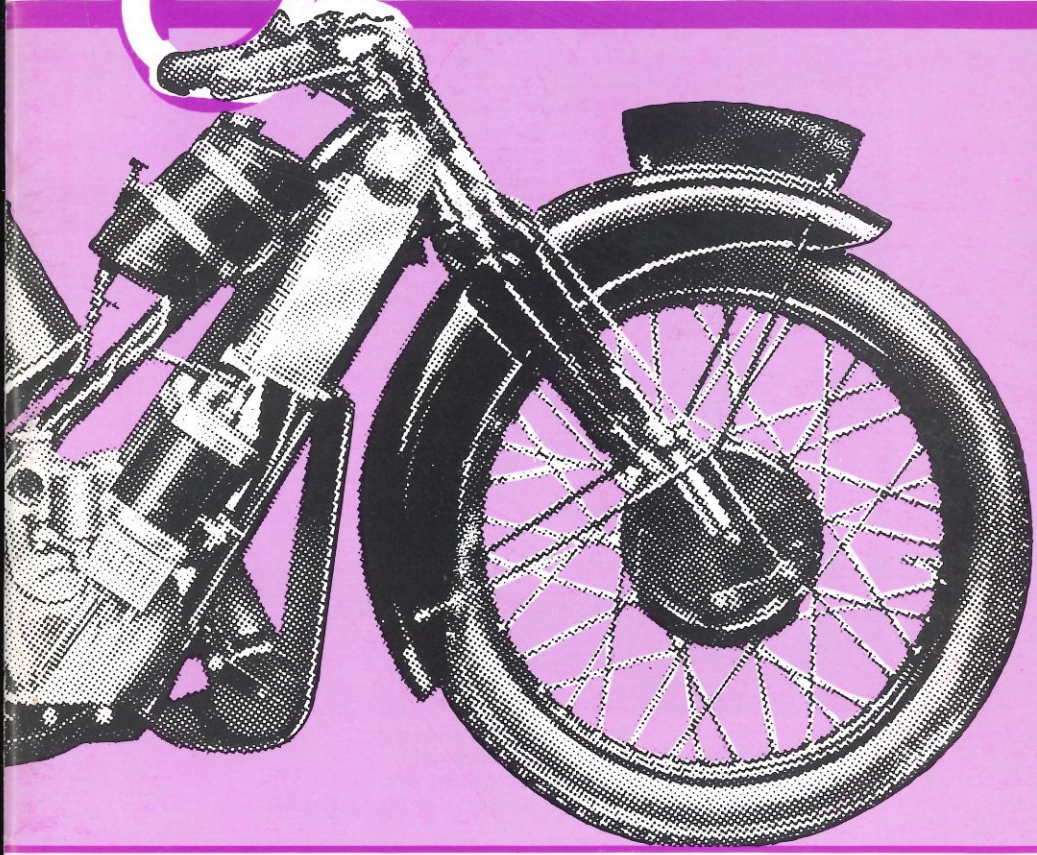
Yowl



THE SCOTT OWNERS' CLUB JOURNAL

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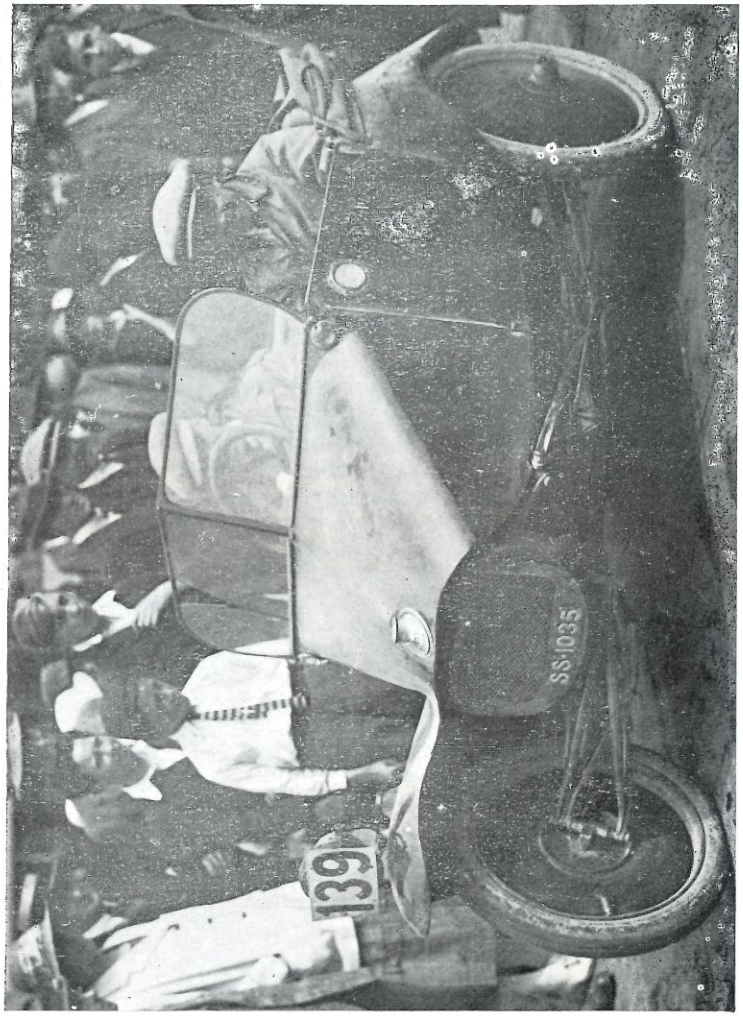

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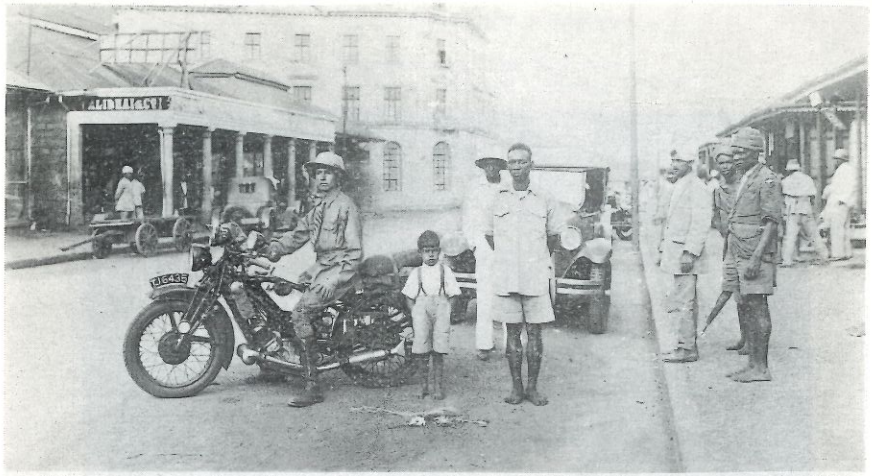
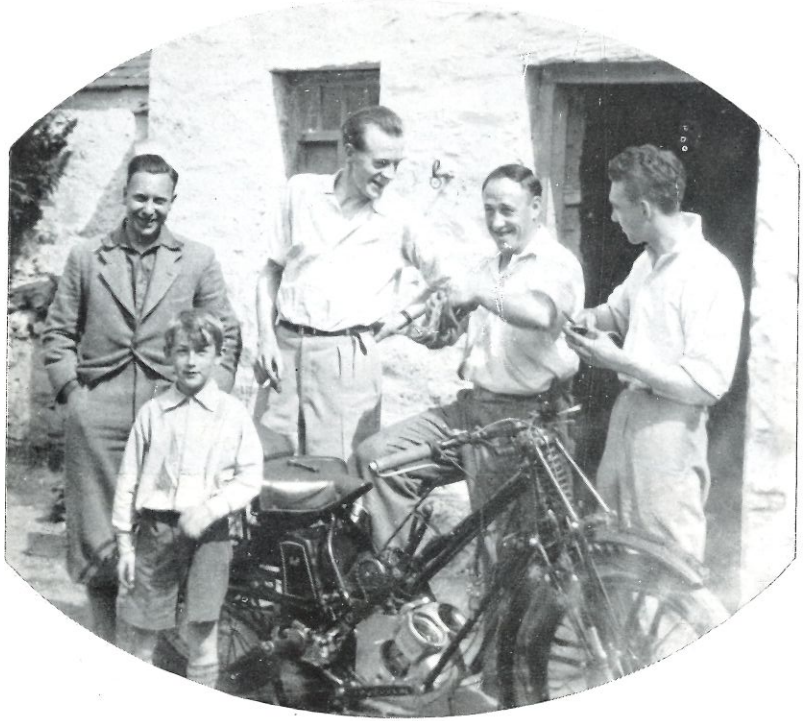


Photo by H. K. Binks

From South Africa to England, via Belgian Congo.

The first attempt by motor cycle. Louis Kraft on his "Scott" at Nairobi.

Nairobi



Vol. 16: No. 2 **FEBRUARY 1989**

Published six times a year for enthusiasts and those who love the Scott motorcycle

CAPTIONS TO THIS MONTH'S LETTERPRESS HALFTONES

1. **Scott Sociable SS 1035 in a reliability trial of the early 'twenties, driven by D.W. Rhodes. He was one of the leading exponents of the lop-sided little vehicle. (His son, incidendally, is one of our number. A letter from him appeared in the December** *Yowl).*

2. **White Man's Burden. A period picture from Nairobi, showing Louis Kraft astride his Scott Flyer TJ 6435. The photograph is dated 1930 and captioned "From South Africa to England via Belgian Congo: the first attempt by motor cycle."** *Photo: H.K. Binks, Nairobi.*

3. **Yet another picture of one of the 1929 TT Scotts, this time taken at Ballacraine Hotel, Isle of Man, in 1930. Short magneto chain, splayed seat pyramid tubes and large oil tank are clearly visible. Left to right: Reg Summers, Albert Reynolds, Ernie Mainwaring and Tommy Corkish, with Mainwaring's son in front of the Scott. The photograph was taken by Reg Summers (with self-timer).**

4. **Our late and much lamented past President, Harold Scott, outside his Coventry home in the late 'fifties. The two-speeder, UT 3245, had been rebuilt by a fellow VMCC member and was ultimately disposed of, with great regret, only on the grounds of ill-health.**

5. **A cheerful group of 'amateurs' on their Manx Scotts. A small prize will be awarded for first all-correct identification of year and riders. Letters to the editor before end of month, please.** *Solution and winner will be in April issue.*

6. **Yet another works' photograph, this time of an early production TT Replica. Note the distinctive tank shape and tube arrangement, long frame, cylinder wall oiling arrangement and chain oiltank tucked just below the saddle.**

MAIN ROAD TRIAL 1989

S.E. Thomas

Having had numerous requests from fellow members, I should like to resurrect the Main Road Trial in 1989. To organise such an event means considerable time and cost, and the effort will only be justified if there are at least twenty entries.

I propose a date early in May, and an entry fee of £7 or £8 which would include meals. May I ask anyone who is sufficiently interested to contact me, so that I can assess the possibilities?

"Tramways", Wolverhampton Rd.,
Penkridge, Staffs, ST19 5AQ
Tel: 078 571 3862

LET THERE BE LIGHT

12-Volt Conversion for a Scott

Geoff Harland

Several people have expressed interest in the fact that our 1931/38 Scott "Kitty" boasts a powerful halogen headlamp. Others may be interested to know how it was done.

When we bought the Scott "kit" in 1978, the electrics consisted of a Lucas Magdyno, new 6-volt control unit, 12-volt horn and a 7-inch headlamp complete with switch and ammeter and with a reflector in the usual doubtful condition. Having learnt as a "night owl" youth just how ineffective motorcycle headlamps tend to be, and knowing that I should need to buy a suitable battery, I opted for a 12-volt system as the best way of using the bits that I had.

The headlamp was the easy part, as "Cibie" produce an excellent 12-volt halogen conversion light unit to fit the Lucas 7-inch rim. The battery also was no problem, as the Lucas 12N5.5A-3B fitted the magneto platform nicely and is usefully an inch or so lower than the "correct" 6-volt battery.

Although 12-volt conversion control boxes for 6-volt dynamos were available, I did not wish to fork out even more money when, for the cost of a few resistors, I could use the brand-new Lucas MCR2 6-volt unit. Because it was new, I did not wish to change the adjustment of the unit, so I had to make it "think" it was in a 6-volt system. Since the voltage coils of the voltage regulator and cut-out (see circuit) are connected across the dynamo output between the D and E terminals of the control unit, it was straightforward to connect a resistor R2 in the earth lead to the E terminal, equal in value to the measured resistance (13 ohms) between the D and E terminals. In this way, exactly half of the dynamo output voltage is applied across the voltage detecting elements of the control unit. The control unit "sees" 6.5 volts when the dynamo output is 13 volts and acts accordingly to close the cut-out contacts. At 16 volts dynamo output, the control unit "sees" 8 volts and opens the voltage regulator contacts to reduce the dynamo output.

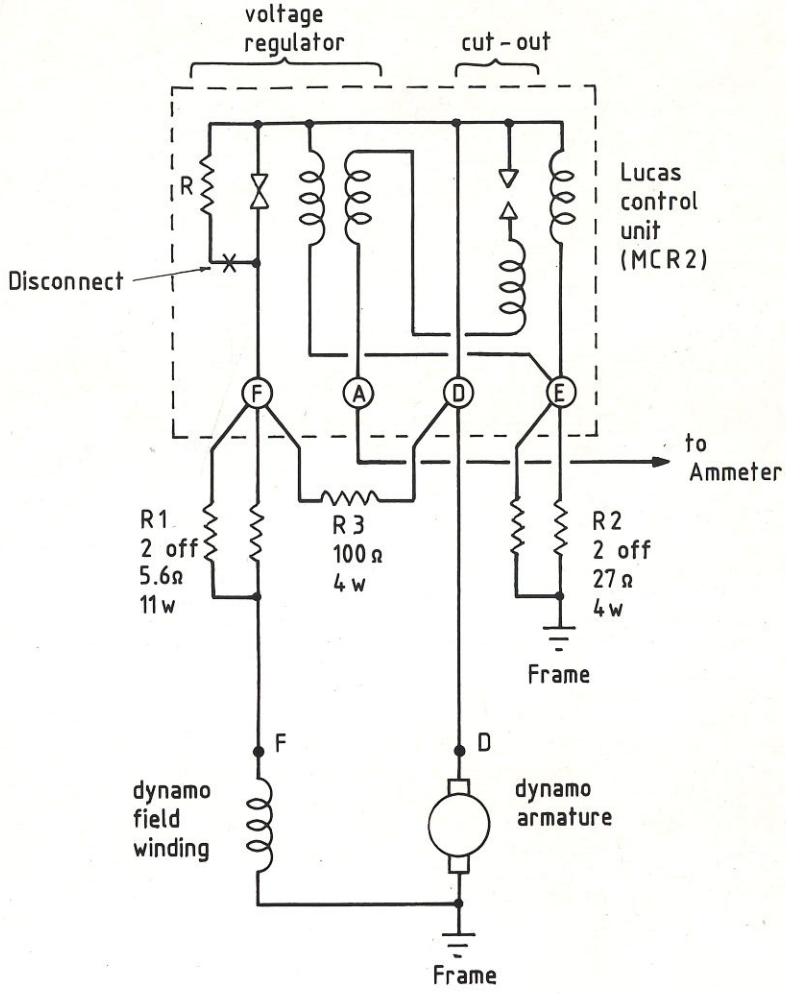
How about the 6-volt dynamo? Well, for a given current in the field winding, the dynamo output voltage is roughly proportional to armature speed. Since the field winding is connected across the dynamo output, via the initially closed voltage regulator contacts, the field current increases with dynamo output. Thus, the dynamo output voltage rises faster than the armature speed and reaches the 13-volt cut-in voltage at, perhaps, 50% higher engine speed than the normal 6.5-volt cut-in level.

It is tempting to take full advantage of this feature, as some conversions do. However, with double the voltage across the field winding (before the regulator contacts open), the field current is also doubled. This means that the dynamo field winding has to dissipate four times the wattage as heat. I did not fancy risking burning out the field winding and in any case had the advantage of a Magdyno with geared up dynamo (probably off a Douglas), instead of the normal Scott engine-speed one.

As a result, I applied the same principle as for the control unit conversion. I measured the field winding resistance (3 ohms) and connected a resistor R1 of equal value in series, i.e. between the control unit and dynamo F terminals. Thus, the field winding "sees" 6 volts, when the dynamo output is 12 volts.

This was the extent of my initial conversion, apart from ensuring that all bulbs were 12 volt and of similar wattage to the standard ones, with the exception of the 55/55W H4 halogen "bobby dazzler".

The first ride in daylight produced a healthy positive ammeter reading as expected, but instead of settling down to a trickle as anticipated with a new, fully-charged battery, the current continued at a couple of amps or so. After some thought and measurement, I realised that the voltage regulator spark quench resistor R (46 ohms) permitted a significant field current to flow on 12 volts, when the regulator contracts



were open. Unfortunately, I now realised that there was no alternative to a minor internal modification to the control unit. This consisted of disconnecting one end of resistor R, as indicated by X in the diagram, and insulating the floating lead. A substitute resistor R3, twice the value of the original, was connected externally between the F and D terminals.

The result has been six-and-a-half years of trouble-free and very effective lighting. The twice engine-speed dynamo balances the full lighting load at about 25 m.p.h. and has not yet burst nor stripped the fibre gear. Mind you, we don't make a habit of using the 5000 r.p.m. peak of the "Power-Plus" engine.

A Lucas-Scott engine-speed Magdyno conversion would balance the full lighting load at about 50 m.p.h. (A pancake dynamo should do rather better.) O.K. for the fast guys but I would suggest a compromise value for R1 of say one-third that shown in the diagram, so that the dynamo field receives 9 volts nominal.

The power rating of the resistors is easily calculated from:

$$\text{power (watts)} = \frac{V \times V}{R}$$

where R is the resistance of the resistor in ohms and V is the maximum voltage applied across the resistor, say 8 volts for R1 and R2 (about 4 volts for the "compromise" ⅓R1) and 16 volts for R3. Your radio and TV repairer should be able to supply suitable wire-wound resistors.

	R1	R1	R2	R3	
Resistance					
calculated	3	1	13	92	ohms
practical	2×5.6 parallel	2×2.2 parallel	2×27 parallel	100	ohms
Rating					
calculated	2×11.4	2×7.3	2×2.4	2.6	watts
practical	2×11	2×11	2×4	4	watts

By the way, don't worry about overloading the armature. The doubled voltage will do no harm and for a given wattage loading the current will be halved. Thus the safe output of the dynamo is doubled, from 45 or 60 watts to 90 or 120 watts. Note that at 12 volts, the dynamo is more efficient than at 6 volts, since the power loss in the armature and brush resistance (not to mention that of the motorcycle wiring) is dependent only on the output current and not on the output voltage, so it's not going to overheat. The voltage regulator current coil will protect the dynamo against overload at about 8 or 10 amps, in the normal manner.

During a recent trip to South Wales, to collect some Scott bits and pieces, I came to learn that the piston rings for a standard 498 cc Scott are exactly the same as those for the 350 cc Ariel Red Hunter in plus .040" size. Further, there is a motorcycle business in Llangefelach, run by one Ernie Pritchard, where there is a stack of such rings.

* * * * *

A lovely story has come in about the late Charlie Edwards of Auckland, N.Z. He bought his last Scott in the U.S., and the sea freight charges to N.Z. were so high that he took it back to Auckland *by air* —as personal baggage—and this cost less than the sea transport would have done!

FESTIVAL OF 1000 BIKES
BRANDS HATCH, 18th SEPTEMBER 1988
John Lindsay

Once again this event was held in good weather. It offered a bit of almost everything: grass-track racing, an autojumble, a sprint, numerous parades covering all motorcycling from 1904 to the early '80s, a display of speedway machines (including an ex-Varey Scott) and many club stands. I didn't see every type of Scott there, but according to the programme the following were in attendance:-

No. 6 Jim Best's immaculate Sprint Special, which competed in the sprin;t an ex-Varey Scott speedway machine,
111. A. Raffell's beautiful 1912 solo 532 cc
171. My 1924 Three-speeder
206. I. Chilver's 1928 T.T. Rep.
217. D. Franklin's 1929 Flyer
232. Bill Cullen's 1930 Flyer
233. Charles Windsor's 1930 Sprint Special
445. Dodd's 1949 Flying Squirrel
889. I. Hammerton's 1960 "Brum"
890. D. Manning's 1960 "Brum"
1210. R. Jones's 1975 Silk
1228. N. Donnithorne's 1977 Silk

Ossie Neale's T.T. outfit was also there, looking good in the parades and sounding great in the sprint.

This was a good turn-out of Scotts, but it would have been more impressive if the S.O.C. had taken a pitch of its own and concentrated our machines together. After all, if so small but enthusiastic a body as the Martinsyde Register can put on a stand, we should be able to.

My day wasn't all unqualified pleasure. Before I went on my 3-lap parade trip round Brands (the only time I have aspired to a real circuit), I overfilled the radiator and set the oil at a fast drip. As I have no kickstarter, and didn't want to let down the *marque* by stalling in front of literally thousands, I set a fairly fast tick-over on my levers. These sensible precautions suffered the usual well-known fate which afflicts the plans of mice and men. Some other bikes were late to arrive at the start line, so I was left making more and more smoke, waiting for the others to get ready. The excess water in the radiator began to blow out and a worried start-line scrutineer thought I was dumping petrol. By then the owners of the fourstrokes waiting on each side of me on the grid were coughing in the smoke, and I began to feel like the man in the middle who didn't use Amplex in the deodorant ads. At last we were off but rather slower than I had hoped. We were carefully shepherded, being neither allowed to overtake the marshals at the front, nor to drop back to those at the rear. At one point there was a sharp bang on my left and I was overtaken by the Ossie Neale outfit, running with an open pipe. The outfit had not been running evenly at our relatively slow speed, and had 'opened up' a little. I found it relatively easy to stay just behind it, giving our audience some real *yowl* in living stereo.

Altogether an excellent day out and I hope we have an even better turn-out next year. Do come, but come by bike as the traffic congestion is appalling. On my way back to central London I qualified for the trophy I've never yet got round to donating: the Harold Willis Memorial Prize for the maximum number of gear changes per mile!

MAKING IT A LITTLE EASIER

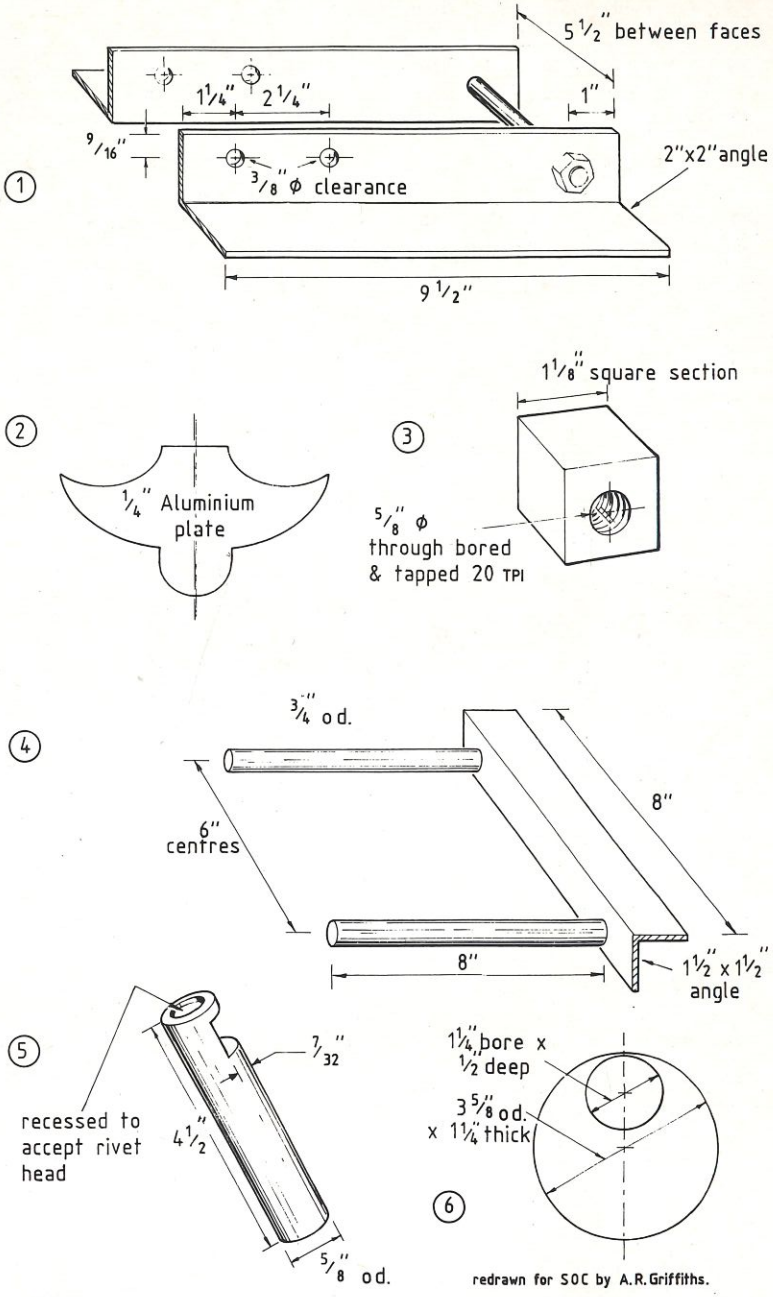
Jack Frazer

However manageable and appropriate individual Scott components may be when assembled in their frame and ready for the road, there is no doubt that some of them present a problem when on the bench. Having, over the last few years, spent a considerable time with engines and two-speed gears of the 1923/25 era, this fact has become forcibly borne in upon me: engines will only lie on their sides and two-speed gears are the shape of nothing any way. Acting on the principle that if one has to do it once, one may well have to do it again, it appeared to me that a few simple jigs and special tools could prevent onset of aggro and, indeed, damage to ageing fingers. Hence the following which may be of interest to others.

1. This consists of two short lengths of 2" angle separated be a distance piece (5½") and through bolt. Each angle has two ⅜" clearance holes to accept the engine bottom rail bolts. When this is bolted to the rebate at the bottom of the crank case, the engine will stand firmly in the normal position.
2. This comic shape (not to scale in the sketch: you will have to figure out for yourself) when cut out of ¼" aluminium plate and slipped into either crank chamber will effectively prevent crankshaft rotation to enable crank pin screws or the crankshaft drawbolt to be dealt with.
3. This is a cutting of 1⅛" square BMS bored through and tapped ⅝" x 20 tpi. When held firmly in the vice this will accept either end of the two-speed gear hollow spindle, to enable assembly/adjustment/trial to proceed in an orderly fashion without damaging the threads or squeezing the spindle.
4. This consists of a cutting of 1½" angle with ⅜" holes at 6" centres. Into these two holes are screwed two ¾" OD bars (corresponding to the frame rails), each shouldered to ⅜" dia. and threaded at the ends to accept nuts. This gadget can be held by the angle in the vice, and the two-speed gear complete with supporting lugs assembled thereon for trial and adjustment.
5. This offset anvil made from ⅝" OD BMS may be held in a vice to facilitate closure of rivets securing chain wheels to two-speed gear drums, otherwise difficult to do neatly.
6. This is a hardwood block 1¼" thick, 3⅝" OD, with a recessed hole 1¼" ID x ½" deep cut at the periphery. This slips into the crank chamber and, when the whole issue is inverted on the bench, supports the crank for driving up its opposite number.

I have not thought it necessary to show the two or three peg or "C" spanners required, as anyone can make these up from ⅛" or 3/16" plate, but those setting up their lathes to produce securing rings for compression release valves or, indeed, for lock rings for "flat head" water jacket covers, may care to note that the threads involved are 24 tpi.

Those of you who peruse the pages of *Exchange and Mart* may have seen, last December, that advert for a Clubman's Special. The asking price of £7,500 makes everything seen in *Yowl* seem cheap, and even those controversial dealers' prices discussed by Messrs. Moller and Rhodes are modest in comparison!



A DAY IN THE LIFE OF A SCOTT RIDER—No15.
A Cop and a Cuppa

D.W. Avis

These two tales have a rather sad tone, for two reasons: firstly, this is anaccount of failure in the midst of success, and secondly, the events occurred at the start and finish of my last trip to the Isle of Man TT Races.

I was riding my much-modified 1949 Scott, which I bought seized solid with only 13,000 miles on the clock many years ago. This machine now sits in my garage in Montreal, sporting its third "clock": they never last out the machine because that rocking couple shakes the very devil out of them. The point that I'm coming to is that the mileage to date is 126,000 miles, the last 20,000 being covered in Canada during 1968, '69 & '70. I have heard the view expressed, more than once, that "Lofty rides 'em, not just polishes 'em!". That is indeed true—or, at least, used to be. I also overheard a rather less favourable comment at Crown Meadows during my last Rally there. Upon looking at my '49 model, the smartly dressed expert made known his views in no uncertain manner. "I wish these chaps wouldn't cut these machines about so much", he offered, "It makes it very difficult to restore them to original".

My defence is that although I love the Scott, in original form it has many insufficiencies. At six-foot four, no machine is comfortable for me, so quite a bit of adaption is required if I am to cover trips of three or four hundred miles without taking a stretch at every café along the way. The others are well known. The unreliable engine and the pitiful chain lubrication, the clutch that jams or slips, the tank and radiator leaks caused mainly by the rocking couple vibration, the silencer that gets as noisy as hell just three months from new, and the dual front brake that doesn't brake, but gets noisy as hell..... I am reviewing here the sad agony of my '49 model, but my observations apply equally, or in part, to almost all Scotts. My owning a Scott has therefore been a constant battle to adapt it for my comfort and to overcome its design weaknesses. The challenge and the mileage have been the purpose and the fun. I would not expect a Concours Buff to understand this point of view.

This is yet another tale that takes place during a trip to the Isle of Man to enjoy the TT races. That year I made the journey alone, and the bike was in great shape. The leaky tank and radiator problems had been subdued and the cause of the jamming clutch had been located and fixed. Thin cork inserts plus a mod to the lifter mechanism had cured the slipping and dragging. The front brake had been upgraded to sufficient potency by carefully shimming the shoes. The pistons had been hot-lapped and had a single packing block under each to improve ventilation and therefore run cooler. Above all, it now carried the Loftylube scavenge oiling system for the engine lubrication. Another aid to keeping the toolbox closed was the "Avisoil" primary chain lubricator (Stan Thomas's name for it). This was a leather ring situated between the left side mainbearing cup and the engine sprocket, which lays the oil leaked from the main neatly on the edge of the primary chain. The breather from the Loftylube system emits a small amount of oily petrol vapour. It could be used to wet a gauze type of air filter, but since the Scott didn't have one, I used it to wet a felt pad on the lower run of the rear chain. With this arrangement, chain adjustment was a thing of the past, although I did have to wipe the oil off the rear rim occasionally. It seemed that a rear chain case would be the next requirement.

Since with Loftylube the plugs never became oil-fouled, I was at last able to use those "Fuel Igniters". These have a gap of about 0.050", but the spark actually travels across the nose of the insulator, which is semi-conducting at that point. The "light-up" stage of the mixture in the Scott cylinder is rather slow, due to shape of the combustion space and the damping of turbulence by the deflector on the piston. Some mixture is still burning as the piston descends and contributes nothing but heat to the already overburdened, energetic piece of aluminium. The flame effect produced by the fuel igniters speeds up the initial stage of "light-up" and gives a noticeable improvement to the engine throughout the rev range. They had been given to me in disgust by a the rider of a Scott sidecar outfit. He had found them useless with both pilgrim pump and petroil lubrication. Oil simply kills them, and only a prolonged dunk in the petrol tank will restore them to life. Sand-blasting kills them permanently.

The first leg of my journey from Southend-on-Sea in Essex, was around Chelmsford, on to St. Albans, then passing close to Welwyn Garden City to join the M-road system. At about 4.30 in the evening the road was not too busy and a really cracking pace was set, notwithstanding the new large windshield and two large cases on the carrier, (heavy with Scott spares). I was deliriously happy.

St. Albans was reached without incident, but I couldn't help noticing that the engine, having shed its two-stroke idiosyncracies of smoking and seizing, was developing a fourstroke tendency to "pop" in the silencer when suddenly shut off. Since it always cut in cleanly and with full response, when the throttle was opened, it seemed that nothing could be amiss. But was I wrong! Driving smoothly through the narrow streets of St. Albans she suddenly cut on both cylinders simultaneously. I glided into an alley to investigate, out of the way of the traffic. There appeared to be nothing wrong; sparks and fuel were available, but absolutely no action. Mystified by all this, I got out the regular spark plugs and installed them. To my amazement, she started right away and ran perfectly. I was to find out what had happened a year later when the ignition coil failed. Those fuel igniters can overstress a coil by requiring too high a firing voltage under some conditions. The coil had arced internally and cut the motor. The regular plugs however had limited the peak voltage and enabled the coil to operate without arcing over. Off we went again, but the engine seemed a bit flat. Another brief stop to advance the ignition a shade brought back a lot of the pep, but I missed the taut liveliness obtained with the igniters.

The M-road was reached without further incident, and there a stop was made to check tyres and the security of luggage. All being in order, the limited access was entered and the speed eased up to a shade over seventy. This was boring motoring however. With the extended silencer, designed in consultation with Tom Ward, the Yowl is reduced to pleasant hum. Although the windshield was a great friend in the rain, it threw back the clatter from the intake in a most irritating manner. My mind was partly absorbed on the design of an airfilter-cum-intake silencer; where would I put the coil, etc? It seemed that in no time at all, I joined the M1. A mile or two short of the first services I at last succeeded in passing two lorries that were having a joust at about sixty-five. I was only fifty yards ahead of the duellists at about the middle of the road when IT HAPPENED. The heavily laden rear tyre suddenly deflated in about fifteen seconds! I used those fifteen seconds to get onto the shoulder of the road and

then the front tyre dug a channel in the soft surface. It was dusk by now, but there was nothing for it but to get out the tools and find the cause.

I put my wood strip under the centre stand and a case on the handlebars to keep the back wheel up. I clipped my little worklight on to the battery and started to pump up the tyre. Having located the point of the leak by the hissing of escaping air, I eased the tyre off the rim at that point and pulled out the tube. Before I could proceed further, there was a screech of tyres and a policeman stood over me. By his approach, it seemed that an arrest was imminent. Apparently some car driver, who had witnessed my narrow escape, had put in a complaint that there was a reckless motorcyclist swerving all over the road and carving up the traffic.

Once the situation had been explained, the policeman became positively helpful. First he pumped and I listened, then I pumped and he listened. Then he said, "I'll bet it's under that patch". Now "that patch" covered three little holes that had occurred without benefit of a nail; it had been applied and heat cured by myself about a month before. I was confident that the repair was secure. Nevertheless, as the fellow stretched the tube, a split ran out from under the patch. He was right! There was a bad fault in the moulding; one which could have killed me, especially considering the conditions under which the failure occurred. I had come to dislike the butyl rubber type of tube. They may hold the air better than natural rubber tubes and, being smaller, are easier to install, but that's where the advantages end. Since they are not porous like natural rubber, they can be in a state of stretch when in the cover and so may be made smaller in section. When it comes to patching, however, we have a problem. The rubber cement does not adhere to the butyl rubber nearly so well as to the natural type. Added to this, the stretching inside the cover tends to detach the patch. I was in the habit of installing a larger tube so that it was not being stretched, but this tyre and tube were a present from a good friend and were installed as a set.

Fortunately I was carrying one case full of spares (some on loan from Len Pease) to assist less fortunate Scotters in trouble. Amongst the collection was a much-patched 3.25 inch natural rubber tube that I had thrown in at the last minute on a prompt from the old G.A. In actual fact, it was acting as a buffer between the packages. This one was going to have to stretch to 3.50 inches!

The Police positioned their car to give a better light and I removed the rear wheel and changed the tube. It took but half-an hour to do this and get everything packed away, ready for the road again. Then out came my little bottle of "Mittmilk", a Lofty Goo that cleaned off all the grease without the benefit of water. The two policemen seemed to somewhat fascinated by this strange machine with its water cooling and its self-reliant driver. I gave these two ex-Triumph riders a verbal essay on the Scott and its Club. Meanwhile, we went through my flask of well-laced tea, (milk and sugar added on the spot). I explained that the Scotch was added to counteract the unsteadying effect of the caffeine. They seemed to understand.

True to form the Scott started first kick, and I had the benefit of an escort for the next few miles, after which they flashed their lights and pulled into the service centre. I blasted on through the dark and with only one stop for petrol (oil not required), I caught the one o'clock boat without further problems. The week in the Island was a joy, as always. I was glad that the poor overstretched inner tube needed air

every other day; with no chains to adjust, plugs to clean or oil-pump to fiddle with, that bond between man and machine seemed to be somewhat slackening. So endeth the saga of "A Cop and a Cuppa".

Many of you will have seen the December/January issue of *Classic Mechanics,* which carried a fair chunk of Scott material. There was a splendid colour illustration, on the cover, of Brum Scott 286 FOW. (The print quality of *C.M.* is probably the best attainable with today's lithographic technology).

Brian Woolley (of racing Scott fame) contributed several pages of useful Scott servicing data. It would have been gracious to have acknowledged the origins of the engine drawings, just out of copyright, and a little more attention could have been paid to the wording of the introductory paragraphs. These implied that 1928 TT Scotts, and all subsequent replicas, used engines with DPY serial number prefixes—but that might have been the work of a slaphappy subeditor. Brian is sure to have worked on engines with R, P and LF prefixes, and to know their origins.

Attached to the same issue was an illustrated supplement entitled 'The Innovators', again with a very pleasing Scott content. It would seem, however, that one man wrote the text and another the captions, and nobody checked the two together. The former was error free, the latter slipshod. It was Tim Wood who made fastest lap in the 1914 TT, as the text states, but the caption credits it to Applebee. (In the illustration, Tim is the man on the left). The rotary valve components illustrated were those built by 'Kit' Parker of Kendal.

Naturally, *C.M.* is largely devoted to more recent Classics and covers them comprehensively. It's good value for money. What is surprising is that so few make use of the free 'Autojumble' adverts; something to do with the two-month publishing cycle, like that of *Yowl?* What is even more surprising is that *C.M.* seems to be sublimely unaware of the existence of the Scott Owners' Club. Some three dozen one-make and specialist clubs were listed in their 'directory', without a trace of the S.O.C. or its officials. So much for our 30 years existence and 600-odd members around the world!

'Brentmoor'
Low Bentham
Nr. Lancaster

Dear Mr. Stevens

Having just received my copy of our Scott magazine *Yowl,* I notice that under 31st Annual Gathering results on page 6 the Dallon Trophy is shown as awarded to B. Young. Now as a recent member of the Scott Owners' club I don't wish to cause any offence, but must point out that I am in posession of the said Dallon Trophy which was presented to me at the gathering at Stanford Hall for my 1938 machine Reg, No. ELX 967 in the 1930 to 1940 class.

Perhaps you would be kind enough to check this and amend accordingly.

Yours Sincerely
Hugh S. Clifford

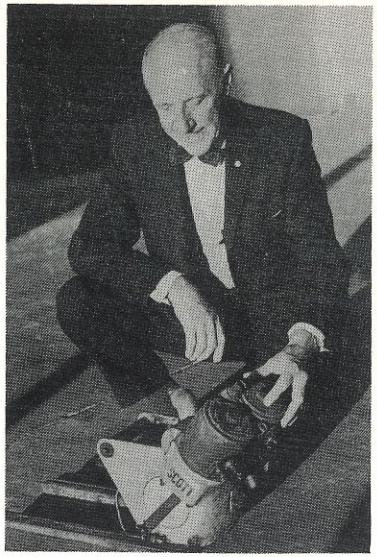
SCOTT OWNERS' CLUB – REGISTER

Registration	Year	Model	Frame	Engine	G'Box	Comments
P1375	1911	2 Sp. Standard	211272	7517		1904 Registration, 1924 Engine
PF 777	1924	2 Sp. Super Squirrel	9028	Z2232A		1926 Registration, 1929 Engine
PG 2336	1929	Flying Squirrel	2319M	FZ1474	224W	Regd 23/7/29
PG 7261	1930	Flying Squirrel	3282M	FY2948A	2548C	
PG8091	1930	Flying Squirrel	3399	FZ3068A		
PH 4388	1927	3 Sp. Super Squirrel	1561	Z730A		Regd. 27/10/27
PH 5367	1927	Flying Squirrel		FZ10016M		
PK 4256	1928	Flying Squirrel	2881M	PY3397	1930 Engine	
PK 7308	1928	2 Sp. Super Squirrel	2568	Z793A		Regd. 1929, Now in Italy
PK 9604	1929	2 Sp. Super Squirrel	2617	Z1345A		
PL 1288	1930	Flying Squirrel	3587	FZ1129A		Tourer 1928 Engine
PL 2378	1930	Flying Squirrel	3266M	FZ2940A	243W	
PL 3202	1930	Flying Squirrel	3651M	FZ3437A	60W	Regd. 1/1/30
PN 3027	1929	Super Squirrel		Z1445A		
PN 3907	1929	Flying Squirrel	2933M	FZ837A	1861W	1927 Engine
PO 5290	1910	2 Sp. Standard	211203	703		Registered 1932
PP 4576	1926			FZ8515		Registered 1925
PT 644	1923	2 Sp.		4711		1920 Engine
PW 5718	1925	2 Sp. Super Squirrel	1320	Z978A		1928 Engine
PX 9832	1929	Flying Squirrel	2510M	FZ1409A	1285W	
PY 9342	1928	T.T. Replica	2181	RY1340AR		Regd. 16/11/28, 1929 Engine
HPA 806	1938	Flying Squirrel	4454M	DPZ4517	3681	
DPB 425	1935	Flying Squirrel	4027	FY2500A		Regd. 4/10/35, 1929 Engine
EPB 877	1936	Flying Squirrel	4185	DPZ4245		Regd. 30/6/36, Modified
APC 479	1933	Flying Squirrel	3834M	PZ3871		
BPC 685	1934	Flying Squirrel	3794M	LFZ3953		
EPC 539	1936	Flying Squirrel	3858	DPY4082	W628	Regd 15/7/36, 1935 Engine
FPC 990	1937	Flying Squirrel		4345		
LPC 795	1928	Super Squirrel	2099	Z1247A		Registered 1947, 1929 Engine
GPD 302	1938	Flying Squirrel	4273M	DPY4333		1937 Engine
GPD 309	1938	Flying Squirrel	4436	DPZ4495		
GPD 316	1938	Flying Squirrel	4513	DPY4137	3705	1935 Engine
NPD 326	1949	Flying Squirrel		DPY5229		
EPE 288	1936	Flying Squirrel	4225M	DPY4287		
HPE 244	1947	Flying Squirrel	4795	DPY4893		1939 Registration, 1946 Engine
NPE 394	1949	Flying Squirrel	5341	DPY5321		
DPF 498	1936	Flying Squirrel	100	PPZ3902		Modified 1933 Engine
LPF 24	1929	Flying Squirrel	3068M	FY2666A		1947 Registration, 1930 Engine
CPG 902	1936	Flying Squirrel	4117M			
EPG 761	1936	Flying Squirrel	4258	DPZ4312		1937 Engine
EPG 771	1937	Flying Squirrel	4251	FZ3009A	1112W	1930 Engine
FPG 296	1936	Flying Squirrel	4405	DPZ4467		1937 Registration and Engine
FPG 987	1937	Flying Squirrel	4397M	DPZ4459		
CPJ 43	1935	Flying Squirrel	4022	DPZ4085	3252CM	In Ireland
DPJ 657	1936	Flyin Squirrel	4157	DPZ4215	3381CM	
EPJ 348	1937	Flying Squirrel	4386	FY3780A	2973W	1932 Engine
EPJ 988	1937	Flying Squirrel	4309	DPZ4362		

SCOTT OWNERS' CLUB – REGISTER–Contd.

Registration	Year	Model	Frame	Engine	G'Box	Comments
FPJ 261	1937	Flying Squirrel	4254	LFZ3948	4076CM	1934 Engine
FPJ 344	1937	Flying Squirrel	4425	DPY4487		1938 Engine
GPJ 519	1938	Flying Squirel		DPY4576		
GPJ 922	1938	Flying Squirrel	4515M	DPY4574		
JPJ 326	1941	Squirrel	66	Y2879A		1930 Engine
JPJ 597	1930	T.T. Replica	1746	RZ2325		1941 Registration, 1929 Engine
BPK 294	1934	Flying squirrel	3796M	LFY3956		Regd. 10/8/34, Now in Australia
BPK 395	1934			LFZ4024		Modified
DPK 975	1930	Flying Squirrel	2136M	DPY4240		Now in USA, 1936 Regn & Engine
BPL 348	1934	Flying Squirrel	3836	3997	34CM	
FPL 437		Birmingham		DPY4494		1937 Regn. 1938 Engine
GPß 890	1938	Flying Squirrel	4623	DPZ4687		
HPL 582	1939	Flying Squirrel	4326	DPY4755		
NPP 34	1930	Flying Squirrel		FY3448A	1276W	1950 Regn.
MPU 610	1925	2SP Super Squirrel	550	Y9312		1947 Regn. 1926 Engine
PPU 670	1909	2SP	191993	580		1950 Regn. 1910 Engine
HPX 463	1929	Flying Squirrel	2580	FZ1896A	1420C	1947 Regn.
KPX 506	1949	Flying Squirrel	5156	DPY5250		Regd 5.7.49.
DPY 774	1929	Flying Squirrel	2981M	LFZ1264A		1947 Regn. L Prefix added to engine
1342 PF	1963	Birmingham	1320	DMS2122		
652 PG	1963	Birmingham	1318	DMS2119		
993 GPA	1958	Birmingham	51132	DMS1091	4363CM	
178 NPB	1960	Birmingham	51223	DMS2021		
116 GPC	1958	Birmingham	51163	DMS1156		
844 CPE	1957	Birmingham	51013	DPY5509		Regd 14.2.57
845 CPE	1957	Birmingham	51015	DMS1015	4597CM	
71 DPE	1957	Birmingham	51082	DPY5452	4584CM	
72 DPE	1957	Birmingham	51016	DMS1016		
158 EPE	1957	Birmingham	51122	DPY5489	4629CM	
73 KPE	1959	Birmingham	2013	DPY5500		
165 MPE	1959	Birmingham	51218	DMS2015		
777 DPF	1957	Birmingham	51093	DPY5479	4599CM	
174 EPF	1957	Birmingham	51123	DMS1152	4550W	
257 PPF	1960	Birmingham	51236	DMS2037		
96 DPG	1957	Birmingham	51097	DPY5472		Reg. 17.7.57.
110 WPH	1961	Birmingham	51293	DMS2091	4654CM	
69 KPJ	1957	Birmingham	51200	DMS1199		1959 Regn.
454 TPK						1961 Regn.
158 PPL	1960	Birmingham	51237	DMS2038		
APA 187A	1938	Flying Squirrel	4504	DPZ4563	3696CM	Regn. 1963—modified
APH 76A	1947	Flying Squirrel	4815	DPY4613		Regn. 1963—1938 engine modified
BPE 224B	1964	Birmingham	51325			
DPF 402B	1964	Birmingham				
EPG 201B	1964	Birmingham	1348	DMS2239		
HPA 12C	1965	Birmingham	1359	DMS2250	4658CM	Now in Hawaii
TPD 29M	1973	Silk Scott				Was in Bridgnorth Museum
NPM 172W	1963	Birmingham	1538	DPY4800CS		Regd. 1981. 1939 Engine.

Alongside: the late Charles Pearce of New Zealand with an engine he located and restored. He rebuilt a complete 1914 machine from parts abandoned some 40 years previously. Opposite page: "as found" 1914 Scott of Keith Rhodes, which could be said to have rekindled Pearce's enthusiasm. Between them the two men built up two veteran Scotts and a transoceanic friendship.



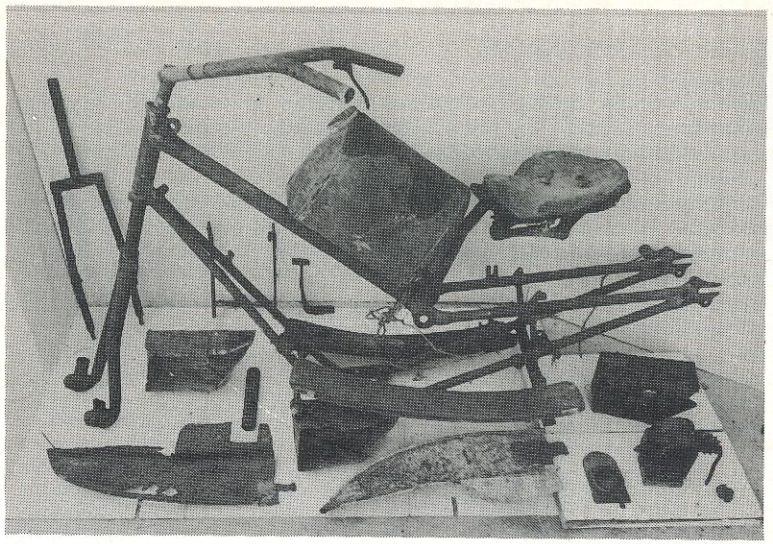
Woodford Green,
Essex.

Dear Mr. Stevens,

Thank you for for all your efforts in producing *Yowl.* I was surprised to see my name mentioned by Brian Marshall in his article "Seven-year Saga", and at first could not remember why. Mention of his Replica, and obtaining the correct block with cylinder wall oiling, jogged my memory of the time that he purchased it from me; in fact we met somewhere between Cambridge and the A1, about halfway between our respective homes at the time.

The point of writing is to make an appeal to members with parts to spare, to make them available to genuine fellow members who really need them. The particular replica block which was sold to Brian was obtained with other parts, in the past, and I kept it as a spare for my 1935 Flying Squirrel, although the original block was a detachable head type. I had the old block bored and two old but good pistons professionally turned down slightly, and fitted with new rings. I saw Brian's numerous adverts for a replica block and realised that, as I had a good bike with plus .020" pistons, and good plus .040"pistons in hand for the next rebore, then I didn't really need an incorrect type block while someone else was in need.

It is difficult to sell a part. One hope to get a fair price, but also hopes that the buyer is satisfied. I have been disappointed in some parts I have bought at the Scott Rallies over the past few years. I realise that 'buyers should beware', but mainly the buying and selling is between club members. Examples are: headraces which were not the correct diameter although marked with "Scott" labels; 2-speed front fork spring which was later found to be short—no, not a short headspring, but a broken spring reground at the broken end! New cast rear brake shoes which were undersize, obviously cast from old shoes without allowing for contraction; Pilgrim oilpump in pieces which was later found to have two righthand rotors and a lefthand drive worm. I know I



should have known better, but when one is a little green and in need of spares, one doesn't hesitate long enough to check and perhaps ask for advice.

By the way, none of the above items were bought from the Club Stall or Ken.

All the spares I have had from these sources have been good and relatively cheap.

Regards,
Peter Maddox.

NORTH WESTERN SECTION NOTES

We met at the Whipping Stocks on 1st September last, to hear a talk by 'Radco', Frank Farrington, the author of "The Vintage Motorcyclists' Workshop". His vintage motorcycling experiences were fascinating, especially the details of his potent early 3-speeder used as everyday transport, for sprinting and racing. He would be interested to know whether it still exists—the front downtubes were greatly bent to allow the use of a twin exhaust block.

Congratulations to Sid Hicks on the late vintage award at the gathering, justly deserved for the rebuild of his 3-speeder, carried out in three months.

After our visit to Birmingham Museum of Science and Industry in December, the timetable for our 1989 meetings at the Whipping Stocks, Lower Peover, is this:

2nd March—Film Show
1st June—Machine Night
7th Sept—Speaker
7th Dec.—To be arranged.

Dr. John Minns

NORTHERN SECTION CHRISTMAS MEETING SUNDAY, DECEMBER 4th 1988.

The Northern Section Christmas Meeting at Bradford Industrial Museum was well attended. Once again our members enjoyed an excellent buffet meal in the Museum Lecture Room prior ro the meeting proper.

Our speaker this year was Reg Spencer, who has been actively involved in various aspects of Motor Sport for 50 years. He has devoted hundreds of weekend hours, over a period of twenty years, as commentator at racing events at Oulton Park circuit in Cheshire. During this time he has met many of the great and talented personalities of our sport. His talk also included account of his spell as official time-keeper at the Isle of Man TT races, which made fascinating listening. Reg also brought along some interesting literature with a lot of Vintage Racing programmes, with our Scott racing exponent Ian Pearce as the winner in his class year after year at Oulton Park.

Chairman Colin Pinder thanked Reg for a most interesting talk and we then proceeded to the presentation of the two yearly awards.

The winner of the participation Trophy this year was Ken Thirtle of Dinnington, near Sheffield, a very worthy winner (1,029 miles covered in competition and rallies on his Scott, including the RAC/ACU Rally, 500 miles). Well done Ken. I am pleased to report that the Trophy this year had a much higher level of support and I do hope this trend will continue.

Once again by popular vote the Tees-Tyne Clubman of the Year Award went to Ivor Ivor Slack, a much deserved accolade to one of our senior members.

Some avid ticket selling by Shirley, Pat and Alison resulted in our raffle, which had some excellent prizes donated by members, being a great success. A substantial sum was raised for section funds.

Once again our President John Underhill and his wife had travelled to be present at the meeting. John very kindly brought along some Scott literature for auction; Colin Pinder officiated as auctioneer and a sum of £53 was raised for section funds. Colin then proposed a vote of the thanks to John for his considerate gesture.

Our meeting was then addressed by John Underhill who told the meeting of club news and topics. Our meeting concluded at 4.30 p.m. after an enjoyable afternoon.

It only remains for me to wish all members a Happy New Year and safe journeys in 1989.

Martin Hodkin

NORTHERN SECTION EVENTS DIARY 1989

Mar. 12th Sun. Bradford Industrial Museum, 1.30 p.m.
Apr. 15th Sat. A.G.M., Scout Hut, Enderby, Leics. 2.00 p.m.
May 7th Sun. Burnsall Run, noon
June 11th Sun. Derbyshire Run, The Grouse Inn, Froggatt, noon.
July 1st Sat.. Northern Rally, Hambleton Arms, Sutton Bank, noon.
July 16th Sun. Masham Traction Rally (to be confirmed)
Sept. 3rd Sun. National Gathering, Stanford Hall.
Sept 17th Sun. Bradford Industrial Museum, 1.30 p.m.
Oct. 21st Sat. Scott Trial (to be confirmed)
Dec. 3rd Sun. Bradford Industrial Museum; meal, noon; meeting 1.30 p.m.

T.B.WARD **12th April 1945** *(continued)*

I like that bit about what Scott said about the dummy radiator. It was typical of him. It made me think that if Scott had seen "Wharfedale's" idea for converting a Super to take a Flyer engine by putting a window in the frame, his remarks would have been more scathing still!!

Well! How's that for a double ration of comment for you? That's what you get for being in hospital!

Low. It was nice to be reminded of the days when steel-studded tyres were the vogue. When tar Macadam was unknown and summer riding meant being smothered with dust, and winter riding meant thick mud. It is an honest fact that I once tracked four cyclists for two hours along main roads and country lanes, without having the slightest idea where they were going, and eventually caught them up. You could not do that now.

Yes! tyres used to puncture very easily. They were too small; too thin; too smooth; and not tough enough. The Palmer was the ace of tyres in those days and if a cycle or motor cycle had Palmer Tyres it was always given a prominent place in any advert. The Palmer invention of the cord structure was the fore-runner of the present simplified tyre construction all over the world. Large section tyres would be next to impossible with the old canvas structure.

Chief bugbears of early machines were the high saddle position and the long bars. Hair raising on tram lines. Horses and dogs took many years to reach their present indifference to motor bikes. Dogs used to run savagely at the front tyre and try to bite it. Horses used to take fright unless you treated them with proper consideration. I once nearly caused a tragedy by riding a Levis which was fitted with a compression release opening direct into the air instead of into the exhaust system. It was simply deadly to farm carts, butchers' carts, and even funerals.

Way. I was glad to hear that you had enjoyed my notes in No 2. and consequently have just looked up the duplicate to see what these were about. Well I am glad you like the technical stuff because I was a little afraid it might be boring. However, in any case I'm afraid that I shall have to come down out of the Stratosphere—due to shortage of petrol! (That means shortage of time chiefly. It takes up a long time to marshal technical information).

Re steering ball races, I will look through my stock and write you direct if there are some in good condition.

Your remarks about cleaning out the Burgess Silencer by Bro. Fox's method remind me that I meant to give a word of warning about this. The sound-absorbent material which surrounds the perforated tube is not steel wool, but I believe some sort of glass wool or slag wool. It can be destroyed by excessive heat. The makers say that it will only stand 900°F., which is well below red heat. In their instructions, of which I am inserting a copy, they do not mention the burning out method, but as you will see they advocate the caustic soda method.

Andrews. You deserve full marks for noticing that point about Way's front fork idea. Yes! after a wee bit of consideration, I back you up. The fork compression spring would need to be twice as strong, because the upward force on the front spindle would be working with twice the leverage against the spring. It would mean discarding the spring case altogether and fitting an exposed spring. But I would condemn the idea chiefly on account of the link action, which is a retrograde step and taking us back about 30 years!

Talking about the interesting A.B.C. machines which came out after the last war, I never had the pleasure of riding one of these, like you and Fox. Have never been able to understand why it was dropped with such suddenness. It was a most promising design and the firm had any amount of money behind them. Here again, it would have been interesting to have listened in at the board meeting! Some of the most interesting news never gets into the papers. How about it Fleet Street Fox?

Ratcliffe. I think you and I have used so much ink in writing direct to one another that there is not much left to say! Talking about your policy of leaving the Super as it was intended as far as possible, I heartily agree. That was always our policy. We had to be very very sure that we had found a genuine improvement before departing in any way from standard. That is why I was so interested to read Wharfedale's remarks that "*The two-speed Scott was logically designed as a complete whole and was not really capable of being altered. Scott himself was quite clear in his own mind that it was unalterable, and was not at all enthusiastic about the development which transformed it into a three-speed model*". (Every word of this article, that Lumley is circulating with this book, is worth reading two or three times over. I wonder if you had come across it before?)

But I think Wharfedale is slightly overstating when he says "unalterable". No one knew better than Scott how thoroughly the bike had been thought out, and how carefully every possibility had been explored. Naturally he resented any suggestion that his ideas were all wrong and that he should turn them upside down, but I am sure that he never considered that the development of the design was at a dead end. That he thought many people were wanting to develop it on wrong lines I can well believe. Very well indeed!

I hope you and Low will tell us more about the Scott Machine Gun Carriers (forerunners of the Bren carriers when you come to think of it) I have some illustrations of them which appeared in the Yorkshire Observer and the Motor Cycle Trader at the time, and I will enclose them just to remind you of old times. Incidentally, I worked on them myself for a few weeks, so am keen to recover these cuttings when they come round again. Any one interested can see the X.L. All saddle in all its glory, and I had nearly forgotten to point out that Alfred Scott is in the saddle of No. 1. Gun Carrier.

Now for tackling Bro.Cooper's 17 pages—with supplements!

Cooper. I am glad that you are gratified by our progress in this Circle, and am sory that I omitted to comment on the proposed 'Interesting Experience' scheme last time. To tell you the truth, I was highly delighted at the idea of reading other members' efforts, but not quite so enthusiastic at the idea of writing my own. I don't see how I can find the time unless we can have a round specially devoted to that scheme to the exclusion of all comments and any set subject. It is no use saying, "prepare yours whilst waiting for the Note Book to come round" That simply does not work with me for as soon as it has been posted off on one journey I have to dismiss it from my mind until it comes round on the next.

Re broken Super fork springs; what an argumentative chap you are! But it is a very pretty argument nevertheless. Well! I told you that it happened in Yorkshire, where the lads are a bit thick in the head—and in other places! Often they would not believe us when told that their fork spring was broken, and then we would have a bet as to how many parts the spring was in.

I think you got me wrong about comfort with a pillion passenger. What I said, or meant, was that after riding for some time with a pillion passenger, you notice a striking deterioration of comfort when he, or she, steps off. I can remember that the first time I even took a p-p, in the old days when you just tied an ordinary cusion onto the carrier with string, and there were no footrests, I could hardly ride the bike for the first few yards when the p-p eventually got off.

Silentbloc bushes are usually in units like journal ball races. By that I mean that they have their own inner and outer (thin steel) sleeves, with the rubber bearing material sandwiched between. To accommodate the unit a bigger eye is required in the spring. I am sending you an old but informative Silentbloc catalogue which you can keep, and as it might interest others I will pass it along with this Note Book.

You have not understood my analysis of the action of a bike with an unsprung back wheel, and I am afraid that it is hard to explain. It is not something that you can understand by just using ordinary common sense, no more than anyone could undertand radio by that means for instance. The friction of the bar on the polished floor can be ignored as it is small compared with the other forces at work. Remember we are dealing with a sharp blow and not a slow push. The result is not haphazard but always the same. However, it is no use saying any more about the matter or everyone will get bored.

You do get some moments of insight sometimes! For instance your suggestion that Scott would have had the frame in two triangulated sections, pivoted together, with the lower one carrying the engine, gear-box, and rear wheel, is quite brilliant.

With regard to Connell; I wish you would tell us something about the correspondence which you have had with him. At present, labouring in ignorance, I am certainly under the impression that he has been approached in the wrong spirit. Is he actively engaged in the motorcycle trade for a living? If so just put yourself in his place, or better still consider the nearest analogy. Suppose that you, as a member of the legal profession, I understand, had been prominent in the papers in connection with some case. What would be your reaction on receiving correspondence from a stranger obviously out to 'get at' you? I won't say any more as I always get bad tempered when I think of lawyers.

Well! I have just been reading about your tussle with that control stop which fell into the flywheel zone. Very realistic, and I much admire your perseverance in retrieving it. The same thing once happened to me with a similar Flyer. I fished and cursed and fished again but could not even get a solitary tinkle. In the end I had to lash the machine to a transverse piece of wooden pole, pushed through the frame, erect a pile of boxes under each end of the pole, and then somersault the whole 400-pounder upside-down. I should have mentioned that the machine was on a wooden bench, which had been duly slid out of the way. The dodge was successful, but I cannot really recommend it as there is too much preparatory work!

Now do you see what I have done? I have taken so long to ramble through all your notes that there is not much time left for the subject of the day. I am certainly slipping from my good resolution to stick to the point, and must do better next time. Fortunately ignition is an easy subject, so here goes:—

SCOTT IGNITION.

Bro.Cooper has had another of his flashes of real insight, as I am sure he is dead right about the logical way to time a mag. *In the fully advanced position with the points just breaking.* That is how I have always

timed them, and of course having to time all sorts of strange engines without any timing mark on the flywheel, we removed the crankcase door and set the crankpin pointing at the rear cylinder bolt head (knowing just the spot by experience).

The electrical method of determining break is not necessary in my opinion as you can tell by eye to 2 or 3 degrees if you flash a torch on the points. Different engines vary by as much as 10 degrees, and after all the ignition *is* variable. (On an aero engine with dual ignition the electrical method is necessary as the two sparks must synchronize correctly).

The big point about timing a magneto is:— After pushing the sprocket onto the taper and tightening the nut, *check the timing again;* by pulling the engine round until the points just break and noting position of crank. Always take up any backlash in the chains (if excessive) by holding back on the mag sprocket.

You may ask why one Scott engine should require more advance than another. It is chiefly due to the compression ratio being different. A lower ratio, or anything which lowers the rapidity of combustion, calls for more advance to compensate. In the old days when the sparking plugs were in the very inefficient position at rear of cylinders, more advance was required than now with the plugs at the top. As a rule, the better the engine, the less the advance required.

I promised some time ago to get into touch with two friends who had fitted coil ignition to their Scotts, and to let you know if they found it an improvement. One rider reports very fully and I condense his remarks as follows:—

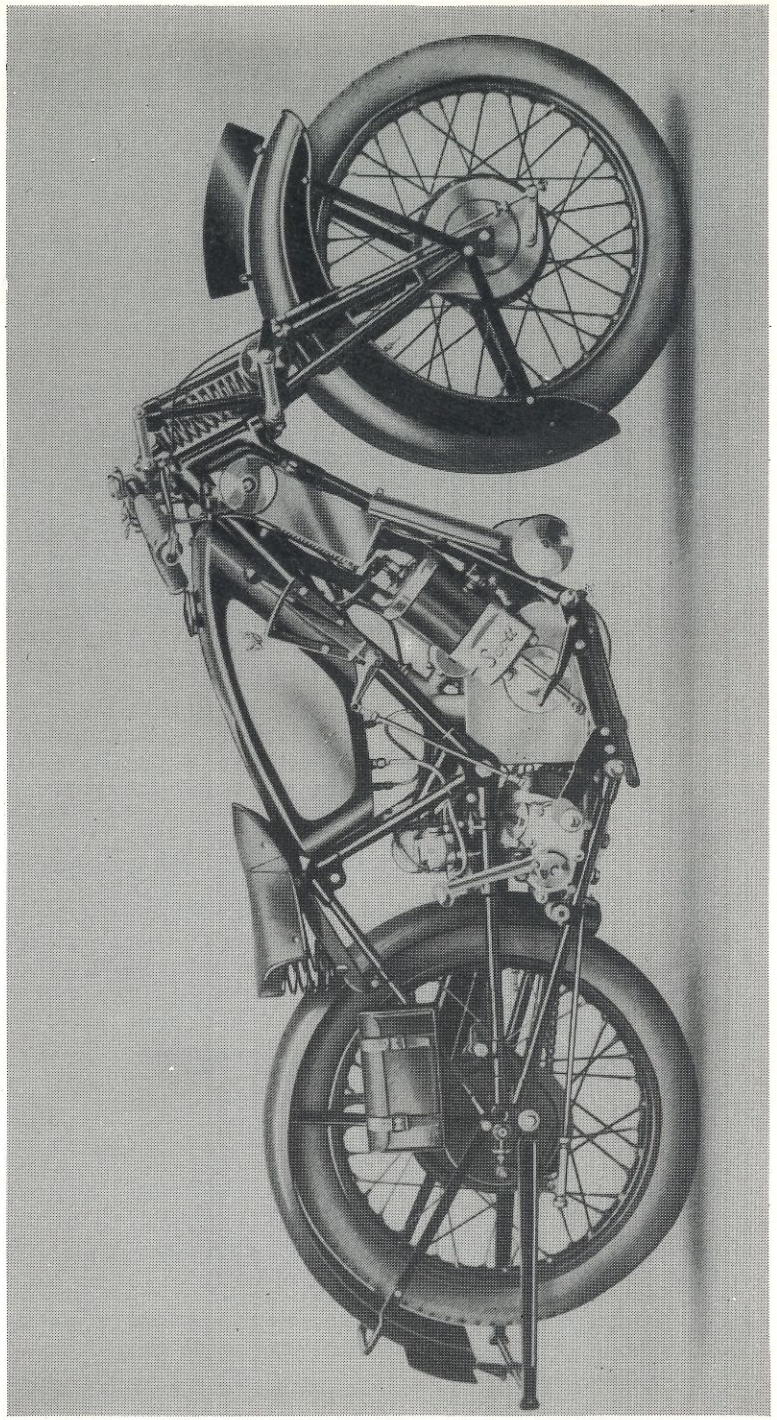
"I have only been able to do 2000 miles on my Scott Flyer with the coil ignition, as I have had to save it until after the war and use my other Flyer for going to work. I think that coil ignition knocks spots off mag. I have used a Lucas "Sports" coil, which under good conditions will give a ¾" spark in free air, and allow a 50 thou. gap at the plug points. I seem to be able to run with a leaner mixture and get very even running when idling. Under riding conditions the mag is not in same street as the coil. There is none of that occasional miss that one gets. Starting was so good that with ignition fully retarded I could press the kickstart down quite slowly and the engine would start. The same would happen if back wheel was pulled round by hand. I always choke carb on stopping of course".

"The other rider just says:— "I am at present carrying out another coil conversion and will let you have particulars when completed. I can pick out several faults with the Victor job".

So Cheerio!

Tom B. Ward

Following pages: 1929 Flying Squirrel Tourer and 1930 Flying Squirrel de luxe. As may be seen in these publicity photographs, one has a white diamond on black tanktop, the other a black diamond on white. (1930 models were also more lavishly equipped with cast alloy shields, and that year even the replica models had white tank panels.)



30th. August 1945

Well! as I've said before, I simply don't know how you fellows do it. Barging straight into the book as soon as it arrives and reeling off umpteen pages without any effort. It has been exactly one week since I received the book and it was not until last night that I was even able to open the parcel and settle down to reading the notes. I rather sympathize with Bro.Ratcliffe, but I had better not follow his example or it will look as if an epidemic has set in.

Last time I had to be rather unsociable in my notes, and say my say on IGNITION without seemingly paying much attention to what other members had written. So now I am going right back to the beginning of Note Book 5 to remedy previous shortcomings.

The Skipper reminds me (in red ink) that I did not rise to his bait on the question of "Monarch" Forks. The question was:– *"Do you consider the Brampton and Castle bottom link forks to be retrograde, and if so why?"* Well! a thing cannot be retrograde in itself, but only in relation to something else which has gone before. Therefore the answer—loud and clear—is, that Brampton "Monarch" forks are *not* retrograde, but a definite improvement on the (shall we call them) "top link" forks which they were designed to replace.

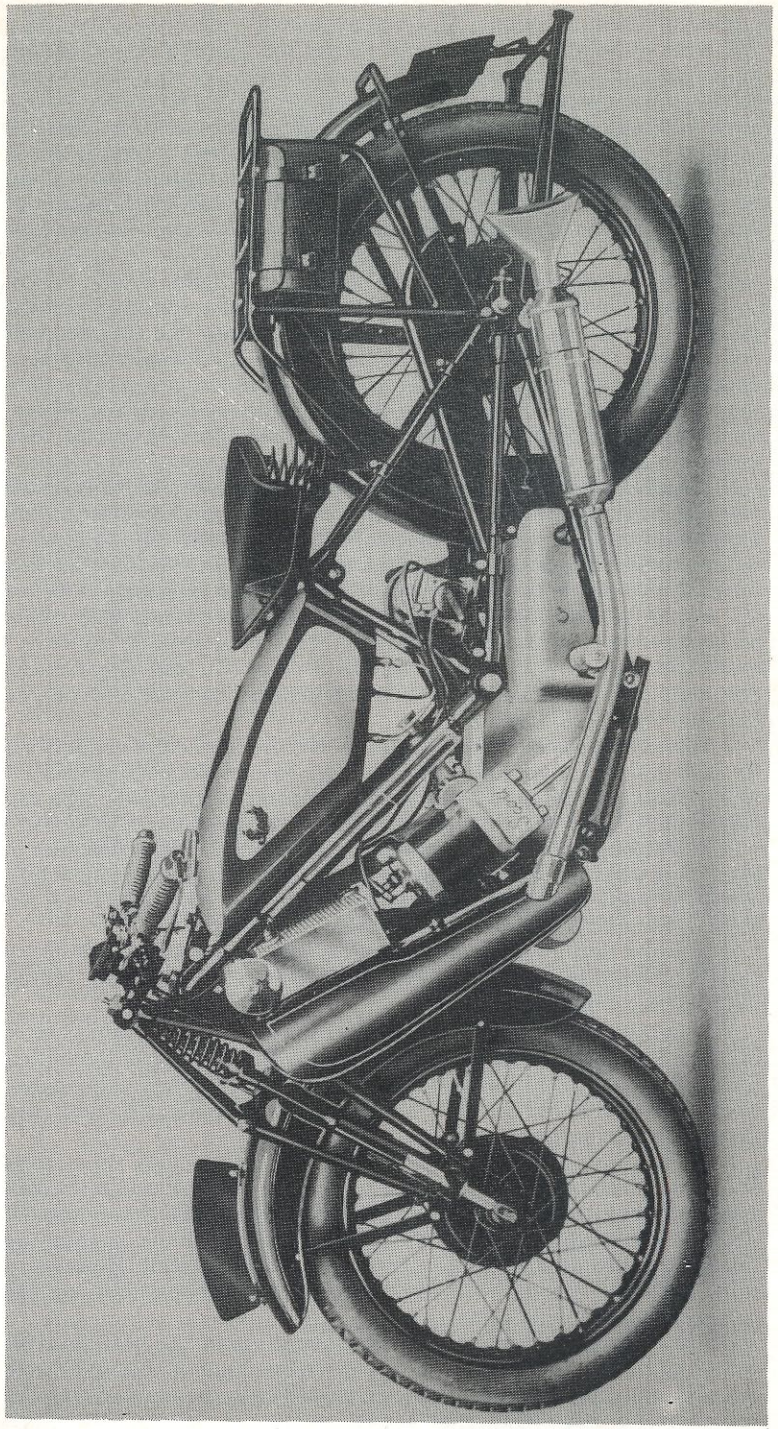
I said that Bro.Way's bottom links would be a retrograde step because it would mean going back to links in a design which had brilliantly discarded them years ago. Perhaps the Skipper is thinking; would it be a retrograde step to scrap a pair of Scott Girder Forks on a Flyer, and to replace then with Monarch? Yes! I should say that it would. It would be much better to give the Scott forks a real good overhaul. (I know that this advice does not apply to his own machine because I see in that most excellent photograph that his are Webb type. Brampton make he says. It is hard to tell the difference)

As the Skipper is fairly new to the Scott, and we—his motley crew—have one and all had years of experience with that particular make, it is, when you come to think of it, up to us to give him all the guidance we can. Especially as we are indebted to him for bringing the Club into being. So I am going to comb his notes through pretty thoroughly this time.

But I do wish that he would get that bee out of his bonnet about the mystery of Scott mag timing and the necessity for a vernier coupling. I think that he has got the problem out of proportion and that he will change his views in the course of time. It is not correct to say that Scott mag timing is a matter of trial and error. But no more about this subject which as already become rather boring.

Steering Head Cups to suit Brampton Forks. I am afraid that I am not very familiar with the steering head bearings of these forks. No doubt they are the same for the conventional type Bramptons as for the bottom link type. Of course the correct people for spares are the Scott Co. The actual makers of the forks were Brampton Bros Ltd., Oldbury, Birmingham. My recollection is that for several years the chain combine carried on the marketing of Brampton fittings, and presumably forks, and that later this branch of the business was split off under the above title, but I may be wrong.

Yes! if get any "enforced leisure" I will certainly get busy and write out my most interesting Scott experience. In fact I won't wait for enforced leisure but will try to make some. In the meantime I am looking forward to reading other blokes' experiences. Do I understand that the Skipper has one member's effort already in the safe? Three Cheers!



Sorry if I have misjudged the correspondence with Victor Connell. I will reserve further remarks until we get the Connell conversion up for discussion. I hope that Chas.R. really will go up in smoke on the subject. Yes! I admit that I am rather down on lawyers. I would not have mentioned it but I know that the Skipper has a keen sense of humour. I could give my reasons but there is not time now and this is not the place. Besides, we don't want to have the Skipper throwing up his job, with tears of remorse streaming down his face!! though I am not certain that his heart isn't really in Automobile Engineering already.

Yes! you need a good cracking spark on a Scott at low speed, or rather I should say, when throttled down, because under those conditions there is only a whiff of gas going into the cylinder and mixing with the cylinder full of burnt charge. It is wonderful that it ignites at all. The method used on tiny two-stroke engines, of keeping the throttle open, and controlling on the ignition advance and retard, was very interesting. No doubt that is where Connell got his idea from.

If the Skipper really wants to try that experiment by rigging his machine with dual ignition, so as to be able to switch over to coil ignition or magneto, I could supply a Pilgrim Pump driver and bracket as used when the pump was driven from the hole in sprocket, but this would not be suitable as there would be too much backlash. A better job would be required and I regret that I could not give much assistance towards making anything of the sort at present, much as I should like to do so later on. It would be a valuable experiment; although of course it has been tried before by people who have mostly kept the results to themselves.

In the early days of magneto ignition on cars it was the usual thing for both coil and mag to be fitted on high class models, and I think it was agreed that there was not much advantage either way. The coil scored up to about 1000 r.p.m. and above that speed the mag scored.

The philosophising on sociability interested me. I love that sort of thing, but will refrain and get on with the job, or our friend Fox will be after my blood. Who is this Lord Dawdle please? He seems to be the ideal interested helper when doing jobs on the bike.

Would not that problem of spring load with Way's fork idea make a delightful subject for expounding in Will Hay's schoolroom? What tangles they would get into.

Yes! contact-breaker keys are decidedly cut to an accurate plan so that the break occurs (with correct gap) at the position of maximum magnetic and electrical flux. But this ideal state of affairs only applies to the fully advanced position, which seems to be all that most mag manufacturers bother about.

Fox. You have not done so badly with your "few points" after being knocked completely off your stride by the change of subject. You would like the Note Book to come round every fortnight! Well there does not seem to be much danger whilst I am in the schedule, judging by results to date, though I keep trying to reform myself. However, I think my latest scheme will result in some improvement, but you will only get short contributions.

Oh! it is your interesting experience which is in the headquarters safe is it? I shall have to have a shot at writing mine. I shall get a kick out of it if no one else does. It is nice to look back on one's adventures occasionally, and I find that I owe quite a big proportion of my

interesting experiences to the Scott (invariably the two-speeder. That is why I have such an affection for it)

I agree with you about the centrifugal loads on the dynamo armature winding, but I think that it is the inertia loads due to the varying speed which are most destructive in armatures, and these loads can be practically taken off a dynamo armature by a slipping device, whereas in the case of a magneto armature the drive must be quite rigid to keep the timing exact. In any case we *have* to put up with the dynamo armature, but we *can* now eliminate the magneto armature. Not that there is any hurry.

Yes! I remember "modernising" your induction flange, and I am interested to learn that the new arrangement was not quite as good for idling. It just shows the difficulty of "improving" on Alfred Scott, without introducing some snag.

Am right glad to hear that my recommendation of the book "Portrait of Churchill" was seen by the author, and I am therefore doubly glad that I put it in. Any pal of Churchill's is a friend of mine, and I think that the way those colossal problems were tackled and overcome will be an inspriation to future generations; so probably your friend Guy Eden's book will be asked for in the reference libraries of 2945!

Cannot give you any further information about how mags were made to function at high altitudes, but I will make enquiries.

I'm not keen on a Rally just yet either. *One at a time,* or two at a time, suits me better when I get something to go visiting on.

Lumley. Diversity is the spice of life so I was quite pleased to see that you disagree about Coil Ignition. Talking about batteries those Ni-Fe (Nickel-Iron) batteries were the goods I believe. They were very expensive but I mean to try one as soon as postwar ones become available. They did not deteriorate with storing, or with excessive discharge rates.

I might have known that you would have tried a Delco-Remy distributor off a Trojan on the crankcase door. Mine was made to the special order of a customer and I never heard anything further after it was delivered. (and I dare not ask for fear it was a dud) It cost me more to make than I got for it so all I got out of it was the experience.

That idea of your of converting the distributor to spark gap instead of carbon brush seems really good. You will get a much better spark, especially if the plugs are at all carboned up. There must *some* snag in it surely? or the makers would do it you would think. It would be interesting if someone would ask them why they don't.

I understood your idea for moving forward the range of advance and think your description was perfectly clear. It is my belief that some of these young fellows are so used to arguing the point that they do not *try* to understand!

Re timing the mag without removing the Pilgrim Pump, I have sometimes been successful with a Lucas Girder spanner. There are plenty of worse jobs on some engines I could mention.

Low. Was interested to hear that you once had a 1908 3½ h.p. Rex, as I had one too for my second venture. It had a wonderful Bosch mag (open magnet type) which afterwards did fine service in place of tube ignition on the shop gas engine.

I bought the Rex (S.H.) because it was a long-stroke and just right for my purpose, which was to convert a 4-stroke engine into a 2-stroke, using the same cylinder, piston, and valves. I succeeded with this to the extent that I could do 50-mile runs with the converted job. It had plenty of power but used to overheat of course. I had a lot of fun

out of it for about 12 months. Incidentally, hadn't the Rex a grand design for its day? Saddle position of mine was quite low and it had no pedals. The forks and frame were also quite good. The tank would look funny now as it was only about 4" wide. Chaps did not ride with their knees stuck out very far in those days!

It must be very nice having F.A.Applebee for a neighbour, as I believe you said that you had. I remember him winning the T.T. in 1912. The attached leaf from one of those nice little John Bull booklets is raked up as it is worth placing on record in the club's archives. The mag which Tim Wood used was not exactly a 4-cylinder mag. It was a *4-spark* mag with two slip rings side by side. I have one of these mags and should like to suggest that members might look out for interesting Scott relics with a view to putting them on show sometime.

Andrews. I can usually get some enlightenment from your notes. Was very interested to learn how easily you could start the Austin on the dynamo alone. I do not know much about this subject and shall have to study out your method at leisure. It is likely that magneto ignition will always be preferred for hot stuff cars. I think we have established however that on account of the diluted mixture there is a *special* case for coil ignition on two-strokes.

Way. Your observations on the earlier Scotts (1913-18), with the sparking plug over the transfer port, bear out my own experience. The gain in maximum speed with the plugs moved to the head was very considerable, but the slow running suffered slightly. Similarly with the removal of the transfer port gauzes (I still fit them) and the change from cast iron to aluminium pistons. All these little losses of docility have added up and necessitate extra care in other respects. One modern change which improved *both* the performance *and* the docility seems to have been the Flyer centralized induction system.

You have made a very original suggestion re using a booster coil for starting. I take it that this boosts up the mag primary current through the earth terminal of the contact breaker, but I have never investigated this idea though I have seen it used on aero engines. This too is something which calls for a little further thought when not so pushed.

Ratcliffe. Cheerio! I believe you are making all the brass whilst I am sweating over this typewriter!

Adventures of Stupid, the Rogue Scott. Have read the further trials and tribulations and felt like taking the first train to Blackpool to join in the hunt with you and Lord Dawdle. On second thoughts, however, I thought it best to put the fare back in the old oak chest. I still think that the trouble is simply detonation due to an excessive compression ratio. i.e. small clearance volume. Have you tried those washers? if not it would be well worth doing so. Or you could try anti-knock fuel if you can get some. Pity that Way has not got that 40 gal drum of benzol left.

Skipper Cooper. No! I do not run for twelve months without adjusting the magneto chain, but I never retime after doing that. It is not necessary. Both sides of the chain stretch equally and therefore the timing is not affected.

The Scintilla magneto, which you and Andrews talk about, must be really good to inspire such enthusiasm. It certainly does not seem to require any booster coil. The old Dixie Mag would seem to have been on the right track. I wonder why we did not appreciate it at the time? Probably because of its poor finish and rather clumsy appearance. Does anyone know whether the make is still in existence?

You ask "How does one determine the most effective magneto timing from the engine feel". This seems a very innocent question. Is there anything behind it? Well! I should say that the most effective mag timing is the one which feels to be pushing you along most strongly and smoothly. I think that the rule can be stated simply like this:– *The timing should be advanced until the point is reached at which either there is no gain in power or else the running becomes harsh. It should not be advanced short of this point or there will be inefficiency and overheating. It should not be advanced past that point, even if there is no actual falling off in power or noticeable harshness, or there will likewise be overheating.* It is of course understood that, as Way says, the point is not a critical one on a Scott.

The "Motor Cycle" cuttings are new to me and therefore very welcome. The war has left me a little out of touch with motor cycle matters but we are rapidly progressing.

I have now combed through all the present notes, but still have not done justice to some of the notes in Note Book 4 and it is now too late. But I assure you, one and all, that I read every word. There are just one or two points that I remember, *Fox.* For aligning chains (and also wheels) there is nothing to beat sighting down them in marksman fashion. If necessary, put the bike on boxes at front and rear and get a "worms eye view" of the gear chains. *Lumley.* I too thought those Rudge fork links were a grand job. They ought to have been widely adopted.

(to be continued)

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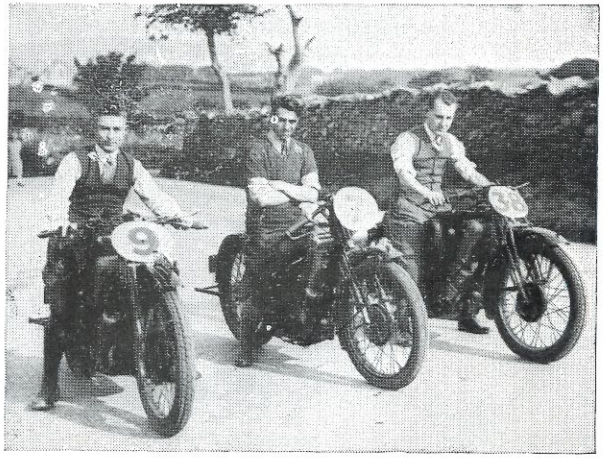
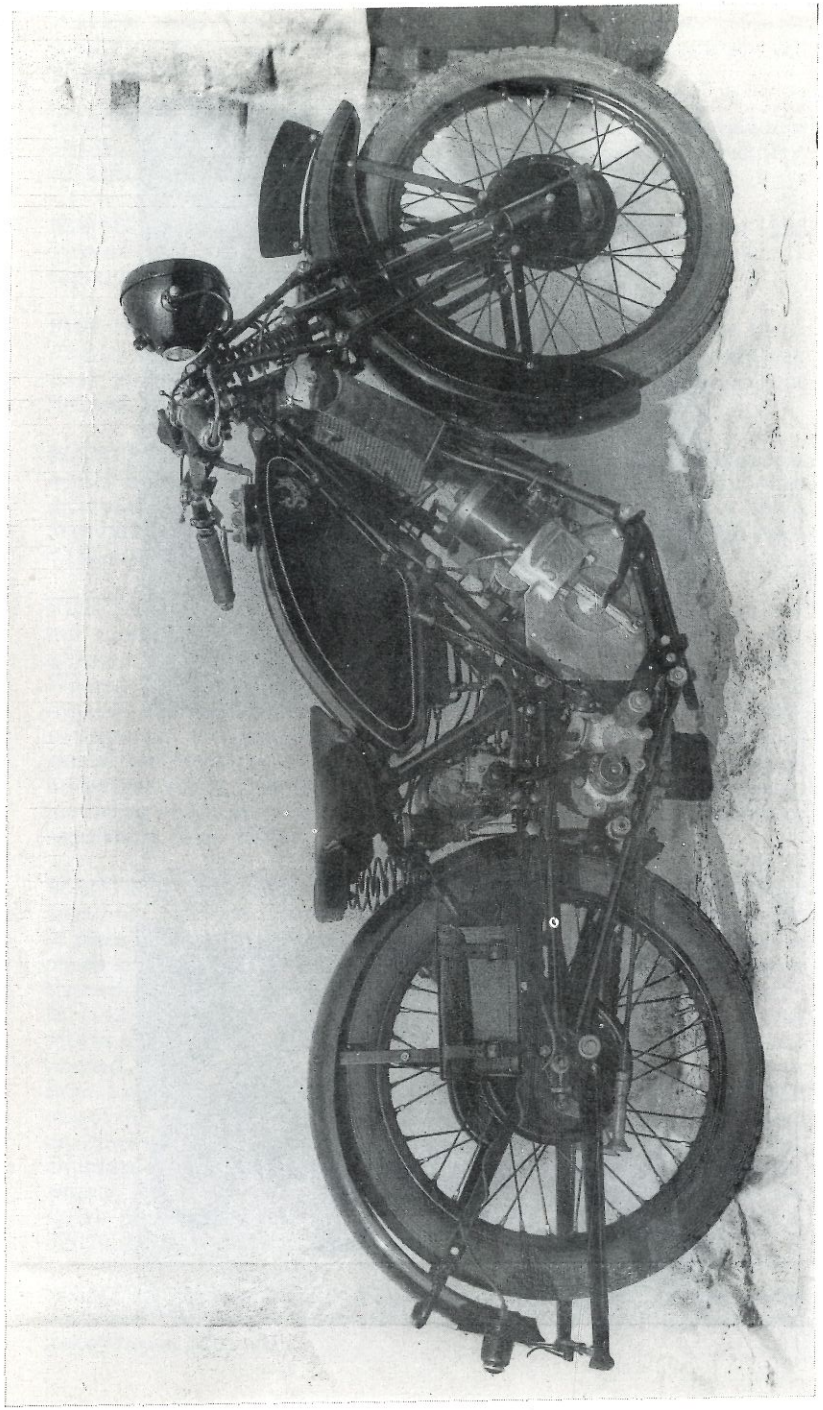
FOR SALE OR EXCHANGE: 498 cc longstroke block, good condition but missing cylinder head and studs. Vintage 498 cc block, with cylinder wall oiling facility, plus .040″, with good pistons but no rings. Waterdome available. Front hub, 6″ brake, believed 1928 Super. All innards, spindle, etc., and fitted Smith's speedo drive box. **WANTED:** radiator cap with fluted black upper part, for Flyer/Rep. radiator; good saddle subframe; set of engine bolts and good nuts suitable for plating; undertray fixing lugs with bolts. Clockwise square-bodied platform-mounting magneto and sprocket. Outrigger cover casting, sound or repairable. Hon. Editor.

WANTED: For 1928/9 Flying Squirrel. Complete hand change assembly; Radiator; Petrol tank; Gearbox undertray with clamps. Set of pistons with rings for short stroke 600 plus .040″; piston rings for short stroke 500 plus .060″. 8″ Lucas headlamp assembly or parts thereof, especially a reflector and a rim catch for both a DU142 and a MU142. Spark control parts for a MDA-2 magdyno (the plunger that moves the cam ring and the spring; endcap and cable adjuster). 2 are needed. If I cannot find anyone capable of straightening a frame over here, I will be in need of a frame for a 1929 Flying Squirrel. **WANTED:** one of the alternator housings as used on a late B'ham Scott. Any lead on a rear mudguard for a 1953 Ariel Square Four would be appreciated. Of interest to some of the U.S. Club members; I usually have a few 5 ltr. cans of Super Two 40w on hand as well as KLG M50 and Lodge CV spark plugs. Fred Sacksteder, 207 McMurry Blvd., Hartsville, TN, 37074, USA.

WANTED: Scott in good condition, or bad, or in pieces. Post-war model preferred. Tel: Mike Hayward on 01-578 1786 (evenings) or 0923 244424 extn 4061 (day).





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