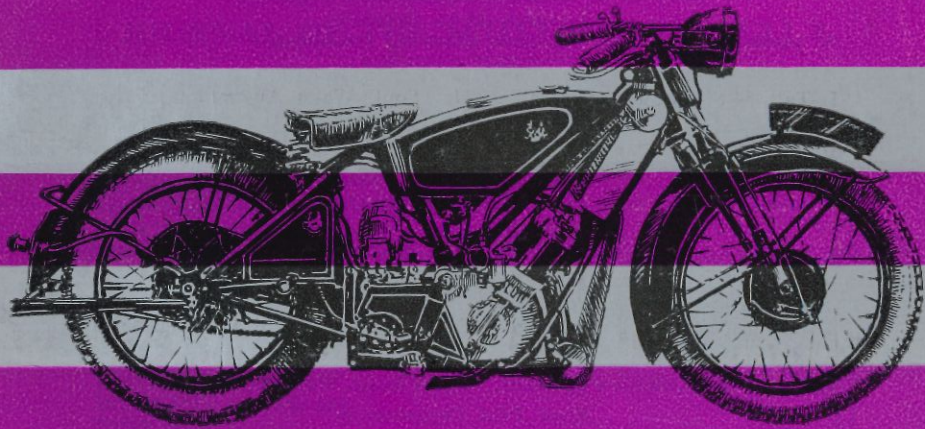
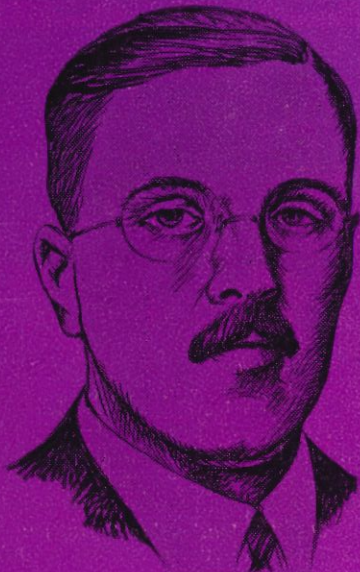


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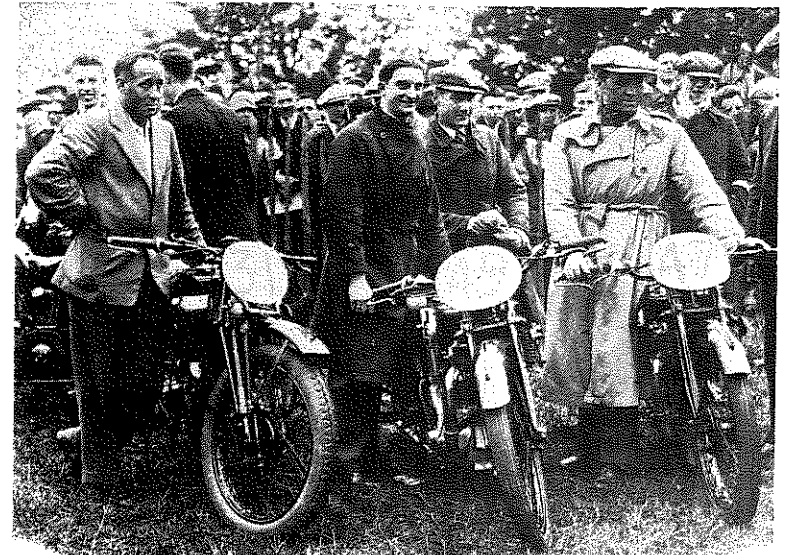


JOURNAL OF THE SCOTT OWNERS' CLUB

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 Bennington, Newark, Notts. Price £3.15 postage inclusive in U.K. Overseas

YOWL



1928 Senior TT Riders. Eddie Mainwaring with Scott, Franconi and Arcangeli with Sunbeams. Photo: R. H. Platt.

JOURNAL OF THE SCOTT OWNERS' CLUB

PUBLISHED BI-MONTHLY

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

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COMMENT

Perhaps one of the most important items in our new Constitution, which was sent out with the last 'Yowl', is that the Club shall have no political or sectarian denomination or bias. This thought was provoked by a note from the 'Christian Classic Bikers Assoc'. It is an American club and their Secretary* has asked for a mention so that their members can, to quote the letter, 'make friendly contact with many like-minded enthusiasts'. But the words 'like-minded' raise problems, and without wishing to be discourteous to fellow motorcyclists, it is nevertheless only reasonable to ask just what their name implies. Are we to assume, at best, that non-Christians would make less than friendly contact, or at worst, that they would be excluded altogether even if they were keen enough on classic bikes to risk an approach? The trouble is that there is confusion over priority. The importance of religion is not in dispute here, but if we join a motorcycle club we give priority, within that club, to motorcycling, and the moment we begin to look round and wonder if the other members are like ourselves, whatever that may mean, the spirit and purpose of the club will be doomed. Who cares whether a member of the Scott Owners' Club is Protestant, Catholic, Jewish, Hindu, agnostic, atheist, or for that matter, bank manager, engineer, miner, secretary, nurse, executive (to be topical), or even, like myself, a spinner of notes? The members of a healthy club will *not* be alike and that will be its greatest strength. The common thread that unites this Club is enthusiasm for the Scott. No further selection is needed, and as long as our Constitution upholds this — *Vive la Constitution!*

**The Secretary's name and address may be had from the Editor.*

SCOTT OWNERS' CLUB A.G.M.

The 1983 A.G.M. took place on Saturday, April 16th, at the Virgins and Castle, Kenilworth. The Minutes of the Meeting are being prepared by our Secretary, Shirley Cumming, and will appear in a future issue of Yowl. The Financial Statement presented at the Meeting will be found on page 94 of this issue.

CLUB ARCHIVIST

A new official Club post was created at the A.G.M. — that of Club Archivist, Andrew Marfell kindly agreed to undertake the work involved and was duly elected. His very considerable duties will be to take charge of, and to organise, the Club's collection of historic photographs, negatives, plates, etc., and eventually to copy them onto 35mm film with the aim of providing a Photographic Library for members. The preservation of old photographs is vitally important as evidence of the original form of the machines, and Andrew Marfell would be glad to have any photographs (from Veteran two-speeders to Birmingham Scotts) **TAKEN WHEN THE MACHINES WERE NEW** and before any modifications or restorations had been made. He would also appreciate pictures taken of machines in use during the Vintage years and the '30's. Photographs presented to the Club will be preserved in the Club Archives; important and interesting photographs, whose owners quite understandably may only wish to lend them, can be copied and returned.

EDITOR'S REQUEST

Would members who kindly send articles for publication in 'Yowl' please let me know if they have sent copies of the same articles to editors of other magazines?

SECTION NOTES

Northern Section

The inaugural meeting for 1983 of the Section was centred around two video tapes of recent television programmes of interest to Scott owners and motorcyclists in general, and was supplemented by a slide show given by our Chairman, Colin Pinder. Colin also supplied the video equipment and deprived his family of the TV for Sunday afternoon, for which I am sure he suffered. I would like to thank him for all the trouble he went to, to ensure a most interesting meeting.

The subjects of the videos were a Tyne Tees Programme that charted the history and development of the Scott and the Francis Barnett, followed by a programme in BBC 2's Maestro series which concerned Geoff Duke.

Ivor Slack rode the only Scott to the meeting, although several other makes were present.

The assembly point for the Northern Rally on July 2nd is now The Hambleton Arms, Sutton Bank, where food and camping will be available.

Northern Section Events Diary

Sunday, 19th June:

Bradford Industrial Museum, 1.30pm.

Saturday, 2nd July:

Northern Rally Hambleton Arms, Sutton Bank.

Sunday, 17th July:

Masham Traction Rally

Sunday, 11th September:

Bradford Industrial Museum, 1.30pm.

Saturday, 29th October:

Scott Trial.

Sunday, 11th December:

Bradford Industrial Museum Dinner, 12 noon.

Meeting 1.30pm.

Martin Hodkin

New Zealand Section

The National Vintage Motor Cycle Rally was this year held over the weekend of 18/21 February, 1983 at the Tauherenikau Race Course in the Wairarapa Valley, about 50 miles north of the capital city Wellington.

Those of us travelling from Nelson in the South Island left home early Friday morning to Picton where we caught the inter-island ferry arriving in Wellington mid afternoon. Travelling with a large contingent of other South Islanders all bound for the same destination stretched the motor cycle stalls on the ship, however all arrived without mishap. I was travelling on my 1937 Scott Flyer, which relished travelling on the smooth motor-way north of Wellington, through the Hutt Valley, over the Rimutaka Hill and down into the Wairarapa to the Rally site. On arriving in the early evening I was met by our N.Z. Section Chairman Ivan Parsons from Auckland and Secretary Les Heath. After catching up with the news it was time for rally briefing, tea, a bit of liquid refreshment, and off to bed ready for an early start in the morning.

The rally itself was held in two sections, winding through the Wairarapa Valley and each section returning to the Race Course for lunch, before setting out again in the afternoon. Sunday was field test day, public viewing and concours; also the bi-annual meeting of the N.Z. Section of the Scott owners club which this year was honoured with the presence of Eric Langton (who needs no introduction to anyone in the Scott world), Eric having travelled over from Australia with a contingent of 20 or so fellow countrymen and their wives to attend the rally.

Being the only nomination I was elected Chairman of the N.Z. Section for the forthcoming term. Les Heath — re-elected Secretary/Treasurer (where would we be without him to hold the whole N.Z. Section together?). I was also given the job of correspondent to 'Yowl' (Ivan Parsons — stepping down to have a well earned break from the job) — so I'll do my best to keep you informed of what's going on in N.Z.

In all there were 209 entries in the rally of which five were Scotts, these being:

Charlie Edwards — 1914 Scott
Ivan Parson — 1928 Flyer
Chas Moore — 1929 Flyer
Bill Homan — 1937 Flyer
Les Heath — 1949 Flyer

Although no Scotts finished among the prize winners, Les Heath took the Scott Trophy for the most meritorious performance on a Scott. After our meeting had finished it was time for photographs — Eric Langton being asked to pose a fair bit here.

Sunday night was prize-giving and dinner which went on rather late with a few sore heads the following morning. On Monday morning it was all over with everybody heading away home, however after having teamed up with a few Christchurch lads it wasn't until Tuesday night that I returned to the South Island, returning to Nelson on Wednesday afternoon. The Scott travelled a little under 500 miles in total, never missed a beat once, and arrived home intact apart from a small petrol weep from a tank seam — which has now been cured with a little solder and Les Heath's formula for sealing the inside of tanks.

I was a little disappointed at the small number of Scotts among the contestants. The rally was held in a central position and I would have expected more. The good news was that it appears that the Vintage Car Club will be holding a National Motor Cycle Rally annually now instead of bi-annually and for 1984 it will be held in the deep south — Invercargill. Southland is renowned for its hospitality so come on all you N.Z. Scott owners — you've been given plenty of notice, it'll be good to see you all there.

Bill Homan

North West Section

On the 3rd March members of the Section saw a selection of slides presented by Maurice Akroyd. Maurice gave a short description of each slide and further observations and anecdotes from the floor were added. A good selection of Scotts were included as well as all ages of British and continental machines. The evening was concluded with a discussion on future riding events in the Club.

Goeff Green

South West Section

Having taken over once again as Secretary of the Section, I have been able to arrange a late July event at comparatively short notice. The East Somerset Railway, at Cranmore, near Shepton Mallet, Somerset, would welcome us to join in their two-day Transport Weekend at Cranmore Station, on July 30/31.

We shall concentrate on the Sunday (31st) but for those who wish to take in the two days, on-site free camping facilities are available, whilst the local pub sells real ale. There will be a jazz concert in the engine shed on the Saturday evening by the Blue Notes, admission £1.50 and with a licensed bar. On the Sunday engines will be in steam, including Black Knight, with rides at 60p a time. There will be a buffet refreshments and an art gallery in the signal box. Wild life artist David Shepherd, who

owns the railway, hopes to be present both days.

Will anyone wishing to attend please write to me for an entry form, enclosing SAE. At the same time, please let me have details of the Scott you intend to bring. Please try to make this a really good turn out, with a representative selection of Scotts and NO foreigners. We may get asked again!

Jeff Clew

(tel. 0935 850605. Address inside front cover)

SQUIRIBBLINGS

Neil Smith writing from Harare City, Zimbabwe, has discovered that B2C (one of the 'two Scotts in Southern Rhodesia' that were the subject of a recent correspondence in Yowl) was taken back to England in 1954 by a Mr. 'Hoss' Jones who lived in Wolverhampton. It must have begun a new lease of life there. Does this stir any memories?

Peter Markham reports very good treatment from an MOT testing station — D & M Motorcycles, Anglers Wharf, Manor Road, Walton-on-Thames (tel. W-on-T 42379). One of the partners is a Club member and the shop has a charming Thameside setting and a good pub, The Swan, nearby.

Arthur Pentney's excellent limerick (see Postbag) has inspired the Editor to offer a prize for the best motorcycle limerick received before 31st August. A prize will also be offered for the worst motorcycle verse (I refuse to use the word 'poem') received by the same date. Here's a starter:

A 'wacker' called Cyril
Went out for the day on his Squirrel.
He said: "Tr'll
Do me a good, like, to gerrou for a while round them
quiet lanes on the Wirral."

And another:

The chap on the Brough
Is no biking tough,
But who could make you wearier
Than a man so B. Superior?

(With apologies to our friends in the B.S. Club)

Anyone who saw 'Fast Charlie — the Moonbeam Rider', a film about the first trans-American motorcycle race in 1919 (BBC 1, 27th March), would notice at once that everyone connected with motorcycles is either an alcoholic or walks with a limp, or both. There was also extortion, bribery, and fraud, and some very nasty doings between riders in the race, including kicking, spikes between the spokes, and the odd gunshot (which happily always missed), not to mention natural hazards like sixteen-foot holes in the mud. Of course, we knew that Charlie would win in the end because he had a most unfair turn of speed against the old timers, some of which looked genuine. An amusing romp all the same, but how different from our Annual Gathering. And isn't a Moonbeam only a pale reflection of a Sunbeam?

Apologies to member David Lloyd whose old address crept into the list of 'Changes of address' printed in the last issue. His new address is Cornerways Private Hotel, 2 St. David's Place, Llandudno, Gwynedd LL30 2UG. He would like to have Scott enthusiasts, who may be touring or on holiday in the area, at his hotel where they would be made very welcome.

Goeff Green, in response to my thoughts on crash helmets and hearing, suggests a modern 'pudding basin'. These are made by Charles Owen & Co. (Bow) Ltd., 257a Chingford Mount Road, London E4 8LP, and retail at £40 to £45.

SOME THOUGHTS OF A NEW MEMBER

Ted Beckham

When does a new member cease to be a 'new member'? Is it a mere matter of the elapse of a certain period of time, the advent of a number of even newer members or a feeling of having become fully acclimatised as a member? Others may not feel as I do, but having had my arm twisted by Harold Scott a couple of years ago (an experience which I quite enjoyed to be truthful), I became a regular reader of 'Yowl'. But something was lacking and I was very well aware what it was — I didn't own a Scott. I know that is not an essential qualification for Club membership, but as I had at the time six vintage and veteran motorcycles in my garage, it seemed only right and proper that one of them ought to be a Scott; I sympathise with fellow members who because of age or infirmity are no longer able to ride a motorcycle, but I could claim no such pardonable justification.

I am no newcomer to Scotting having owned four between 1936 and 1951 but for more than thirty years all my bikes have been four-strokes; I had not lost my interest and enthusiasm for the Shipley products, but I firmly believe that there are other good and desirable motorcycles and in 1951, (which almost coincided with the demise of London Scott MCC) I decided to try something else, not realising at the time that it would be more than thirty years before I once again became a proud Scott owner. During what might be called the lean years I was able very occasionally to enjoy a brief ride on a Scott, by courtesy of Jim and Jane Baxter and Les Shelley, so I have not been entirely out of touch. However, last autumn I decided that I really ought to become a fully fledged Club member and something must be done about it. So, having rapidly reached this momentous decision after only eighteen months contemplation, resolution was turned into action. First move was to dispose of an excellent vintage bike which hadn't been taxed or used for some fifteen years in order to make a bit of space in the garage and also at the same time raise some necessary ready cash. I was then in a position to act if and when something suitable turned up. Nothing much did for quite some time, but I am happy to say that I am now the owner of a 1929 Flying Squirrel Tourer 498cc which will need a fair amount of attention before presenting it for M.O.T. and I am now eagerly looking forward to taking it on the road, hopefully within the next twelve months.

I feel that I have now completed my qualifying term of membership and can wear my new Scott lapel badge without any guilty feelings of wearing a medal to which I am not fully entitled.

END TO END 1983

Many members will know by now that this year the VMCC will be re-running, for veteran motorcycles, the 1910 ACU Six Days Trial from Land's End to John o' Groats. The original route, test hills, hotels, and time schedules will be used — the Trial even starts on the same day (July 4th) from Land's End. Hotel charges, however, will not be as they were in 1910, but the entry fee remains at £2 2s (two guineas, or £2.10p).

Glyn Chambers was approached by Mike Wills and Colin Missen of the VMCC and MCC who were looking for someone 'potty enough to ride old Scotts over long distances'. Glyn will be riding his 1912 Scott, P 1375, and an account of his preparations will appear in the next Yowl. 'Say a little prayer,' he says, 'for the little bike with my heavy load, and we will make it to John o' Groats.'

But having got there, how can three survivors and their bikes (or just the bikes) get back to England without having to ride all the way again? Help would be appreciated.

Good luck, Glyn!



Our President with his wife Marny, who died recently, in the garden of their home in Leamington.

THE GLORIOUS OBSESSION (4) THE SCOTT SOCIABLE

Brian Stephenson

It was entirely by chance that I was with a party of AFS D/Rs and other ranks in the 'New Inn' at Idle one evening when a fellow D/R asked me if I had ever heard of a Scott 'Sociable'. It is probable that by the early 1940's there were very few people who had heard of the Sociable, even in the city of its birth, as there had been so few built and the last of these was in 1923.

My father had a friend who was a bank manager and he had a Sociable for a quite a few years. My father was a regular passenger in it and it was a regular visitor at the Manor House, Eccleshill, where we lived from my being a few months old in 1915, until 1928. Had I ever heard of a Scott Sociable? Of course — but why? Well, there is a chap at the bar who says he has one for sale.

It proved to be a 1923 car, complete with spare engine, most of the chassis parts, and two or three spare wheels. In fact, apart from the body and radiator, it was 'two' Scott Sociables. The most amazing part of this story must be that the address of the owner was in Moorside Road, at Eccleshill, only a few hundred yards away from what was an active mill then but is now the Bradford Industrial Museum where there is a 1922 Sociable which was rebuilt by Griff Hollingshead and Museum Staff. (See pages 180 to 185, Yowl vol. 11 No. 9, April 1980.)

Of course I bought the Sociable. When I wrote to tell Tom Ward at Derby, his answer was — and I quote from his letter of August 1942: 'I was much amused to hear that you had bought a Sociable. Where are you going to put it? What does Mrs. Stephenson (my mother) think of the addition to the "menagerie"? It is a mercy your interests run to Scott two-strokes and not to — say — lion cubs.' The Sociable will need road tax and insurance, it is classed as a 'car', there will be no petrol coupons for pleasure purposes, spares and service will be very difficult, for a long time Mr. Perfect carried on then he sold out to Roper, Whetley Garage, Ingieby Road, but they all got fed up with the position. A letter full of encouragement!

I taxed and insured the Sociable which proved to be unbelievably comfortable to ride in. The hood was perfect and the only faults were a leaking petrol tank which would have been a disaster had not a friend lent me a complete front wing and tank (the two were combined) from a Sociable he had in bits in his cellar in Shipley. Worn dogs on second gear which we kept having to 'grind square' to stop second gear slipping out was also a problem.

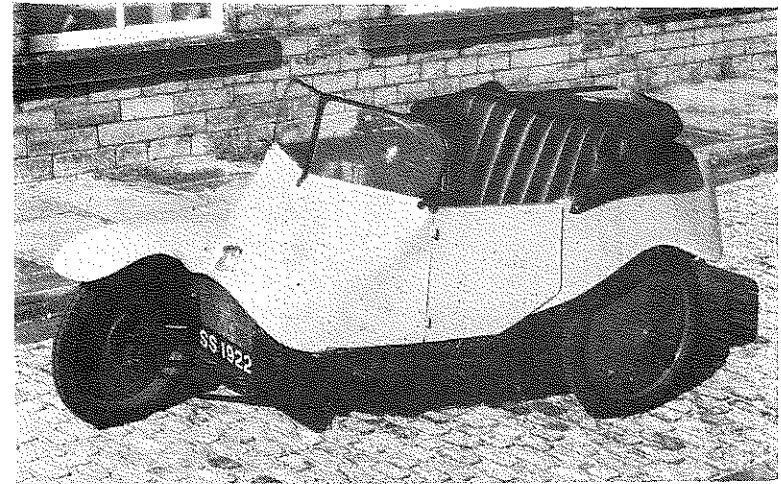
I had a lot of fun in the Sociable; it was far better than a bike in bad weather, also for transporting young ladies! As far as I remember, the biggest distances I ever travelled were to Brighouse in one direction and to Keighley in the other. On downhill winding roads one could steer the car entirely by using the hand and foot brakes and keeping the steering wheel in a 'straight ahead' position — this being due to the hand brake working on the off-side rear wheel and the foot brake on the near-side (side-car) wheel. Starting was never a problem but I cannot even estimate the speed or m.p.g. figures as there was no speedometer fitted. There were no instruments whatsoever, not even a windscreen wiper, but there was so little traffic during this period that the lack of 'luxuries' caused no handicap.

The engine ran on 'petrol' — $\frac{1}{2}$ pt. 'XL' to one gallon of 'Pool' petrol, the plugs never oiled up, and the engine never overheated or gave any trouble whatsoever. It was three-speed shaft drive, watercooled two-stroke with rotary valves. The brakes were on the rear wheels only, internal expanding by a large C-shaped lining expanded by a wedge. The wheels were steel discs with the 'brake drum' welded into the 'flat' back of the

wheel; the front was conical and all three wheels were retained by large central castelated 'nuts' which were self-locking, being tightened or removed by a tyre lever across the castelations, the tyre lever depressing the locking plate which was spring-loaded. The steering wheel folded at right-angles to the column in order to facilitate use of the long hand starting lever which lay alongside the gear lever and hand brake. From the necessarily very brief description it will be realised what a truly ingenious machine the Sociable was. I had the original instruction book and a Wakefield Castrol lubrication chart which I glued to a card backing and varnished.

One interesting experience was when a friend of mine was on leave from the Army where he was an officer in the Infantry and due to go abroad. I spent the evening with him and his future wife who lived in Keighley. My friend lived in Heaton but asked if I could give them both a lift to Keighley. Well, the young lady sat next to me on the very comfortable front seat but my friend sat on the 'dicky' seat which, with his Army greatcoat, he filled. I have often wondered what other road users thought of this very odd vehicle with the large Army man crouched in its rear. A secret weapon, surely! Don't forget this was right in the middle of six years of war.

I really did not have time to play with the Sociable as well as all my other war-time activities and when the same D/R who had told me



The 1922 Scott Sociable owned by the Bradford Industrial Museum and rebuilt by Griff Hollingshead and Staff. Note brake drum welded inside front wheel, and large castelated nut which retains 'side-car' wheel. Radiator is clearly visible and also the superb seating. Photo: Bradford Industrial Museum.

about the man at the bar in the 'New Inn' at Idle having a Sociable to sell, asked me if I had seen an advertisement in 'Motor Cycling' asking if anybody had a Sociable to sell, I thought I had better pass it on.

I sold it for £25 to a man who worked for Petter Oil Engines and

who claimed an almost fanatical interest in the ingenious design. He got everything; spare engine, books, and carriage paid by rail of all the spare parts for his money — so I think he did rather well.

During the whole war period the office where I worked in Valley Road, Bradford, overlooked the LMS Forster Square Goods Yard sidings. I glanced up from my desk one morning and the last I ever saw of my Sociable was as it passed by on a flat truck on the railway, bouncing on its incredible springs as it was shunted away 'en route' for its new owner in the Midlands.

A LADY RIDER

Neil Smith, whose new address is 140 Fern Road, Hatfield, Harare City, Zimbabwe, has very kindly sent a copy of the *Canadian Vintage Motorcycle Group Newsletter* which contains the following extract from a 1930 issue of the *Yorkshire Evening Post*:

The Old Crock Trial — A Mirfield Lady's Experiences

A Yorkshire girl, Miss Norah Everitt, of Dewsbury Road, Mirfield, is to take part in a motorcycle 'old crocks' run from Croydon to Brighton, mounted on a 17-year-old James, which she has not yet seen.

'All I have seen is a photograph of the old machine, looking very charred,' she told a *Yorkshire Evening Post* reporter today.

It appears that the mount, crotchety with age, had objected in no uncertain fashion to an attempt to make it move, and had expressed its objection by 'blowing up'. Nevertheless, it will be patched up ready for Sunday morning, when the event is to take place.

Miss Everitt, who is in her early twenties, is an accomplished motorcycle trials rider with a preference for the 'rough stuff', but she anticipates getting much fun and thrill out of Sunday's main road run on her ancient steed.

Miss Everitt said she had been participating in competitions for the last two seasons only. Nevertheless, last year she won the ladies award in the

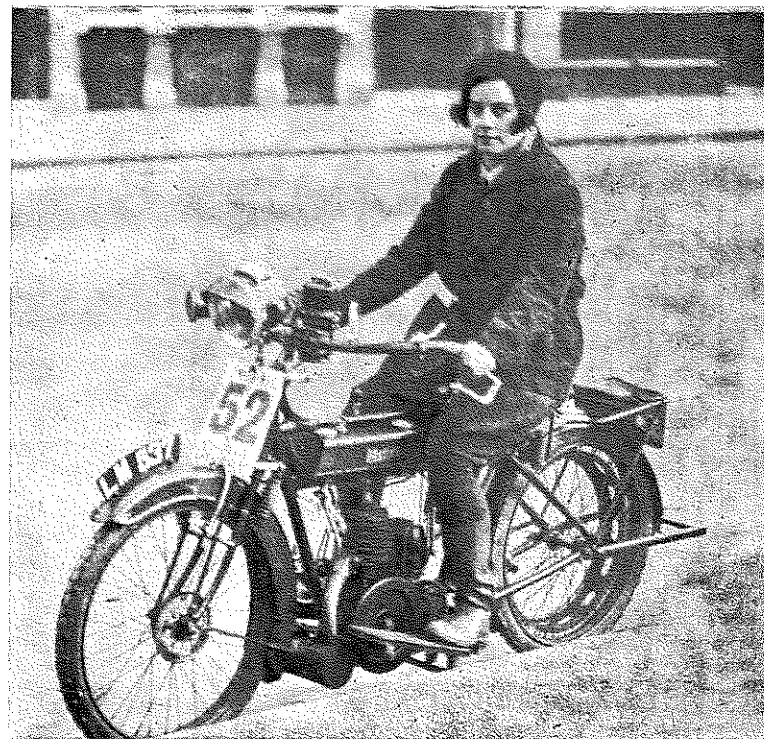


Norah Everitt, 147cc Baker, paddling uphill on the way to winning the Ladies Cup in the 1929 Scott Trial.

Scott Trial, and last Saturday competed for the Colmore Cup, over a course which was practically the Midlands counterpart of the famous Scott Trial country.

The start of the 'old crocks' run on Sunday morning will be made from Croydon aerodrome and over 70 motorcycles, all 15 or more years of age, will take part, the hoariest veterans being a 27-year-old tri-car and a tricycle built in 1896. A breakdown lorry will follow the competitors.

The object of the run is to demonstrate the development of motorcycles, and each old machine will be paired with a machine of the latest design.



Norah Everitt on the 1913 belt-drive James, a photograph taken after completing the first London-Brighton 'Old Crocks' Run in 1930. Even then the machine was considered an antique

S.O.C. MEMBERSHIP FORMS

Will Section Secretaries and any other members who hold a stock of Membership Forms please return them to the Membership Secretary, Harry Beal, at his NEW address (see inside front cover), so that they can be updated.

SCOTTS CAN ENDANGER YOUR MENTAL HEALTH (2)

Roger Moss

Development or Desecration?

I have mentioned that three Scotts were acquired in haste whilst the official approval held. Why Scotts? It wasn't because of any family tradition. My father rode motor-cycles for several years, but in truth and in common with many others, it was mainly because cars were financially out of reach.

When I was about 17 I was offered a Scott by an acquaintance for £15. I nowadays reflect on the significance of the fact that he was an acquaintance rather than a friend. My father forbade it, he was most prudent, as I had developed neither the technical skills, nor the necessary stoicism, to enable me to withstand a prolonged exposure to such mobile (occasionally) misfortune. I was full of mistaken disappointment, especially as I had spent several hours in removing the special preservative with which it was liberally anointed and investigating the mysteries thus unveiled. I felt like an archaeologist, carefully removing the deposited overburden of centuries and marvelling at the curious artifacts. The preservative had been applied rather like strata; first a layer of oil, then a layer of grime then oil - grime - red magicote - oil - grime - green Dulux - oil - grime - Aluminium Paint. It was not until years later that I recognised that the particularly tenacious oil binding the preservative was Castor base oil. Suffice to say that I was intrigued and a lasting impression made.

I have related parts of this story before, so I will not dwell on the painful memories of how TT Replica UE 7b73 "broke in" its young and headstrong new owner. I am older, sadder, and wiser now, I also "know my place". I will continue by relating something of KYL 800.

KYL 800

Here was a sorry sight indeed. "Yes!" had said the dealer, "I have a Scott. You can have it for £20". That had seemed cheap enough, even in 1967, until we saw it, that is. It had fallen from its appointed place in society into the hands of the Philistines. The final mortal blow had been the fitting of 'ACE' handlebars; this had broken its spirit entirely. It had lost the will to live, its headlight hung in shame, and I was sure I saw a large tear therein. I know the insensitive will mock and claim it was condensation on the reflector, but I was there and experienced that awful sense of desolation. It had originally been a 1950 596cc Squirrel with a large Lucas dynamo on the LH crankcase door and on the RH door the Pilgrim pump and distributor.

The financial burden of acquiring three machines was quickly proving over-whelming and when my brother suggested that he became involved, I accepted readily. The third machine was sold to father as he had become interested, but was sold again after a period without use and passes from the story.

It was agreed that my brother would have KYL 800 but, in order to be fair, I agreed to make any necessary repairs and modifications he may decide upon. The machine was first taxed and run. If used in any way briskly, it would use its discretion and stop for a rest every two miles or so. The gearbox was not exemplary either, and it was evident that the machine fell squarely into that once well known category, so often immortalised in adverts as "Suit Mechanic". It was probably correct in hindsight to say that it was more in need of resurrection. Whilst I steeled myself for mechanical battle, my Replica eyed the newcomer across the garage with ill-concealed distaste. It had discovered that a succession of mechanical maladies would ensure continued habitation in these snug surroundings and resented this intrusion.

I had, in an unguarded moment, idly speculated on the fitment of a reed valve induction system on to the Scott. This was not practiced at this period and subsequently brought forth some scorn from local experts. My brother decided that he would like this fitted to KYL 800 and having 'got the bit between his teeth' went on to request a swinging arm frame, Norton Roadholder forks, front wheel and magneto ignition via a modified tractor magneto. I considered all this with apprehension, but I had given my word, so the die was cast. It has been suggested since, with some justification perhaps, that I presided over the mutilation of a valuable artifact. KYL, up to this point, had demonstrated absolutely no redeeming qualities. The handling and weight, regardless of the condition of engine and gearbox, were very markedly inferior to those of the TT Replica—when it saw fit to demonstrate them, that is. I set to work . . .

I have come across some sorry sights in my time and have sadly become reconciled to the fact that there is nothing that a competent motor-cycle manufacturer can do that can't be undone by the backyard bodger. The pistons were in backwards! It was a tribute to Scott that it ran at all, it was totally worn out. The gearbox had been protected by a special additive to the oil. In this case, SAND. When the inspection cover was removed and the rear wheel obliged to revolve, the bowels of this unfortunate mechanism resembled the less attractive aspects of a Readimix unit. I considered whether to do as is common practice with concrete mixers when they require cleaning, and throw in some house bricks as well. They wouldn't go through the inspection hole, so I proceeded in the conventional way. I was amazed and very impressed that this gearbox possessed such durability, as to enable it to endure such signal abuse and still function.

By some miracle, a Scott duplex frame, converted to swing arm, was advertised in the *Exchange and Mart* at this time and acquired for £5. This saved a lot of work and the other cycle and gearbox parts were soon completed.

When considering the application of reed valve induction, I had recognised the unique opportunities presented by the Scott design. I knew of no other case where the reed system could open directly into the crank chamber. Of even greater significance to me was the utilisation of the phenomenon of backdraught. We have all experienced the effect of being overtaken by a large lorry on a motorway, and can appreciate the pull that is produced as it passes your vehicle. This is the same low pressure area which is utilised when you drive close to another vehicle in its "slip stream". I reasoned that the con rod, during its rotation, must have such a low pressure area maintained at all times in its wake. If the reed petals could be arranged radially to open in the same direction as the travel of the rod, then this effect could be exploited. The housing was contrived as an aluminium casting in the fashion of a sea shell; it had an air passage diminishing in section in its course round. The reeds were Mercury Out-board components and the whole worked tolerably well from the start, even allowing that experimentation is inevitably required in such developments. Having produced a working machine, where performance was at least as good as standard, with considerably better low mid-range torque, I handed over the machine in the hope that it would be used and the development patiently continued. Unfortunately circumstances mitigated against this and the machine has remained unused since 1969.

Racing brought a new dimension to my life, the satisfaction it gave was beyond words, and I continued racing my Replica wherever and whenever possible. There were some basic problems however, ground clearance being one of the main items. As the machine was quite original in specification, I would not alter it to alleviate this. As regards my own machines,

I will not alter the external appearance of an original model. I will however amend whatever I can within existing rules where a machine has been specially assembled for vintage racing. In such cases the machines were rarely complete models and have been produced from miscellaneous spares and specially made components.

The broken crank on the Replica had caused my introduction to Tom Ward and I soon developed a high regard for his uncompromising standards and painstaking work. As an engineer of more recent times, used to having comprehensive facilities at my disposal, there were occasions when I viewed the laborious methods Tom employed with reservations. As regards quality though, there was no question. He was a survivor of a forgotten era, when men knew how to work, men would work diligently and produced what we still hold in highest regards — "a proper job".

I manufactured for Tom for some years, amongst them cranks, bushes, sprockets, and steering-head races. Through Tom I met George Silk, who at that time had not yet started in business on his own account. George and myself became good friends and I value that friendship to this day. I was pleased to be able to give what moral and practical encouragement I could to assist the establishment of his business and like all true friends, neither considered there to be any obligation of any kind.

I could not in conscience let this opportunity pass to set down my appreciation for the help George has given me over the years. George would be the first to admit that he is not perfect, but he has an unquenchable spirit that drives him on. He tries to achieve miracles and if he sometimes falls short, then please consider that he has invariably achieved an inestimable amount more than if he had not attempted at all. I confess that I advised George that to attempt to design and produce his own power unit, with negligible capital, was to attempt the impossible. To appreciate what this latter-day Don Quixote achieved, it should be compared with the well funded venture by Hesketh and due note taken of the duration and scale of production. I reserve an especial respect for those who really try against great odds.

The Gerards Bend

This term is applied by me to a particular contour and arrangement of handlebars applicable to a racing motor-cycle. The peculiar circumstances which led to this I will relate:—

Towards the latter part of the 1971 racing season, at which time I was competing in Production Machine races on a 750cc Laverda Twin as well as racing the Replica, I was made a most generous offer by George Silk. He suggested that I ride his previous racing machine based on a Sprint Special. This was then lying unused but needed some slight attention. He pointed out what I already knew; that the Replica was not truly suitable for short circuit racing without the far-reaching alterations that I was not prepared to consider. Despite my suggestion that I fettle the machine, George insisted on carrying out the work himself. The fact that he had already over-much work, and additional to that must continue development projects, was typical.

The machine was first seen by me at Mallory Park, at the Vintage Race of the Year in 1972. I surveyed it carefully, adjusted the controls to my special requirements, and set off to practice. I was watched anxiously by my wife who was expecting our first child, and from visual indications this was imminent.

The machine was very responsive after the Replica, and I cautiously increased speed lap by lap. A trace of complacency set in, this was ill advised when dealing with a blood relative of my Replica. The timing of my discomforture was impeccable, exactly on the braking point for Gerards

Bend. A piston seized in its bore and I was seized with terror. I had not up to that point, experienced a full abrupt seizure whilst in full flight and was unequal to the occasion. I may point out in my own defence, that I believe myself now to be amongst the most proficient as regards lightening clutch reflexes. The considerable practice I have had would stand me in good stead in a Western-style gunfight. To illustrate this, I was approached by an experienced rider recently who said, "I was following you through the Goose neck (Cadwell), you were laid well over, and I happened to be watching your back tyre. Suddenly it stopped rotating. I thought 'My God' he's gone, when in an instant it was turning again. I have never seen such quick reactions". I was pleased to hear this, it made the forthcoming stripped-down slightly more bearable. However I digress and will return to the critical time I have mentioned. I realise now that I did not have the presence of mind on that occasion to de-clutch. I thus proceeded to attempt to ride out the skid with near full lock on the Vincent straight-style handlebars. This spectacle would have been far more appropriate on cinders, but I had other things to consider. I had succeeded well in staying on board, thanks more to instinct than judgement. I was approaching the corner, and with it the grass verge. I knew that once on the grass, I could not expect to maintain my good fortune, as the machine was at approximately 40 degrees out of alignment with its direction of travel. As expected, the grass reached, the rider was ejected with scant ceremony and at this point an impromptu race was held between myself and the machine, to establish who would hit the straw bales covering the Armco Barriers first. I won by what felt like a foreshortened head and considered my position — as I am won't do.

I felt some anger at fate. I knew that my wife would soon notice my absence and become fretful. The implications were profound. If she had witnessed my fall from grace, then I may be a father at any moment. Having regard to the extensive resources of the Mallory Park Maternity unit, I believe my apprehension was well founded.

The machine had hit the bales whilst flying through the air horizontally and made contact with the steering-head and handlebar assembly first. When it was retrieved there was little apparent damage. The sole evidence of the 'inconvenience' was that the handlebars were bent down in an even radius either side of the steering head. They resembled a walrus moustache and I had to think carefully to be sure that they were not so arranged originally. It was clear that to attempt to straighten these bars would have risked breaking them.

The rescue vehicle picked us up and we returned to the paddock. My wife was not best pleased at my adventures and indicated so with a few carefully chosen observations. I took my medicine like a man, inwardly pleased that she had the spirit to be displeased rather than distressed. My next action was uncharacteristic but effective. I went and consumed two whiskies in the bar. I felt in need of solace, as I knew that I would ride that machine in the races if it were even remotely possible. I also recognised that there was a very real possibility that the seizure would re-occur. I sat on the machine and tried the peculiar handlebars. They felt just fine.

I rode in the races, but did not sustain a fully opened throttle, I would open the throttle fully for about seven seconds and fully close it for about one second, to allow oil to coat the hard worked front cylinder wall and cool the pistons. To my enormous satisfaction, I achieved a third placing. I had arrived! My self satisfaction was to be of short duration however, and was to be crushed as ruthlessly as had been my previous lapses into complacency.

MY SCOTT STORY — HOW IT ALL BEGAN

Ivan Parsons

Many and varied are the stories told of how one's Scott enthusiasm began. So often it goes back to school days and, once attracted to Scotts, the attachment never really fades. Over recent years at Vintage gatherings I have many times heard an old motorcyclist exclaim 'Well a Scott! Had one years ago. Should never have parted with it. Only wish I could get another one to potter around with'.

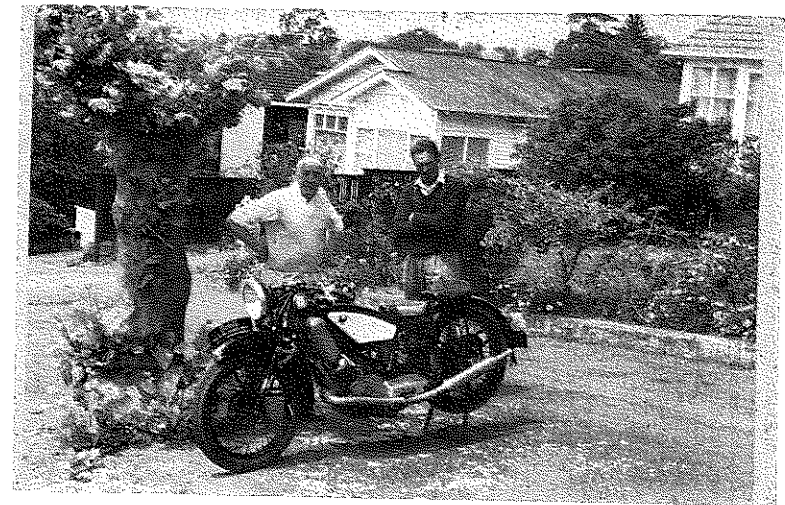
My own love for Scotts goes back to 1921 when, as a boy of twelve, I invested most of my weekly pocket money in a copy of 'Motor Cycle'. It was in the 'Motor Cycle' that I first saw a Scott advertised and photos of Scotts. For some unaccountable reason the Scott caught my imagination, so much so that at that early age I was determined to acquire a Scott. However motorcycling could not wait until I was able to own one some day. So at seventeen I bought my first machine, a 1914 3 speed hub geared Triumph. This was 1926 when the pound was worth something, but at £5 with a wicker side-car thrown in, it was well below the market price. Looking back I think my employers, the Royal Insurance Co., from whom I bought it, were more than kind to the new Office Junior. For nearly two years the old Triumph served faithfully as daily transport to work and on long week-end trips into the country, but belt slipping in the wet and frequent belt shortening on the road side cured me for good on final belt drive. Then I moved to a new 1927 348cc O.H.V. Raleigh, but still hankering for a Scott although I had never seen one outside the 'Motor Cycle'. The Raleigh was not one of the better machines of its day and in a little over two years went through five big-ends, a weakness with this model.

However, in 1928 I first saw a Scott, a 1927 3 speed Flyer, parked outside Canterbury University. I eventually caught up with the owner, Jack Ellis an Engineering Student and found that his brother in Wellington was also an enthusiast with a 3 speed Super. It is interesting to record that the family business, Ellis and Manton Ltd., Merchants, took up the New Zealand agency for Scotts in 1929 and over some years brought in a good number from Shipley. It is also interesting that some forty years later I again met up with Jack Ellis as a fellow member of the Auckland Rotary Club. By this time he was the head of a large Engineering Company but he still held vivid and happy memories of his early Scott days.

Having at last seen a Scott and heard its 'yowl' I was more determined than ever to own one. Then in March 1929 a friend, Joe Stevens, who at the time rode an EW Douglas, landed direct from Shipley a 1928 596cc Flyer and with a Scott just up the road from home I was completely hooked. Later that year I ordered a 1930 Tourer from the new Scott Agents Ellis and Manton Ltd., delivery April 1930, but shortly afterwards my friend announced that he was leaving for England, February 1930, for two to three years with the Express Lift Co. in Northampton and wanted me to take over his Scott. Fortunately here was no trouble in cancelling the order as Ellis and Manton had a waiting list for their 1930 shipments. So in February 1930 I became the very proud owner of FY 1192A. This was one of the last of the 1928 models and in the documents from the Factory was described as a 1928 596cc De Luxe Flying Squirrel. It had the short stroke motor, long wheel-base frame, and something of the 1929 TT Rep Specification, cylinder wall oiling, Andre Steering Damper, and B. & D. Stabilisers to the Scott girders. I have before me as I write the factory Test Card signed by J. C. Suddards, 12th November 1928, and the road test signed by W. H. Clough. The interesting part is that the Test Card described it as a 1929 596cc Flyer although the engine number

FY 1192A types the motor as one of the last of the 1928 models. In checking with the late Jack Dodds whom I had the pleasure of meeting at a London Section night at the Red Lion a few years ago, he said that the specification was not unusual as he had often noted that no two Scotts ever seemed exactly alike and it was obvious that this was a 1928 short stroke motor and frame, with quite a few 1929 T.T. Rep additions, no doubt because it was an overseas order.

I owned the Flyer for over seven years using it as daily transport to work and on weekends and holidays for long country fishing and shooting trips. It had 13,000 miles on the speedo in February 1930, and had clocked over 90,000 miles when sold in 1937. In all that mileage it had been rebored only twice, but still had the original mains and big-ends. It had only once failed to get me home; a broken primary chain, from a flying stone, wrapped itself round the engine sprocket, so it was home by train for the Scott. From 1931 to 1935 I was on a regular courting run from Christchurch to Picton, 500 miles round trip and loose gravel roads all the way. The old Flyer was completely reliable and a joy to ride. The country roads were deep in loose gravel in the 'thirties' but the Scott steering and road holding were uncanny. In fact there was no other machine able to hold a Scott under those conditions.



Ivan Parsons and his son Donn with the Scott outside his home in Auckland, New Zealand.

However, married responsibilities and a business transfer caused the reluctant sale of the old faithful in 1937 and with the War years and another transfer in 1945 I eventually lost track of it, but by one of those twists of fate I caught up with it again in 1960. During a visit by an old Scott friend, the late Ces Barnett, I found that FY 1192A was still going strongly and owned by a young Vintage enthusiast, the late Jim Toohey in Christchurch. Our son Donn was due to enter Lincoln Agricultural College early 1961 and after some negotiation, and with the help of Ces Barnett, our son was able to buy back the old Flyer before going to Lincoln College. The Registration Paper showed five owners between 1937 and

John Underhill

Registration	Year	Model	Frame	Engine	G'box	Comments
FB 8696	1921/2	2-sp Standard	2872	4625		1929-30 Registration
EC 2979	1924	2-sp Squirtrel	1832	4642		1920 Registration
EC 9242	1930	Flying Squirtrel	1453M	FY1931A		1924 Registration
EB 4983	1925	2-sp Squirtrel	633	S7548		1927-28 Registration
EB 7572		Flying Squirtrel	1818M	FZ1704A		Arial forks & wheel
HF 4496	1930	T.T. Replica	3514	PY3214		Detachable head block 486cc
EU 761	1923	2-sp Squirtrel	3359	6735		Later Registration
EO 4582	1929	2-sp Super	2623	Z1390A		1927 Spec
EO 9609	1926	2-sp Super	2037	Z9133		Registered 13-9-26 (earlier frame)
ER 5003	1925	2-sp Super	1696	Z7397		Touring model
ER 6481	1926	2-sp Super	2119	Z9967		
ER 6380	1926	2-sp Super	495	Z7324		
ES 3293	1921	2-sp Standard	356	4311		
ET 5155	1928	3-sp Super	1888	Y299A		
ET 6749	1929	Flying Squirtrel	3065	Y9574		
EW 3484	1923	Works T.T. 2-sp	10	10	WMM219	Registered 30-4-29 2-sp engine fitted
EW 6070	1929	Flying Squirtrel	2848M	FY2336A	1841W	Registered before 1924
EX 210	1925	2-sp Flying Squirtrel	692	FZ8806		Registered 1923 T.T. entry (sidocar)
EX 2346	1929	Flying Squirtrel	2825M	FZ2184A		
EY 9141	1949	Flying Squirtrel	5147	DPY5102	C784	Registered before 1924
DEC 674	1949	Flying Squirtrel	5300	RY1365		Clanli sprung hub
FEER 784	1946	Flying Squirtrel	4735	DPY4834	3948CM	Now in New Zealand
WET 319	1960	Birmingham	S1228	DNMS2029		1929 engine
BEV 458	1933	Flying Squirtrel	3825	LFY3986		Post war prototype
BEV 141	1937	Flying Squirtrel	4244M	DPY4305	2629W	Now in U.S.A.
EN 4150	1929	2-sp Super	2814	Z2362A		Now in South Africa

1961 but the Scott had been kept in good order but well used. What the mileage was in 1961 after the 90,000 in 1937 I would not know but the motor was the original FY 1192A although some bits and pieces were not original.

The story of my son's early ownership is told by him in 'Yowl' October 1964, but to bring the tale up to date FY 1192A is still on song in 1983, although over recent years it has been used for weekend runs and Vintage events and given the care and attention its age and history warrant. Without being unfair to the old original short stroke motor I must say that for the past sixteen years it has been fitted with a reconditional long stroke motor LFY 3926 we acquired from Milnes and Langman of Leeds. This motor was rebuilt by Harry Langman and when unpacked I found a note tucked into the engine. 'I have personally rebuilt this, so look after it. Harry Langman'. Well unfortunately the great Harry Langman is no longer with us but LFY 3926 after sixteen years is still going well and has had only one decoke in that time. At the moment we are arranging to re-fit the original motor which has been on the side line waiting with new pistons, mains and big ends for the past ten years.

So here we are in 1983 and the 1928 Flyer is still in the family. Officially my son owns it and has since 1967, but knowing my great love for Scotts he has over recent years let me have it for at least half of each year. As he puts it: 'So that you can keep your hand in', and at close on 74 I am managing to do just that, having recently completed the New Zealand National Vintage Motorcycle Rally in the Wairarapa District. This was made possible by my good friend Charlie Edwards taking his van, with his 1914 2 speeder and our Flyer, on the 800 mile round trip from Auckland. A great weekend, over 200 entries, and five Scotts for good company.

Over the years and particularly in the Vintage period, I have been fortunate in having a wife who also loves the Flyer, as for four years until we were married in 1935 I rode it regularly on the 500 mile round trip Christchurch to Picton and back. No one was more pleased than my wife when FY 1192A came back into the family in 1961.

CLUB SPARES SCHEME

Jim Best

Please quote your membership number when ordering from the Spares Scheme.

Spares News

Business has been a bit hectic since Christmas but we have maintained, with only a few exceptions, a replying time of less than a fortnight in spares.

We have, I think, cracked the problem over the $\frac{3}{8}$ x $\frac{1}{4}$ rollers through a member on the South Coast. This will cure a major headache for us all. We are still chasing up quite a few new lines — one in the pipeline being Ferodo clutch inserts. Ferodo were contacted to see if they could supply them, and we had a very helpful letter from their Competition Manager saying that they no longer make inserts but that he had found the tools to produce Scott inserts and was willing to help us out. Price would depend on quantity. We have ordered £150 worth and have been promised six weeks delivery.

New Spares

Threaded Scott fork front-wheel spindles for cones, Webb wheel — £3.50.

Self-aligning outrigger ballrace — £12.50.

L/H rear brake pedal, Flyer 1935 — 50 — price not yet fixed, approx. £11.00.

JIM'S JOTTINGS

Jim Best

Apart from running the Club Spares Scheme, Bill Hodge and I spent a lot of time answering members' queries by letter and by telephone, and so I decided to write down some Hints and Tips, based on my own experience, that might help you to get the best out of your Scott.

1) The bosses on the Club's rear chain guards are not rivetted on because the lugs are not in the same position on all frames. If you tin the guard and the bosses you can solder them in first, and this allows you to move them about until you get them in the right position and then you can rivet them up.

2) The Club's side shields do not have the fixing hole in them. File a point on a stud and screw it into the hole that will take the bolt that holds the shield on, the point of the stud facing outwards. Then offer the shield up to the bike and tap it. This will give you a centre punch mark on the back of the shield. Drill the hole, and elongate it with a file if necessary.

3) The hand-change rod is adjustable. The reason for this is to set the hand-change gate and the sliding-dog in the gearbox when you adjust the primary chain. Put the gate in second gear, remove the gearbox lid, and adjust the rod so as to set the dogs on the second-gear wheel in the centre of the dogs on the sliding-dog or, if you prefer, with their edges flush.

4) People often say how thirsty their Scott is, or how different the petrol consumption is from one another. If you have a Type 6 carb fitted, you could try this. Most of us are on the cutaway or the slide when we are riding about 50-55mph. Try a larger slide cutaway. If you have a 6/3 try a 6/3½ or 6/4. I have gone up to a 6/5 myself. If you have a spare slide of the same or smaller cutaway you can file a larger cutaway yourself. Don't rely on what is written on top of the slide. Check the size yourself as someone before you might have been at it. Place the slide on a piece of glass or a flat plate and slide a drill under the gap and find one that fits. The last number is measured in sixteenths of an inch, so a 6/3 will have 1/32in cutaway and a 6/3½ will have 7/32in.

5) If you start your Scott up and hear a clicking noise at tickover it is possibly the worn slide in the carb clicking fore and aft. This can be checked by putting your finger in the bell mouth and pushing the slide forward to see if it stops. I bring this up because one member, after rebuilding his Scott, started up the engine, heard this noise, and stripped the motor down as he thought he had trouble inside.

6) If you run on petrol to lubricate your engine you will need to jet up the carb by 10 per cent on the main jet as you have to pass oil as well as petrol through it. Standard recommended jet is 170 for straight petrol.

(To be continued)

MY SCOTT — JVR 401

F. J. Nicklin

Despite my Scott getting wet and muddy on the journey to the Silver Jubilee Gathering at Stanford Hall last year, it took the prize as runner-up to the Premier Award winner. This was especially gratifying as it is a humble hand-painted home restoration, built strictly to a budget.

JVR 401 is a 1948 Shipley Squirrel that had had a very hectic life before I managed to acquire it in 1972. Two years were spent restoring it to its present condition in between my job as Senior Development Engineer with Jensen Motors and hectic trips abroad with Lotus Engineering to try out the latest Lotus engines at 'full chat' at various venues in Europe. The Scott is as original as it is possible for me to make it and has been utterly reliable, and the paintwork durable, over its nine-year period of regular use in all weathers.

The first outing after restoration was the Scott Rally at Evesham in 1974 and I was lucky enough to win the E.A.M. Bowl. I also think that I should have won the 'longest distance travelled' award as I was still in Genoa in Italy at 3am on the day of the Rally.

I would dearly have liked to see my name in 'Yowl' as the 1982 Jubilee winner of the E.A.M. Bowl but this was not to be, so I think I will get my 1928 Super on the road for next year and give JVR 401 a well-deserved rest.

Awards won by JVR 401:

E.A.M. Bowl — 1974, '76, '77, '78, '79 and '82.

Coventry VMCC Parade — Harold Scott Trophy — 1979, '80, 81, and '82 (when it was permanently awarded).

Scott Jubilee Gathering — 1982 Runner-up to Premier Award.

POSTBAG

Flying Harmonium

Dear Editor,

It's amazing how many people have either owned a Scott or knew someone that did. I often feel that either Scott production figures were higher than we are led to believe or (probably nearer the truth) there was a fast turnover of machines in the Vintage and pre-war eras. Anyway, I had a short spell in hospital last year and was sitting there reading 'The Classic Motor Cycle' or similar, when another patient's visitor came over for a chat. On finding I had a Scott he became very interested and told me he owned one around 1935. 'We used to call them Flying Harmoniums', he said, and then quoted the following:

A Brough with an s.s. Watsonian
Was dicing with a camshaft Nortonian
But they fell out of the race
And were beaten for pace
By a yowling Flying Harmonium

I like it — some Scott, eh? Must have been Len Williams.

(See 'Squirribbling', p. 77—Ed.)

Arthur Pentney

A 'New Product' not so new?

Dear Sir,

I would not wish you inadvertently to deceive members into thinking that the 'New Product', a lightening additive, which you described in the April issue, was truly new. Although it may well be novel in the aerosol form in which you encountered it, it was available in an aluminium-based paint as long ago as 1922. In his delightful book 'The Story of the British Light Aeroplane' (John Murray, 1963) Terence Boughton quoted from the contemporary *The Aeroplane* magazine in describing one of the less-successful entries in the *Daily Mail* Itford glider competition of that year. Writing of a Mr. Kingswell's aircraft 'designed with a magnificent disregard for the law of conservation of energy', *The Aeroplane* went on — 'To make it lighter it has its ironwork painted with aluminium'. Plainly an early-vintage use of the 'New Product'!

Mr. Boughton's book goes on to write of the Scott engine as being available to power the 'Flying Flea' machine and as flying in 'The Snark', a small monoplane that flew at Marshalls in Cambridge shortly after Christmas 1937. Unlike Jeff Clew, whose book illustrates the purpose-built Scott aero-engine of 16-28hp, Mr. Boughton writes of the Scott as being ('like the Douglas Sprite') a modified motorcycle engine of 25hp, a figure which the Scott motorcycle engine of the later '30's could easily achieve. Did anyone use a modified Scott 'bike engine in flight or is Mr. Boughton mistaken?

John Lindsay

THE SCOTT OWNERS' CLUB
STATEMENT FOR THE YEAR ENDING 31st DECEMBER 1982
Current Account

Income			Expenditure	
1981	1982		1982	1981
£	£		£	£
38.50	135.96	Cash in Hand 1st January	—	—
462.89	(17.88)	Cash in Bank 1st January	—	—
1.00	37.68	Debtors	—	—
138.90	403.29	Badges, etc.	72.08	103.54
239.20	121.65	Spares Scheme	127.90	215.80
		General Fund		
15.25	15.25	Joining Fee	—	—
—	—	Annual General Meeting	63.00	53.00
—	—	Public Liability Insurance	150.00	150.00
—	—	Insurance of Spares, Trophies etc.	40.00	27.50
—	—	Auditor	12.00	10.00
—	—	Jubilee Meeting	20.00	—
—	259.98	National Gathering (Jubilee)	310.08	—
—	3.00	Main Road Trial	35.23	—
—	—	Scott Trial Trophy	12.55	11.25
5.00	34.00	Sundries	44.00	33.21
42.00	—	Advertisements in 'Yowl'	—	—
33.50	48.30	'Yowl'	2981.03	2750.53
.95	5.50	Postage & Stationery	709.38	661.32
3033.17	3688.00	Subscriptions	—	—
64.39	90.00	Binders for 'Yowl'	—	—
—	—	Office Equipment	20.13	74.93
5.00	85.00	Donations	—	—
1.30	1.30	Ties	120.06	—
4.20	9.50	Library	—	—
123.91	105.08	Creditors	—	—
—	—	Cash in Hand 31st December	45.05	135.96
—	—	Bank Balance/(Overdraft)	263.12	(17.88)
<u>4209.16</u>	<u>5025.61</u>		<u>5025.61</u>	<u>4209.16</u>

Allocation of Balance for the Following Year			
1982	1983	1983	1982
£	£	£	£
9.00	2.75	Spares	—
(17.81)	197.67	General Fund	—
124.22	96.75	Subscriptions	—
2.67	11.00	Advance Subs.	45.05
—	—	Cash in Hand	135.96
—	—	Bank Balance/(Overdraft)	263.12
<u>118.08</u>	<u>308.17</u>		<u>308.17</u>

Subscriptions for the Year		1982
1981		£
£		
3033.17	Received during the Year	3688.00
105.71	Received in Advance	124.22
<u>3138.88</u>		<u>3812.22</u>

1981		Deposit Account		1982	
£		£		£	
963.28		Deposit at 1st January		1069.05	
105.77		Interest to 31st December		98.31	
<u>1069.05</u>				<u>1167.36</u>	
Nett Cash Balance					
1981				1982	
£		£		£	
135.96		Cash in Hand 31st December		45.05	
(17.88)		Cash in Bank		263.12	
		Less Cash Owing Bank		—	
<u>118.08</u>		Less:—		<u>308.17</u>	
	126.89	Creditors	107.75		
135.89	9.00	Spares Scheme	2.75	110.50	
(17.81)		Nett Cash (Loss)/Balance in		197.67	
1069.05		Current A/C		1167.36	
		In Deposit Account			
		Excess of Income Over Ex-			
		penditure		—	
313.79					
<u>1365.03</u>				<u>1365.03</u>	

YOWL BINDERS

Doug Wright

The present supply of Yowl Binders has almost run out — there being just single figures left at the time of writing. By the time members read this they will be exhausted. The question of cost and style was discussed at the AGM as the old-style purple cloth is no longer available. It was decided however to re-order the same style of binder to help similarity on the bookshelf but the new cover will be plastic and probably a dark colour such as brown or black.

This note however is to warn members that the cost will be at least £3 and may be as much as £3.15 inclusive of postal charges for U.K. members and possibly about £3.75 for Overseas members.

Orders sent to me as from the time of reading this notice should therefore be accompanied by those sums — the precise cost if different from those figures will be notified in the first available 'Yowl' after the invoice comes in and the actual cost worked out.

WARNING!

Les Scott

If your motorcycle is not on the DVLC Register and you already have an old-style log-book for it, you only have until the end of 1983 to register it. Failure to do this may render you liable to re-register your machine as a current registration, with all the problems that this could entail, e.g. flashers, stop-lights, etc., and a modern registration number. If in doubt, check with your Local Licensing Authority.

DEADLINE

All copy must be received before the end of the month in which the previous magazine appears.

FOR SALE AND WANTED

(A free service to members)

Wanted: 600cc long stroke blind head; can exchange 600cc long stroke detachable head and pistons. Webb medium weight forks for Sprint Special; can exchange Brampton Monarch. For sale: I new unused radiator for Flyer (Marstons), immediate delivery; also tank for 1931 Sports Flyer, not open frame type. Magneto platform for BTH, without battery position, for Sprint Special required. T. J. Pywell, Blue Bell Lane, Kirk Langley, Derbyshire.

For Sale: Scott single-cylinder stationary engine with magneto and oil pump but without carburettor or silencer. £20. D. Lawrence, 12 Church Close, Fetcham, Surrey. Tel: Leatherhead 374438.

Exchange: 1 pair of new 498cc plus 60 long stroke pistons, Hepolite No. 5068, for 498cc +60 or +80 short stroke pistons. S. J. Williams, 27 Pinehurst Cottages, Farnborough, Hants. Tel: 512559.

For Disposal (exchange preferred): TT Rep frame (long tank — short rear end type), sound. Short undertray, $\frac{1}{2}$ fixing bolts, (suits frame). Brampton 637 (Webb type) forks, complete and sound, need re-bushing, swap only. Webb rear wheel, complete. 180° BTH anti-clock at points. Webb steering head spindle top and bottom with nuts, no links. Veteran radiator, square tube, plus cap; 2-speed radiator. Both rough but re-claimable. Wanted for 1927 Flyer: Scott braced forks, straight tube preferred, accept tapered, bent, needing repair — anything. Webb wheel or hub toe suit forks. Long undertray. Wanted for 1919 Scott: narrow oval tank. Oil in frame oil pump. Sports bars (not A type). Rear wheel or just spoked sprocket. Front rim-brake assy. Front hub (no brake). Hugh Palmer. Tel: Crawley 33269 (Sussex).

For Sale: A particularly fine 1930 2-speeder, small oval tank, 596cc Scott, rebuilt by the late Tom Ward. A beautiful runner and a honey at £1,800. Bowden, Norden House, Corfe Castle, Dorset. Tel: Corfe Castle 480 473.

For Sale: 1932 Scott Flyer de-luxe, 596cc, engine FY 3711A, frame No. 185, g/box No. 2906CM. Offered to Club members before advertising in the motorcycle Press. Ronald Williams, 3 Abbotsford Road, Chapelhall, Nr. Airdrie, ML6 8XJ. Tel: 02364 60449.

For Sale: To be sold on behalf of the widow of a local motorcyclist, 1926 open-frame 2-speed Scott, original, more or less complete (handlebars and controls missing), front end has been removed and is resting alongside, many spares, including most of spare engine, 2-speed gear. The lady concerned would like it to go to someone who would appreciate it and restore it for use. No time-wasters, please. Contact Nigel Sims. Tel: Sherbourne (Dorset) 812181.

Wanted: Pistons complete to fit 500cc short stroke FY engine, or a complete engine 500cc or 600cc. John Skipper. Tel: Chandlers Ford 66623 (Hants).

Wanted: One Pilgrim duplex pump for a '47 Scott, in good condition (or new). T. Johnson, 136 Ware Road, Hertford, Herts., SG13 7HR.

SOURCES OF SUPPLY

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

Silk Engineering (Derby) Ltd., 12 Cranmer Road, West Meadows Estate, Derby DE2 6JL.

Sam Pearce Motorcycles, St. Mary's Street, Bridgnorth, Shropshire.

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

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

Scott Spares (2-speed & 3-speed Super), N. Pickup, Chaddesley Manor Cottage, 20 Chaddesley Glen, Canford Cliffe, Poole, Dorset BH13 7PE.

Club Spares Scheme (3-speeders, Flyers, etc.), Bill Hodge, 1 Tilstone Close, Eton Wick, Windsor, Berks. SL4 6NG.

YOWL BINDERS

Binders to take five years issues. Doug Wright, 9 Elm Close, Long Bennington, Newark, Notts. Price £1.80 postage inclusive in U.K. Overseas postage 75p (totalling £3.75).

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. Old No. 12, Exchange Street, Sheffield 1. 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.