke coaches to inspect samples of Railway ballast. The District Engineer had to return to Ravenglass to meet a certain train. However, time ran short and it was obvious that the Scott would have to show its paces to arrive at Ravenglass on time. The passengers got into the coach and the Engineer drove the scooter. When they reached Muncaster Mill Wood three horses were wandering about on the line and at speed, without brakes, the Scott tore past two of the horses, but the third got frightened and lashed out within inches of the driver's face, smashing the bonnet to matchwood. Everything seemed to function all right and they continued, arriving at Ravenglass in good time.

On examining the scooter it was found that one of the K.L.G. sparking plugs had been kicked over, being bent almost at right angles. A brake was fitted afterwards, but it required considerable strength to haul the scooter to a standstill from speed.

At this time the original engine-shed doors were still intact. They were constructed of very heavy timber covered with thick boards. The Scott was responsible for destroying them and pushing the 6½ ton steam locomotive "River Irt", which stood behind the door, several feet back. Fortunately the driver realised that he had been switched to the wrong road and decided to jump at speed and leave the Scott to its fate. It was never quite the same after this and when a telephone line was installed in 1930 it gradually fell into disuse and was eventually withdrawn and scrapped.

It was certainly the fastest thing on wheels on the R.E.R., about the best to drive and a treat to listen to howling and wailing its way into Eskdale like a banshee.

POSTBAG

Silks and the SOC and a visit to Harry Shackleton

Dear Mr. Wess,

My prime reason for writing to you is to add my support to the reasoning put forward so well by Robin Steavenson (August *Yowl*) and Roger Wheeler (October *Yowl*). Alfred Scott's philosophy of a large smooth twin two-stroke engine housed in a light frame assembly, and endowed with excellent roadholding, has surely been followed by George Silk. I certainly will always look upon the Silk as the final development. An Herculean effort by a great enthusiast.

Some time ago Jeff Clew contacted me about a S.W. Section meeting, and knowing I'd be making my annual pilgrimage to Cumbria, gave me Harry Shackleton's address: 'Rose Cottage', Cumwhinton, near Carlisle. This was easy to remember and so I arrived in due course at 'Rose Cottage', Cumwhinton. The comely young woman who answered the knock looked at me rather severely, I thought, but on seeing my embarrassment and disbelief, burst into laughter and directed me to 'Rose Cottage', Cumwhinton. On this and a subsequent visit, Harry showed me his poetry, paintings, pebble and wood carvings, etc. What a versatile character he is, engineer, draughtsman, poet, and artist. Every now and then I managed to steer him back to Bradford and Saltaire. He showed me a fascinating little booklet entitled *Saltaire — An Introduction to the Village of Sir Titus Salt*. This is an excellent booklet and a worthy addition to the Scott history, and is available from the City of Bradford Central Library, Princes Way, Bradford. Cost was then only 75p plus p & p.

R. Sougnez

PURPLE PATCHES 3

Silk Scott

Only by a little legality is this one not called "Scott"; the same original formula, recipe just a little more hot; 'Scott' proudly on engine casings, Scott clear again on the hearing and in the heart's art of the rider, considering history's steering and that breeding unheeding-name-convolution-evolution! A Silk of that ilk, aimed to be Scott-smooth as silk is as light and as bright as richly spun of as-rare yarn, tautly designed to run and run as gleam-in-the-eye *fun*, and as engineered-for-distinction! Oh yes, there are differences the rigid will milk for exclusion but let's not balk at the Silk's inclusion, let's not bilk!
(ilk: *breeding, kin*; bilk: *cheat*)



HERBERT SCOTT

Following the photographs of Charles and Alfred Scott which appeared in the last issue of *Yowl*, Harold Scott our Past President has kindly sent this photograph of his father, Herbert Scott. Born in 1865, Herbert was the oldest of Alfred's brother, a mill-owner who was in touch with Alfred's work all his life. (See George Steven's excellent series 'The Scott Dynasty' which began in *Yowl* in November 1976).

Harold Scott writes: 'My father, who died in 1943, held nine Patents, two with electric clocks, one an electric gas regulator, and six in textile velvet pile fabrics. He ran thousands of miles in a Sociable and gave a handsome sterling silver Bowl as an award in the famous (and infamous!) and tough Scott Trial — an event that is still going very strong. This Bowl now goes to the Best First-timer.'

CLUB SPARES SCHEME

Gerry Howard

Clutch release units (worm and lever) are now available. Complete spares list (part 1):—

Engine

Crankshaft centre bolt	£4.80
Big end bolt	£6.90
Cylinder holding down bolt	(each) £1.50
Cylinder holding down bolt spacers (each)	25p
Crankcase door studs	Each 50p
Half compression levers (bronze)	£5.00
Small end bush	£2.00
Pistons made to order, must have a pattern.	
Cyc-Auto piston	£6.00
Blind head water dome	£24.00
Eccentric-type head for early Super engines	£20.00
Blind head ferrules	per pair £6.40
Blind head ferrules nuts	per pair £3.00
Engine bolts	£2.00
Engine bolts nut domed	£1.20
Engine bolts nut plain	75p
Crankcase door clamps	each £2.00
Transfer ports secondhand	per pair £5.00
Crankcase spacers candle sticks	£3.25
Alloy crankcase top cover	1/h or r/h 75p
Distributor caps Lucas	£4.00
Plug terminals brass spade	30p
Plug terminals wire	25p
Plug terminals Scott ball	per pair £5.00
Cylinder paint	per tin £2.50
Carburetter type 6 jet block	£6.00
Carburetter type 6 float needle	£2.00
Carburetter type 6 jet needle	£2.50
Carburetter type 6 jet	75p

Gaskets

Blind head water dome	per pair £1.00
Cylinder base (cork)	per pair 75p
Transfer port	each 20p
Crankcase door	each 50p
Exhaust (long and short stroke)	77p
Carburetter	50p
500cc and 600cc detachable head c/a	£6.50

Gearbox

Gearbox cover sleeve nut	each 60p
Gear change rod yokes	£3.00
Gear change rod yokes pin	60p
Foot change plates 1936-38	£10.00
Undertray/outrigger nut	30p
Undertray/outrigger nut washer	12p
Gearbox main shaft	£20.00
Layshaft ball race	£3.50
Main shaft ball race	£5.50
Outrigger self aligning ball race	£12.50
Kickstarter boss	£30.00
Kickstarter pawl	£3.60
Kickstarter pawl pin	
Kickstarter pawl spring	£2.00
Kickstarter ratchets	£4.00
Kickstarter cap 1/h thread	£5.00
Kickstarter spring	£3.20
Kickstarter spring cover	£3.00
Gear tray rear bolt also rear tank	£2.25
Clutch stud & nut	£1.35
Clutch springs	per set £6.00
Clutch centre rollers	10p
Clutch operating worm & lever	
Clutch thrust bearing set (ball)	per set £12.50
Clutch thrust bearing brass ring	£2.25
Clutch thrust bearing small steel ring	£2.25
Clutch thrust bearing large steel ring	£2.25
Oil level plug	£1.00
Gear selector fork bolt	£2.20
Outrigger bolt & nut	£2.00
Gearbox bottom stud, nut & washer	£2.50
Gearbox oil seal	£2.20
New type clutch plates	£9.00
Large clutch inserts	per set £5.00
Hand change bolts	£1.65
Hand change rods	£1.00
Hand change lever & gate	£40.00
Outrigger sprocket nut	£1.10
Outrigger sprockets	£27.50
Kickstart levers new	£30.00
Kickstart levers secondhand	£18.00
Kickstart levers rubbers	£1.00

FOR SALE AND WANTED

(A free service to members)

All advertisements should be sent to the Editor. Items to be included in the April issue should reach him by 28th February.

For Sale: Inverted clutch and brake levers, top quality polished stainless steel. Two lengths, 5½in and 6½in, £33 per pair. Please supply inside diameter of bars. Pat Hodge, 1 Tilstone Close, Eton Wick, Windsor, Berks S14 6NG. Tel: Windsor 860915.

Exchange: Aluminium exhaust, exchange for 8in headlamp or any parts for 1928-29 lighting set, cash either way. K. E. Winkless, 116 Leicester Road, Glen Parva, Leicester.

For Sale: Frame (no front forks), 3-speed, 1930's vintage for DPY-type engine and similar. Number 4009. Also petrol tank to suit frame, no petrol or oil caps. Also original honeycomb radiator made by Northern Radiators Ltd. of Leeds, no. 2-213, overall height 10½in approx., overall width 13½in approx. To be sold as a single lot for best offer. A. C. M. Anderson, 32 Oak Road, Kittawee 2232, NSW, Australia. (02) 521-3652.

For Sale: 1938 498cc Flyer, Swansea registered, coil ignition, good condition, some extra spares, information, etc., £1200. D. Gwatkin, 24 Woodcote Green, Fleet, Hants., GU13 8EY. Tel: 02514 7560.

Wanted: Close-ratio gears and end cover for hand-change Flyer gearbox, or complete box. Have binks 3-jet carb for exchange only. Brian Craggs, 42 Old Lodge Lane, Purley, Surrey. Tel: 01-660 2683.

Wanted: Flywheel, cranks, con rods and cylinders for 1927 596cc short stroke 3-speed Flyer. Buy, or can exchange late 2-speed engine no. Z3443A, the one with the extra mounting on front of crankcase. Campbell, 19 Wilson Road, Banchory, Kincardineshire. Tel: 03302 4924.

Wanted: 1920's 2-speeder rear wheel or hub and brake, rear brake pedal kickstart lever, handlebars, carburettor, and gear pedal. J. H. Diver, 5a School Lane, Impington, Cambs. CB4 4NS. Tel: 022 023 2256.

Wanted: 1930/31-type flat-sided petrol tank for Flying Squirrel Tourer. For Australian member — please help if you have knowledge of such a tank. Contact Maddox. Tel: 01-504 0417.

Wanted: Fair price paid for 1920's 2-speed Squirrel or Super. Ted Kempson, 1 Higher Lavorick, Vicarage Hill, Mevagissey, Cornwall. Tel: Mevagissey (072684) 2403.

Wanted: 1930-32 mag platform for single downtube model. Bell-type mica points cover for BTH mag. R/H Amal float chamber. Clutch sprocket to drive mag. Oval Sprint Special petrol tank or top and bottom of 2-speed oval tank or complete 2-speed tank, 1926-30. Jim Best, 86 Kingston Ave., Bedford, nr. Feltham, Middlesex, TW14 9SN. Tel: 01-890 3922.

For Sale: Scott Cyc-Auto, original Scott engine missing but everything else complete and original. No registration document. Offers. R. M. Rigby, 232 Lytham Road, Warton, near Preston, Lancs. PR4 1AH. Tel: Freckleton 635071.

Wanted: 596cc block with detachable head, footchange conversion, twin brake front wheel. Will pay cash or swop Scott parts. Bernie Allen, 39 Sanden Close, Hungerford, Berks RG17 0LA. Tel: 0488 83806.

SOURCES OF SUPPLY

Scott Motorcycle Co., 558 Bromford Lane, Stechford, Birmingham.

Sam Pearce and Son Motorcycles, Unit No. 5, Stanley Lane, Bridgenorth, Shropshire. Tel: 2743.

K. W. Lack, 5 Norton Lees Square, Sheffield S8 8P.

K. W. Swallow & Sons, 21 Station Lane, Golcar, Huddersfield.

Dickens Vintage Motor Cycle Parts, 7 Orchard Road, Bishop's Stortford, Herts CM23 2AS. Tel.: 0279 52992.

Club Spares Scheme (all models), Gerry Howard, 7 Orchard Road, Bishops Stortford, Herts CM23 2AS.

YOWL BINDERS

Binders to take five years issues. Doug Wright, 9 Elm Close, Long Bennington, Newark, Notts. Price £3.15 inclusive of postage for UK members, and £3.50 inclusive of postage for overseas members.

CLUB BADGES AND REGALIA

The Badge Secretary supplies machine badges, transfers, lapel badges, club ties, fluorescent headlamp covers 7 or 8 inch. 'T' shirt transfers etc. Stamped addressed envelope for details.

MONTHLY CLUB FIXTURES

Midland: British Legion Rooms, Rubery. 3rd Tuesday at 7.30 p.m.

London: 'Clock House', Leather Lane, London. Last Saturday, at 7.30 p.m.

Sussex: Join in V.M.C.C. meeting Six Bells, Billingham. 4th Tuesday at 7.30 p.m.

Sheffield Scott Club, Victoria Hotel, 248 Neepsend Lane, Sheffield. Every Wednesday at 9.00 p.m.

QUARTERLY MEETINGS

Northern, N. Western & S. Western Sections. S.A.E. to Secretaries for information.

SLEPE TECHNICAL BOOKS

Specialists in transport & hobby publications. Your requirements treated promptly. John Abrahams, Slepe Cottage, High Street, Knapwell, Cambridge. Tel.: Elsworth 365.