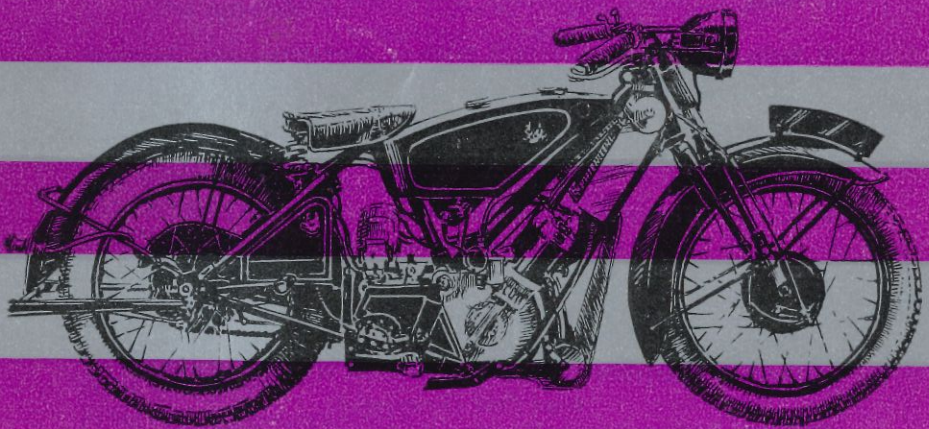
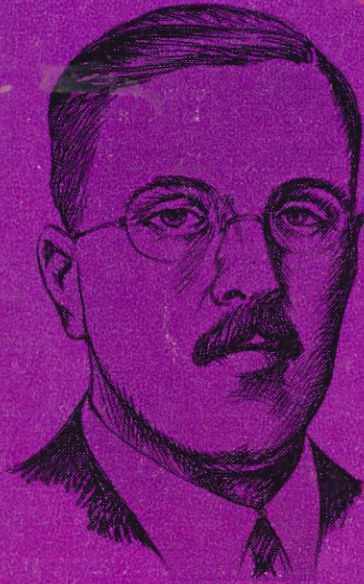


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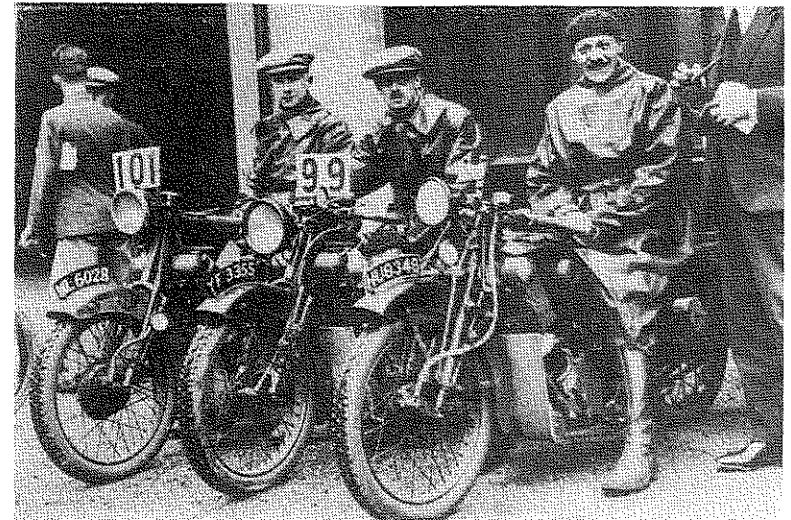


JOURNAL OF THE SCOTT OWNERS' CLUB

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- Vice-President:*
G. Chambers, 48 Belmont Road., Hemel Hempstead.
- Vice-President:*
R. Mountain, 102, The Ridgway, Woodingdean, Brighton BN2 6PB.
- Secretary:*
Mrs. S. Cumming, 22 Brendon Avenue, Chamberlain Road, Hull, N. Humberside.
- Treasurer:*
G. Harland, 49 Mansfield Avenue, East Barnet, Herts.
- Membership Secretary:*
H. W. Beal, 2 Whiteshott, Basildon, Essex SS16 5HF.
- Editor:*
T. Wess, The Old School House, Burton, South Wirral, Cheshire L64 5TA.
- Librarian*
D. J. Bushell, 120 Farningham Road, Caterham, Surrey.
- Spares Registrar:*
B. Hodge, 1 Tilstone Close, Eton Wick, Windsor, Berks. SL4 6NG.
- Magazine Distributor:*
L. J. Scott, 52 King's Avenue, Tongham, Farnham, Surrey.
- Badge Secretary:*
E. Scott, 24 Ashway, Corringham, Stanford-le-Hope, Essex.
- Vice President, Chairman and Club Registrar:*
J. Underhill, 74 Greengate Lane, Birstall, Leicester LE4 3DL.
- Vice President (and Sheffield Scott Club):*
I. E. E. Slack, 473 Hastilar Road South, Sheffield S13 8LD.
- U.S.A. Membership Secretary:*
R. Evans, 14171 Livingstone S. Trustin, CA 92680, U.S.A.
- New Zealand Section Secretary:*
L. Heath, 2 Tiroroa, The Avenue, Levin, New Zealand.
- Southern Africa Secretary:*
N. Smith, 140 Fern Road, Hatfield, Salisbury, Zimbabwe.
- Australia (N.S.W.) Secretary:*
L. Tutt, 54 Short Street, Oyster Bay, New South Wales, Australia.
- Northern Section Secretary:*
V. M. Hodkin, 15 Bannham Road, Darnall, Sheffield.
- North West Section Secretary:*
G. Green, 37 Thornham Lane, Middleton, Manchester M24 2RE.
- South Western Section Secretary:*
K. and M. Welch, 1 Middle Road, Oakdale, Poole, Dorset BH15 3SH.
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- Midland Section Secretary:*
R. Lambert, 7 Linksvie Crescent, Newton Road, Worcester WR5 1JH.
- Road Trial Organisation:*
G. Bell, 16 Poulton Crescent, Woolston, Warrington WA1 4QW.
- Club Archivist:*
A. Marfell, 169 Bourneville Lane, Bourneville, Birmingham.

YOWL



C. D. Noel, B. J. Hapgood, and A. S. Guthrie at the International Six Days Trial, 1927 (?). Another gem of a photograph from 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

How could I have missed it? — the new £60 annual road tax on cars registered before 1947. Perhaps I do not read the right magazines — I confess that I do not read many — but it was not until Maundy Thursday that I stumbled across the almost unbelievable concession to motorists that had been announced in the last Budget. My local newspaper carried a story about a vintage car owner who was happily awaiting his £30 refund after he had paid £90 to put his car on the road (odd that the Licencing Office didn't tell him about the new rate at the time . . .). The reason for the concession, the newspaper assumed, is that old cars are not used very often. Concessions, of course, have to be treated with caution because there is always the danger of a restriction being put on use, but it seemed worth a telephone call to the Licencing Office to see if old motorcycles had received the same treatment.

The call confirmed that there was indeed a concession for motorcycles — would I wait for them to find the details? With mounting excitement I waited by the phone but my hopes were short-lived. The only concession was the old one: machines registered before 1933 and which weighed less than 101.6 kilograms (224 lbs. to you) are eligible for half tax. There is no weight limit for pre-1947 cars.

Last year there was a little spoof in *Yowl* about a new product that would reduce the weight of a Scott for taxation purposes; a joke, of course, but no more absurd than the idea of taxing old motorcycles by weight. While some may rejoice that the hard-up owners of vintage sports cars have had a windfall, others will wonder just what a 'heavy' motorcycle (i.e. over 224 lbs.) can do in the way of wearing out the road that could not be done far more effectively by a Speed Six Bentley or an SSK Mercedes, and they will remember that modern 250s do not have to qualify by weight for a low tax rate.

Taxed and insured according to irrelevant considerations of cubic capacity and weight, the old motorcycle has become a Cinderella figure left behind while the Ugly Sisters are having a ball. Perhaps we should ask our M.P.s if the Chancellor has any glass slippers.

NATIONAL GATHERING 2nd September 1984

Robert Rawlins

A reminder to those members who won annual trophies last year to ensure that they return them for this year's event to the London Secretary at Stanford Hall on September 2nd or before.

Could I ask please all Section Secretaries to send good prizes for the tombola.

AN OUTING FOR THE SOCIABLE

Martin Hodkin

I have now received confirmation from the Bradford Industrial Museum authorities that the Scott Owners' Club will be allowed, subsequent to our having arranged insurance to cover this event, to have the Scott Sociable out for a run in the Museum precincts. Arrangements for this cover are now in hand. I feel sure that many people would like to see this unique vehicle running. Date: 17th June at 1.30 p.m.

SECTION NOTES

Northern Section

Meeting, Sunday March 18th, 1984

The inaugural meeting of The Scott Owners' Club Northern Section for 1984 was held at Bradford Industrial Museum on Sunday, March the 18th.

A good attendance was recorded and once again we were very pleased to welcome C. H. Woods Films Ltd., with a selection of films for our enjoyment.

Three films were on the agenda:

The first film was of about 1950 vintage and recorded the Belgian Grand Prix. This was the period of the classic battles between the Italian multis and Norton. A youthful Geoff Duke was much in evidence.

Film number two was entitled Six of the Best and was from the early Sixties period. This film recorded various events and including some footage of the gruelling Ilkley Grand National Trial. Our own Maurice Rispin making an appearance on a Greeves in this event.

Number Three was a longer 1980 film produced for Yamaha, the subject being the Isle of Man. This film gave anybody who has not visited the Island a very good idea of the T.T. course and the various activities that occur apart from the actual racing.

May I take this opportunity to thank C. H. Woods Films Ltd. for their loan of both films and equipment and Darren for operating the latter. In these times it is refreshing to know that such firms as C. H. Woods Films Ltd. still exist and surely deserve our patronage.

The meeting dispersed at about 4.30 after an entertaining afternoon on a particularly grey and overcast day.

Northern Section Events List Amendments

1. The Masham Traction Engine Rally is now to be held on July the 22nd.
2. The Scott Trial date is October the 27th.
3. A further event which I hope to obtain more information about is The Peter Black Memorial Run. This takes place on July the 8th and is an Ilkley Club event. Arrangements for Scott Owners' Club members to take part are being organised.

Martin Hodkin

North West Section

The March meeting of the Section was a Quiz night. With only six members present, including the quizmaster, it was felt not worthwhile to have teams as on the previous occasion but for answers to be taken on an individual basis with the opportunity for discussion on any interesting points. Jim Baxter brought a number of old sparkplug boxes to see if anyone could recognise the makes (we couldn't). Among his other curios was an instrument which eventually was identified as a pedometer calibrated in kilometres.

Geoff Green

New Zealand Section

9th N.Z. National Vintage Motor Cycle Rally

The Vintage Car Club of N.Z.'s 9th National Motor cycle rally was this year held in Invercargill, which is at the far south of the South Island of the country. For me the journey was 500 miles to get there, leaving Nelson on Wednesday 29th February and arriving in Invercargill on Friday 2nd March for the start of the rally.

I had entered my 1937 Flying Squirrel, but unexpected problems developed in the week prior to leaving and as these could not be sorted out in time the Scott had to stay home and the journey was made on my 1930 Lewis—Model A2.

The machine was trailered to Christchurch and ridden the final 335 miles in company with a group also travelling from Christchurch. The trip was made without incident and the Friday consisted of a pre-rally briefing, noggin, and public display of the machines. It also gave us an opportunity to renew old friendships. I caught up with the only other Scott owner on the rally (Bill Veitch—from Dunedin who had entered his 1929 Flyer).

219 Machines were entered—not bad considering that those entrants from the far north of the North Island had in excess of 1000 miles to travel just to attend. The Saturday of the rally consisted of a timed run over some 80 miles of inland Southland countryside—easy rolling hills and flats. In the evening a barbecue tea followed by a cabaret had been organised and was enjoyed until the early hours.

Sunday was field test and gymkana day followed by a formal dinner and prize giving at night. Bill Veitch's Scott obtained 3rd prize in the field tests and 3rd prize in the vintage concours.

Although that concluded the rally proper, a tour around the southern half of the South Island had been organised with 70 machines and a total of 98 people headed out the next morning towards the tourist resort of Queenstown. The little Levis was still running extremely well as was Bill's Scott. On the Tuesday it was off to Wanaka, and Wednesday the long haul (approx 225 miles) through the Haast pass (still a graveled road) and up the West Coast to Franz Josef Glacier. That day bought its share of machine casualties including the Scott (which had main bearing problems) which finished its journey from this point on a trailer. However, Bill was offered a 1950's BMW on which he finished the trip. (The Levis was still motoring well). Thursday took us to Greymouth and heavy rain, and Friday back over Arthurs Pass to Christchurch where the tour formally disbanded. All in all a great week or so of vintage motoring with only two disappointments; the first being the lack of Scott owners attending the rally, and secondly—how much more enjoyable it would have been on a Scott.

Bill Homan

SCOTTS AT THE WELSH CLASSIC BIKE SHOW

G. Gardiner

A very good display of Scotts was put on by the members of the S.O.C. from South and West Wales at this years Classic Bike Show at Caerleon nr. Newport, Gwent, comprising of the following:

G. Gardiner	1922	Squirrel
G. Gardiner	1925	Super Squirrel
D. Scott	1929	Tourer
T. Akton	1929	300cc Squirrel
D. Purslove	1929	Sprint Spicer
A. Sparrow	1933	TT Rep
G. Gardiner	1936	Flying Squirrel
G. Gardiner	1939	Clubman Special
T. Cowling	1949	Flying Squirrel
G. Gardiner	1954	Birmingham Prototype

Also on display was a pair of dismantled Dowty Forks prepared by Paul Britton, who is restoring a 1950 Flyer, a 1929 special engine, two speed counter shaft plus engine parts etc, with a range of photographs from 1900 to the latest Birmingham Scott.

The Scott stand created a great deal of interest at the show, and we are pleased to report that Tom Cowling was presented with a cup for the best concours, for his 1949 Flyer.

We would like to thank all our members for putting on such a good show and also for manning the stand.

A SCOTT OWNERS' CLUB RALLY NEAR PETERBOROUGH

In the last issue an 'anonymous member' (who turned out to be George Reeves!) mentioned the possibility of a rally at the farm of his friend, Mr. Frank Serjeant. At the A.G.M the weekend of 15-16 September was suggested as the most suitable time, and we are pleased to report that Mr. Serjeant has agreed to this and we are very grateful to him for his offer. Full details including a map of how to get there will appear in the next Yowl.

SQUIRIBBLINGS

Members will be pleased to hear that our Chairman, John Underhill has been appointed Chairman of the VMCC Dating Committee—or rather the *Machine* Dating Committee, just to make things quite clear.

Apologies for the rather poor quality of the photographs in the last few issues. This is not because of any inferiority in the standard of the original prints, but is apparently due to our printers using a different process which is supposed to be better but which seems to have bugs in it at present.

No one, to the best of my knowledge, has yet suggested running the Main Road Trial in the early hours of the morning and so only the most gullible of motorcyclists (who would surely not be members of S.O.C.) were likely to have been misled by the unfortunate misprint that occurred twice in the last issue and which gave the starting time of this year's event as 1.30am. It should have been 10.30am, and I even got this wrong when I raised the problem at the A.G.M. Even so, the possibility that riders might have taken the printed time literally gives rise to some bizarre imaginings in which the inhabitants of Lark Lane in Liverpool are awakened in the dead of night by the sound of a huge swarm of wasps converging on the Baxter Museum.

My 'new' second-hand car has a tinted top to the windscreen and now, even in pouring rain, I drive under a perpetually azure, or rather Prussian Blue, sky. The effect is strangely disturbing. Oddly, perhaps, I *like* to see the atmospheric changes, and every type of weather has its own beauty. But the real reason for feeling disturbed is that when we travel by car these days (or by coach or train, for that matter) we seem to try to isolate ourselves totally from our surroundings, we sacrifice everything to pretend that we are not travelling at all. The destination seems to be all that matters—and the devil take the sky if the sun happens to shine too brightly. How different it is on a bike! The pleasure of motorcycling, particularly on a Scott, is in the travelling, and this includes seeing as well as moving. Perhaps the car makers believe that a blue sky will cheer me up. If so, they are wrong; the effect, like that of background music, is precisely the opposite.

SEASONAL WORDS

In December 1982 Adrian Bell, young son of Gordon Bell, sent a Christmas greeting in the form of a poem called 'Snow'. Here is another seasonal thought from his pen.

Spring

Spring comes bright and new,
Goodbye winter, you're cold and blue,
Flowers bloom in all colours and kinds
And nobody minds,
For Scotts are out on view
When Spring comes bright and new.

A RIDER'S MEMORIES OF THE SCOTT TRIAL ON A 532cc STANDARD (1)

William Lucas

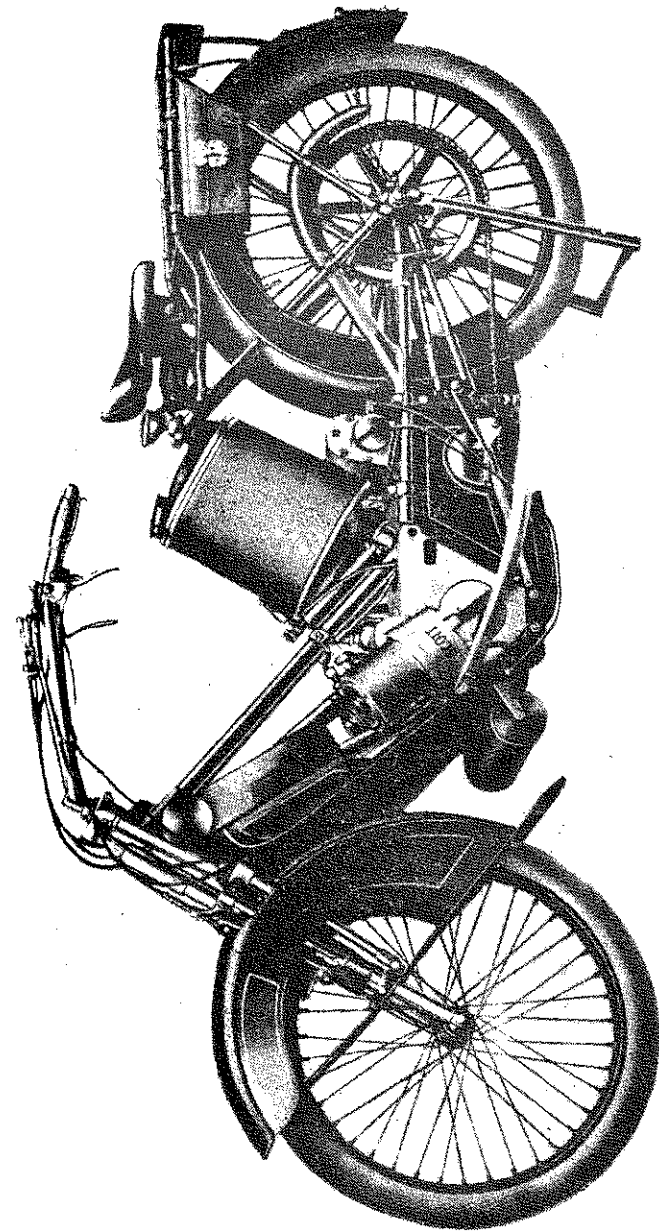
(This article has been written for the magazine by Mr. Lucas of Ashford, South Devon. In it he describes how he prepared an ex-W.D. two-speed Standard for competition use in the late twenties and thirties. His account of the 1928 Scott Trial is a masterpiece of understatement for we must remember that he rode up from Plymouth to Yorkshire overnight, competed in the Trial, and rode home again—the whole trip including the Trial would be nearly 600 miles. When I asked him about night riding on gas lamps he said that pre-tarmac roads made it 'a bit easier' as the sand and the loose stones at the edge were nearly as good as white lines! That was when it was dry, of course. Should you find yourself travelling along the A379 between Modbury and Kingsbridge do stop for petrol at the garage in Ashford—especially if you are riding a two-speeder when you will be sure to get a warm welcome.—John Goss)

It is with great pleasure that I accept your invitation to attempt to record an account of my experiences in the Scott Trials of the late 1920s and early 1930s and the events leading up to those Trials.

I have enjoyed a lifetime's experience with Scott motorcycles and never have been without a Scott until the last few years, and at times have accumulated a considerable stable of them.

I had started motorcycling in 1923 on a 290cc New Imperial and later on a Connaught Blackburne. I changed to a 1918 Standard Scott in 1924 and have remained faithful to the marque until now. I do admit to having at times a 1925 Sprint Sunbeam and a Long Stroke 1927 Sunbeam and also two Nortons, 16H and International 1934. My early addiction to Scotts came about by the influence of an old friend, Jack Woods, a very staunch supporter of the Scott world who converted me from ordinary motorcycles to the charm (and the trying vagaries) of the water-cooled twin two-speeder. Jack Woods, as an ex-Royal Flying Corps fitter mechanic, had had many years maintaining and riding the type I first rode. His experience with these early Scotts was invaluable and he gladly gave me every help possible to understand and to cope with their peculiarities. In those early years I had to cope on a very small income but I was indeed rich in the unlimited help I received and in guidance. While I did not receive too much financial parental aid, I was able to receive what was much more valuable, parental encouragement to embark on any adventure, leisure training, or pursuit that could in any way develop some individuality and self-sufficiency. For several family reasons horse racing and point-to-point racing were forbidden. So it was that I turned to the Scott to tackle these family viewpoints. Ultimately cross-country riding became very serious and participation in local club trials and hill-climbs gave me much pleasurable experience although even in those years a 532cc Standard two-seater was hardly considered competitive but I enjoyed the challenge. From these events I learnt much about the Scott Trials and developed a determination to enter for this event as soon as possible, although it was not until 1928 that this became possible.

My first Scott Trial (now nearly 56 years ago) is still a clear and exciting remembrance and was very eagerly looked forward to in the preceding months before riding up to Yorkshire from the West Country. Each year before 1928 I had managed to gain a little more experience in local events and we considered the 523cc Standard to be in fair condition to tackle the Scott Trial. This machine was a 1918 ex-W.D. model that had seen service in the last year of the First World War and was by then ten years old



A much 're-touched' catalogue photo of a 1919 Standard, very similar according to contemporary reports to the 1918 model as used by Mr. Lucas in the 1928 Scott Trial.

and still in its original trim without any modifications. Oil was poured into the frame tubes through a small spout in front of the XL-All saddle, needing careful work not to pour too fast or the saddle was well oiled — the leather top had now taken on a shiny oiled surface. Oil was fed to the engine from a point below the oval petrol tank by means of a plunger pump which lifted oil through a single sightfeed and thence to the normal crankcase connections. The rear brake was the original hard fibre block pad rubbing on the inside of the rear chain sprocket and applied by a heel brake lever. Never good, it was hopeless in wet muddy conditions or when the dust of summer glazed the surface. The front brake was also held in some awe as the stirrup bicycle-type arrangement left little tolerance and so was best forgotten. Tyres were standard 3 inch beaded edge Clincher or square-pattern Dunlops. The two-speed gear had the standard low and high ratio sprockets but a sidecar size final drive sprocket did give slightly lower ratios all round, and an oil feed to the gear was controlled only by an on/off tap. The cylinder heads of the engine were not water-cooled and consisted of a steel ringplate held down to the water block by a threaded ring screwed to the centre cores of the block. This ring was tightened down by a circlip tool if you had one; if not, by using a punch and hammer. The Scott's ten years of life were showing in wear of threads and notches, and a persistent slow leak of water had to be endured at that time. At a later date it became possible to re-cut threads and renew locking rings and packing washers.

The Scott, however, ran well. Starting was good when everything was in good order, particularly the kickstarter. This gave most trouble for I was never able to keep the kickstart pedal and chain and spring adjustments in perfect order for very long. Cotter pins on the pedal crank wore quickly and the ratchet clockwork coil spring sprang out of its recess frequently after much starting work in rough conditions. This necessitated the remarkable performance of running alongside for some 20 yards then leaning over the saddle and jamming the rocking pedal in low gear by hand and then grabbing the handlebar throttle lever while still in a head down position over the saddle. Sometimes the two-speeder moved off faster than one could manipulate one's legs and climb aboard. The roads in those days were mercifully deserted and so such tactics worked without disaster. I do however recall the two-speeder shedding me one day. It ran 100 yards solo in full song before leaving the road at a bend and choosing a particularly muddy ditch to recline. Over rough country this was out of the question so stones had to be found to prop up the rear stand so that the Scott would stand upright. Place the gear in high and effect a start by pulling the rear wheel round and round — luckily stones were plentiful in Yorkshire.

I had been riding this old Standard since 1924 so by the time of the 1928 Scott Trial I had become reasonably proficient at keeping elderly machinery working with the supervision of Jack Woods. In later years I have much to thank this youthful experience. His devoted attention and guidance in maintenance kept me mobile and at any time of the day or night he would turn out without any complaints and rectify problems. I shall always remember this with gratitude. So it was after he had worked on the Scott late into the previous night that, in the Autumn of 1928, I left home in the West Country for Yorkshire at 17.30 on a Friday evening at dusk, the acetylene lamp working well and giving a thin pencil of light for perhaps 30 yards.

I very much doubt that the gas connection to the rear light mounted on the number plate lasted for long because on an open frame Scott I never found a really satisfactory anchorage for the acetylene generator. The overnight ride was uneventful and I arrived at the starting point of

the trial two hours ahead of the starting time. The work in preparation seemed to pay off. Only one refuelling stop was made at a point near Oxford, one of the few all-night stations then, that I remember, for I carried in a shoulder haversack a one gallon can of petrol, a quart of Castrol XL, one pint of water, and a tin of carbide. Quite a load for riding comfort. I do not remember that I carried any food or any allowance for this necessity other than a bar of chocolate. Such things as food, sleeping accommodation, appear not to matter too much when one is faced with a Scott event in mind, with very little money, and above all with youth.

At the starting rally of the trial the sight of the beautifully prepared Scotts of such riders as Geoff Milnes, Billy Moore, C. H. Wood, Frank Varey, and Harry Langman, filled me with a great determination to renovate and modernise the old Standard before the next year's event.

I have to admit that the Sunbeams of the doughty Yorkshire riders, Eddie Flintoff, Jock Street looked very workmanlike. The Sprint Sunbeam of 1925 which I had been allowed to ride in an Oxford hill-climb still had its memories, but I was too hooked on the Scott to change until I could keep an extra horse in the stable. It has turned out that I was to stay with Scotts all the following years.

I regret that I do not have the *Motor Cycle* reports of this trial so I cannot give a detailed account of the route used or a description of the sections. I do however remember that many sections demanded a little too much of the Scott and myself to make but very slow progress with much leg work and pushing. I remember Geoff Milnes saying to me before the start: 'You will have to fit a larger low gear sprocket if you hope to survive.' Half of the course was managed with a struggle and unaided, but I got seriously adrift on Denton Moor and found a series of bogs which were a little off course, and the efforts of heaving and pushing to get out of one only to go into another were pretty exhausting. By that time the light was beginning to fade and I was indeed lucky to be found by one of the clerks of the course who was following the late competitors for possible strays. With his help and directions I was re-started and shown how to regain the track leading to a road and a shorter way to potter back to the finish. I received a lot of help from a group of Scott supporters whose names I do not remember. On getting the Scott straightened up, oiled, and refuelled, after a bath and supper at the Harrogate Hotel, I set off for home. The acetylene light faded into a smokey glimmer after a few miles. A stop at a still-open cycle shop provided a new burner, and progress continued in bursts of 30 to 40 miles with many stops for short naps. At almost halfway I managed to get my second wind and was able to continue in much better state with two refuelling stops and with carbide light coaxings whenever a street lamp was available away from habitation. I arrived home at 10.00 the following morning, tired but well satisfied.

(To be continued)

AN ALTERNATIVE CLUTCH WITHDRAWAL SYSTEM FOR SCOTTS

On the two centre pages are drawings and instructions kindly sent in by Derek Whittle which give details of his very original clutch withdrawal mechanism. The underlying principle is that the clutch release bearing is moved by the face-cam effect of the flats on the silver steel shafts when those shafts are turned. The system has proved to be entirely reliable in practice and the clutch frees cleanly and completely. A further advantage is that the components can be made at low cost.

END TO END (4)

Glyn Chambers

Thursday, 7th—The morning was misty and cold for the first time for weeks and I wore my new 100% waterproof one-piece motorcycle suit bought specially for the event; it's so waterproof that to get anything out of the pockets (there are no external ones) you have to take it off. After several more boring misty A74 miles I removed it at the first refuelling stop and I've not worn it since. By mid-morning the sun was out, and skirting Glasgow we made Stirling for lunch, Don Mitchell breaking a valve (soon replaced) on the outskirts.

The afternoon run from Stirling was superb, Callender—Lochearnhead—Crieff, the mountains and the lochs quite spectacular. After Crieff came the stiffest test of the Trial, the observed Amulree hill-climb on the track to Kenmore, a 1 in 6 hill which goes to about 1 in 3 on the inside of its two hairpin bends. Unlike 1910, we could have as many attempts at the hill as we liked but no extra time would be allowed. Jackie just managed it on her first attempt as did Don Mitchell on the single-speed James who threw all caution to the winds and his bike around the bends. I made it on the first attempt without too much trouble, and, with the engine pulling strongly at less than 100 rpm, I certainly did not have to employ heroics. Mike Wills, Colin Missen, and Don Stringer—going like madmen—managed it on a second attempt using the grass banks in wall-of-death style on the outside of the corner. Don used LPA (light pedal assistance) between the hairpins which cost him a few marks and lost him the best individual performance award for the Trial by a very small margin. John Underhill almost made it and stated that, had not his daughter been watching, he might have made a more heroic attempt. He did not try again as machine and rider were both somewhat overheated near the top. Norman Woodman, a wise man, refused to try after watching the others and used the alternative route to Pitlochry.

One was allowed to fail one hill-climb on the Trial without loss of the Gold medal even though this might put you out of the best performance award but, of course, you still had to be on time on the hill, plus or minus one minute at the most. The run from the top of Amulree was even more difficult and dangerous, gates had to be opened and gulleys traversed, and most competitors walked the bike down the steep hill. I have superb brakes on the veteran (but only in the dry) due to a special rubber compound I have found—well alright, it is a lump of a special rubber out of the shock-absorbing foot on a heavy machine, and I managed to make it slowly down to Kenmore only to find that the low-speed chain was drum-tight again.

Using a log from the side of the road I levered the chain so as to move the gear forward again. Then it was up into the hills again via Tummel Bridge down the narrow road to Pitlochry, stopping several times to move the gear forward. The last few miles was an anxious time even though I had enough time in hand. I was last on the road on that run down to Pitlochry and I never saw another human soul let alone a motor vehicle of any sort. I was very low on fuel and there were no open pumps, and so I had to rely on the dregs of old oil containers at fuel stops to lubricate the gear via its little lubricator pot. The gear was definitely tightening up and I crawled into Pitlochry with the bike just able to pull itself along. It would not even coast because of the drag in the gear but it never got hot. I ran out of fuel in Pitlochry just by the garage and filled up with fuel, oiled the gear, loosened the chain, pushed the bike over the road, and clocked in with only a few minutes to spare. As I put the bike in the compound I noticed that it was quite free to push again. Whether it was the tightness of the chain or the lack of oil, I do not know and I've not stripped the gear down yet, but from that time on the gear has given no more trouble.

182 miles on this day, but I was anxious about that gear and I knew I must do something about it first thing the next day to stand any chance of finishing although the rear wheel seemed to be holding out even if it looked odd.

Friday, 8th—Up early and, by putting a strip of metal the exact width of the distance between the gear clamp and the footrest hanger and holding this in place with a small jubilee clip, I stopped all rearward movement of the gear. From now on I had no mechanical problems.

From the published results that night, John Underhill was the only one in the running for a Gold, although not for the best performance cup. However, on checking over his bike in the morning — no sparks. With the officials permission he was allowed to change the magneto. His spare only gave a very weak spark and another Bosch borrowed from a rival (all the bikes had Bosch mags.) was only a little better. By using bits from one in the other, John soon had a weak spark of sorts and the mag, was assembled back on the bike, all this work being carried out in the half hour before the start. In somewhat of a panic and without a trial John shot off on his BSA only to meet a time check just outside town in the Killiecrankie Pass. Yes, you've guessed; he was one minute early, his Gold gone. Mind you, I don't know how the organisers could afford to cast a gold medal, the silver and bronze replicas of 1910 will cost a small fortune. Anyhow, to crown it all the lay-by had obviously been used by a fish meal lorry. With meal over our boots and footrests both we and the bikes smelt for days.

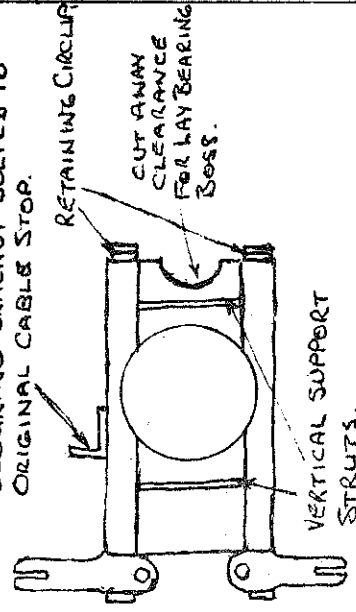
Today was to be the day of the time checks. Ian Mitchel on his new Yamaha and Martyn Goodey on his old twin AJS flew about the Highlands with abandon back and forth, setting up secret checks. In the end we got the measure of them, for, by careful study of the map, we could predict their next leap-frogging move. Sometimes they would do 50 or 60 miles just to get in front of us by 25 miles; work that out in speed schedules and you will realise how Martyn came to wear out a good 26x3 b.e. tyre by the time he got to John O'Groats. We all got away from the 'fish stop' and along the long drag up Glen Garry to Newtownmore. 35 miles up hill (the baby Triumph flat out all the way) then back down Glen Spean and an empty Loch Laggan. Loch Laggan feeds, via other lochs, the aluminium works at Fort William, built just before the last war. Its tunnelling through miles of granite was one of the engineering feats of the age. Why the loch was empty I do not know, but as we approached the dam we could see the old road below exposed now for the first time since it was flooded. It was in much better condition than the dusty stony track which was the A86 under repair that we had to traverse down to the lunch stop in the heat at Spean Bridge.

Leaving the lunch stop, Don Mitchell broke a contact spring, soon repaired. We passed Loch Lochy and pipers in full Highland kit in all that heat—no wonder they were making that strange noise. A little further along, just by the start of Loch Ness, Norman broke a valve. Another very sudden sound nearly made several of our group fall off; it was the RAF in their supersonic fighters pulling out from a high speed run just feet above the loch—they are not allowed to do it over the land. Halfway up Loch Ness we turned and made for the hills to make a scenic loop to Inverness, the furthest north I'd been before. Somewhat out in the wilds Norman broke another valve and then the magneto sheared its key. He got going again and it sheared another. And another. Eventually it was discovered that a loose screw in the mag, jammed it and then the pin on the cam follower broke. All this happened within a mile. Fortunately the Goodeys (Martyn's parents) had their travelling Renault workshop, and the 1983 rules, but not the 1910 ones, allowed for certain outside help. Now the roller for the internal cam on Norman's Bradbury is held by a shouldered pin. In George Goodey's drill box was a drill with a turned-

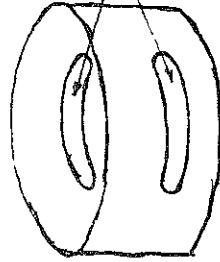
(cont. on p.230)

I'VE BEEN ASKED MANY TIMES WHAT IT IS, HOW IT IS, HERE IT IS!

SECURING BRACKET BOLTED TO ORIGINAL CABLE STOP.

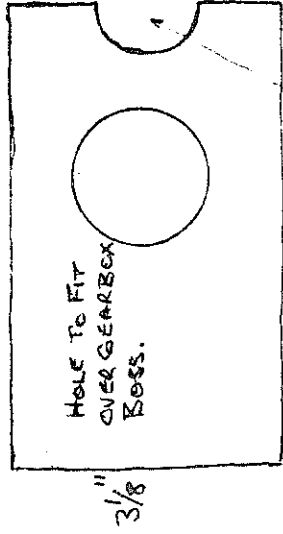


MAKE ONE EXHAUST PIPE TUBE LENGTH TO SUIT. SEE NOTES.



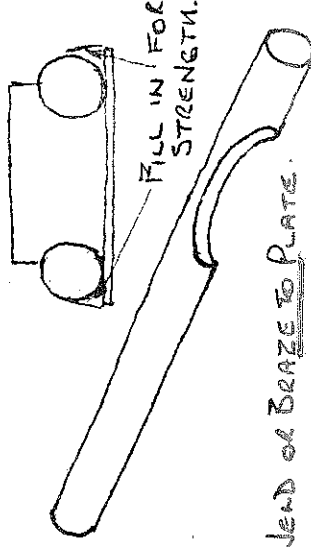
WELD OR BRAZE TO PLATE.

MAKE ONE 14 SHG MILD STEEL PLATE.



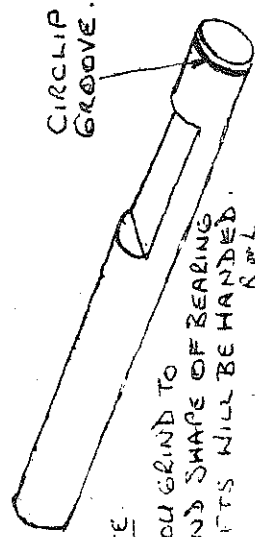
3 3/4" CUT AWAY CLEARANCE FOR LAY BEARING BOSS.

MAKE TWO 5/8" CONDUIT OR MILD STEEL TUBES BORED 1/2". GRIND HALF WAY THROUGH, CLEARANCE FOR RELEASE BEARING O.D. LENGTH 3 3/4"



WELD OR BRAZE TO PLATE.

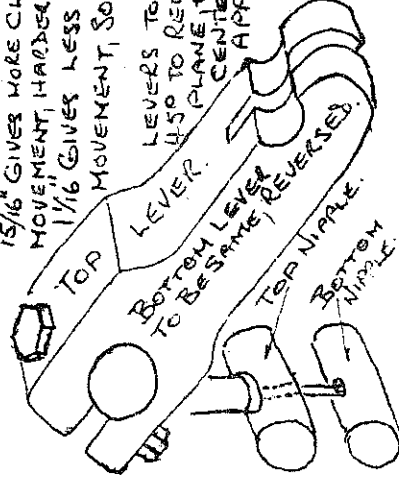
MAKE TWO 1/2" SILVER STEEL SHAFTS. GRIND HALF WAY THROUGH (1/4"), CLEARANCE FOR RELEASE BEARING O.D. LENGTH TO BE 3 3/4" PLUS LEVER WIDTH, PLUS CIRCLIP.



NOTE: IF YOU GRIND TO ROUND SHAPE OF BEARING SHAFTS WILL BE HANDED. R OR L

MAKE TWO CABLE LEVERS, I USED 5/8" JAP GEAR CHANGE, CENTERS 1".

15/16" GIVES MORE CLUTCH MOVEMENT, HARDER LEVER.
1 1/16" GIVES LESS CLUTCH MOVEMENT, SOFTER LEVER
LEVERS TO BE SET ON 45° TO RELEASE BEARING PLATE, PULLING TO CENTER ON CABLE APPLICATION.



MAKE TWO VERTICAL SUPPORT STRUTS TO FIT BETWEEN TUBES. WELD OR BRAZE IN. MAKE LIGHT ANGLE SECURING BRACKET. WELD IN, BOLT TO ORIGINAL CABLE HOLE.

YOU WILL FIND ON PUTTING THE PLATE OVER THE BOSS THAT IT SITS AWAY FROM THE GEARBOX SHAFT AND IS ONLY SUPPORTED BY A SMALL AREA. EITHER MACHINE DOWN THE AREA OR BRAZE IN SHAPED SUPPORTS UNDER THE PLATE. MACHINING DOWN GIVES YOU MORE CLEARANCE BETWEEN LEVERS AND CLUTCH UNIT. I MACHINED THE AREA AND FITTED SUPPORTS UNDER THE PLATE. BEAR IN MIND THAT THE TUBES TAKE ALL THE WEIGHT. FINALLY I MACHINED THE BOSS AND TUBE IN POSITION FOR RELEASE BEARING CLEARANCE, BEARING IN MIND LEVERS TO CLUTCH UNIT CLEARANCE.

Derek Whittle
D. Whittle

(cont. from p.227)

down shank. Would you believe it that both diameters were spot on? All that had to be done was to saw it to length. So, many hacksaw blades later, Norman made it to the Railway Hotel at Inverness with just one hour to spare before disqualification. He completely missed the reception laid on by the media (no loss) and the cocktail party by the management (hard luck—but I know the feeling). 158 miles on this day and my team (Don Stringer and myself) were now second. That baby Triumph couldn't possibly stand the pace, could it?

Saturday, 9th—Only 156 miles to go and it would be a shame if anyone broke down now. Set off in thick Scottish mist, not seeing the sun until noon although we were on the coast road. As the road rose high in the cliffs we went into brilliant sunshine, then as it dropped to sea level, cool mist.

Lunch stop was at Golspie, and in the midday heat everyone was so lethargic after dinner we had to be forced onto our machines. Mid-afternoon found us at our last hill-climb, Barridale; not formidable now, juggernauts being the only hazard. Nice coastal scenery so far, but from now on the scenery was flat and barren with no trees anywhere. Just past Wick we all (as they did in 1910) rode together to John O'Groats behind Ian Mitchell the travelling creak of the course. A fantastic reception awaited, with a bottle of bubbly each—and I did not waste mine spraying it all over the place.

That night's celebration dinner really was something, with lots of mutual back slapping, especially to John Cragge and Phil Heath and the main organisers, Mike Wills, Colin Missen, and Don Mitchell, and particularly to Monica Mitchell who always had our lunch ready on time and prepared each day's meal in the back of the travelling 'Cragmobile'.

Arrangements to get my machine home had been made and I had a lift the following morning back as far as Inverness. During the night the fog closed down and with an early start we saw nothing but the road on that part of the journey. Having got to Inverness by midday I found that on a Sunday it's all closed up. The only trains that run from Inverness on a Sunday leave in the evening within an hour of each other and by taking one of them (different routeing) a cheap return ticket for London is cheaper than a single. What to do for the afternoon? I walked round Inverness twice, not even a cafe open, then I had a brainwave — go and visit the fire station. Well, to cut a long story short I was well received by the Station Officer who explained how they fight fires in this unusual environment of over 200 square miles with huge forestry areas and hundreds of islands. Helicopters are available if the landowner will pay for their hire, thus allowing days' work in hours and all with just one full-time station and a few retained (part-time) stations for the whole area. So different from my London environment. I have about two square miles to look after, with more firemen on call than Inverness, but I suppose the population is comparable. Lots of delicious tea later, I caught my train.

Unfortunately the fog never lifted so I missed some of the best railway scenery in the country. By Pitlochry the fog had cleared but by then it was dark. There were no refreshments available on this cheap route and by the time I got to Euston at 7am my tongue was hanging out. Catching the local train out, I was home in bed in Hemel by 9am, thus ending my greatest motorcycle adventure.

Postscript

Most of the competitors met again the following weekend at the Levis Cup Trial. Mike, Colin, Jackie and myself were all on our End to End machines. Yes, you've guessed it; I got a puncture (a nail again). Colin, not to be outdone, picked up a six-inch nail straight through the tread and out of the wall, and I rode through the worst thunderstorm I've ever been in . . .

SEVENTY YEARS OF THE SCOTT TRIAL

Our President, Harold Scott

This year sees the seventieth anniversary of the infamous, notorious Scott Trial. Long ago, before moto-cross, Alfred Scott started this stalwart event, both a trial and a race (the winning rider losing least marks on time and observation), over the tough and rough Yorkshire Moors, through shallow boulder-ridden rivers, through the heather, up the steepest banks, for some 60 miles; the real he-man sporting spirit, and all proceeds for charities, at that.

And some of the results?

In brief, these divide into three groups; from 1914 to 1932, won outright mostly on Scotts; from 1933 to 1966, won almost entirely on 4-strokes (during this period Bill Nicholson won five times on B.S.A., Len Heath four times on Ariel); from 1967 the Trial has been won on punchy, high ground-clearance 2-strokes (by Sammy Miller four times on Bultaco, Malcolm Rathmell six times on Bultaco and Montesa, and Martin Lampkin three times on Bultaco). So this classic event (never again, they say — yet there is still a big turnout for the next year) started with 2-stroke machines winning, then 4-strokes for some 33 years only to be ousted in their turn by those fabulous 2-strokes and their ace riders.

My father gave the Herbert Scott silver cup, while it was my privilege and pleasure to give the 1977 (Queen's) Silver Jubilee Trophy. The 1974 Diamond Jubilee Trial was shown, from a helicopter, on television, my one-off trophy going to Rob Edwards (Montesa), while my perpetual Diamond Jubilee Trophy (for the fewest marks lost on average over a span of years) went to Malcolm Rathmell in 1983 — surely consistent achievement!

It seems to me that, having started at the Saltire Works Shipley, and before they fade into the mists of time, the feats of these great riders should be recorded in our fine journal, *Yowl*. Yes, Gentlemen!

DARLINGTON AND DISTRICT MOTOR CLUB

'SCOTT' TRIAL: 29 OCT 1983

PROVISIONAL RESULTS

Award No.	No.	Points Lost		Total	
		Time	Obsvn.		
1. Best Performance of Trial on Time & Obsvn. "Alfred Scott Memorial Trophy"	G. Richardson	77	0	86	86
11. To the Driver creating Standard Time "Eddie Flintoff Rose Bowl"	G. Richardson	77	4 hrs. 24 mins.	14 secs.	
2. Second Best Performance on Time & Obsvn. "Raymond Bailey Trophy"	N. Birkett	46	8	84	92
3. Third Best Performance on Time & Obsvn. "Raspin Challenge Bowl"	J. Lampkin	12	25	83	108
4. Fourth Best Performance on Time & Obsvn. "Folbigg Cup"	J. Reynolds	1	18	91	109

5.	Fifth Best Performance on Time & Obsvn. "Galloway Cup" M. Rathmell	102	18	95	113
6.	Sixth Best Performance on Time & Obsvn. "Kart House Trophy" P. Alderson	69	9	114	123
7a.	Seventh Best Performance on Time Obsvn. "1977 Silver Jubilee Trophy" H. Jackman	13	21	104	125
9.	Best Performance on Time & Obsvn. by Team of 3 Driver on same make of machine "Scott Trophy" Montesa 45 R. J. Sunter 56 G. Scholey 102 M. C. Rathmell				131 131 113 <hr/> 375
10.	Best Performance on Time & Obsvn. by Team of Drivers not all mounted on same make of machine "Eric S. Myers Trophy" Richmond MC 45 R. J. Sunter 53 T. Calvert 77 G. Richardson				131 151 86 <hr/> 368
12.	Best Performance by Driver having best performance on observation only "Frank Fletcher Trophy" J. Lampkin	12		83	
13.	Best Performance by Driver making first appearance in 'Scott' Time & Obsvn. "Herbert Scott Cup" E. I. Aitkin	16	38	197	235
14.	Best Performance on Time & Obsvn. by a Yorkshireman bred and born "Billy Moore Cup" G. Richardson	77	0	86	86
15.	Best Performance on Time & Obsvn. by Driver completing the 'Scott' losing least marks from 1975 to 1983 incl. "Jubilee Trophy" M. C. Rathmell	102			666
16.	Best Performance on Time & Obsvn. by Driver under 21 years of age. "T. Cowie Cup" G. Richardson	77	0	86	86

17.	Best Performance on Time & Obsvn. by Driver who competed in any 'Scott' prior to and including 1968 "Tom Ellis Trophy" M. C. Rathmell	102	18	95	113
18.	Best Performance on Time & Obsvn. by Member of Darlington & D.M.C. "Twins Trophy" P. M. Alderson	69	9	114	123
19.	Best Performance on Time & Obsvn. by Member of Middlesborough & D.M.C. "Jack Cash Memorial Trophy" R. Edwards	124	49	181	230
20a.	Best Performance on Time & Obsvn. by Member of Richmond Motor Club. "Richmond Motor Club Trophy" R. Allen	120	51	193	244
20b.	Best Performance by Richmond Motor Club Novice "Mill Garage Cup" A. G. Brown	68	65	218	283
21.	Best Performance by Member of Northallerton & D.M.C. "White Bear Trophy" A. Atkinson	65	62	218	280
22.	Best Performance by Member of Thirsk & D.M.C. "A Trophy" P. Cartwright	117	18	110	128
23.	Best Performance by Member of Ripon MC "A Trophy" J. Lampkin	12	25	83	108

THE ROVING BIKE

T.W.

Erddig, the late 17th century country house near Wrexham in Clwyd, stands in a splendid park set incongruously in the heart of a coal-mining region. Until just after the second World War it quite literally rested on a pillar of coal which, in spite of intensive mining, had always been left in the earth beneath. Then the NCB in its wisdom decided that it needed that coal. The foundations of the house gave way and it began to collapse. Happily it has been saved and is now open to the public, not as a cold and impersonal show-house, which many historic houses seem to become, but almost exactly as if it were being lived in. The Yorke family, who owned it until recently, never threw anything away and so, in addition to the charm of the interior, there are old cars, horse-drawn carriages, a wonderful array of old bicycles, and even some old motorcycles, although I do not think there is a Scott there, even hidden away in a cellar. Bicycles were clearly the great favourites of the Yorkes, and my point in writing this note is to quote a little verse, written by Philip Yorke II in 1901, which caught my eye during a recent visit.

Welcome, who seek not here the Race,
Nor yet the pleasures of the Chase,
But lovers of the roving Bike,
Of Bowls, and Croquet — and the like.

Of course, it is about pedal bikes not motor bikes, and it may not appeal much to those with sporting inclinations, but the old 'pobblers' among us will recognise a kindred spirit in Philip Yorke.

CLUB SPARES SCHEME

Jim Best

Complete Spares List

Round oil tanks — £16.50
 Clubman, Reynolds Special (triangular) oil tanks — £16.50
 Front number plates, 5 & 6 digit — £3.00
 Kickstart rubyers — 75p
 Radiator cap washer & rubbers — £3.75
 Front engine shields — £4.40
 1/2in o/d copper pipe (chain oiler pipes) — 30p per foot
 Mag chain guards — £5.00
 Ali. side shields:
 L/H 1930/46 — £7.50
 R/H, no oil pump hole — £13.50
 Crankcase g/b, R/H 36/39 — £4.50
 L/H, 4/50, speedo cutaway — £11.50
 3-speed Super, L/H & R/H — £12.50
 R/H 1937/47 — £8.50
 Rear carriers, two types — £30.00
 4 1/2in guards, round section, 35in long — £5.00
 3 1/2in guards, round section, 46in long — £5.00
 (guards may suit two-speeder)
 1/2in x 1/4in rad. bolt fixing hose for bushes — 20p per foot
 3/4in x 26 nuts — 12p ea.
 Brampton fork spindles (girder) — £3.50
 Brampton Monarch bottom forklink pins — £3.00
 Brake crossover shafts — £4.00
 Brake crossover shaft levers — £5.00
 Webb fork bottom side links — £6.50
 Scott fork centre slider tubes — £1.75
 Brampton fork L/H 1/2in nuts — 50p ea.
 L/H brake pedal — £12.50
 R/H brake pedal, long and short, with lever — £18.00
 Straight K/S (std. & .015in) — £30.00
 Cranked K/S .015in — £30.00
 Handlebars (Vintage and P/V), 1in — £8.00
 2in L/H Rep. pipe (unplated) — £35.00
 Valenced front mudguards, Scott & Webb — £24.00
 5in D section rears — £9.50
 46/47 ribbed 5in guards, 53in long — £9.50
 1in bore x 1 5/16 o/d rad, tube — £1.20 per foot
 Rear tank & g/b tray nut & bolt — £1.45
 Flyer self-aligning outrigger bearings — £6.50
 Gearbox adjusting sleeve nut — £1.20
 Enfield cush-drive ring and 3 bolts — £6.00
 Exchange clutch plates including sprocket — £7.00
 Bonded clutch plates (new) — £6.75
 Gearbox end cover stepped bolts — 60p
 Gearbox outrigger bolts & nuts — £1.35
 Clutch springs — £4.00 per set
 K/S spring cover — £3.00
 Hand change bolt with greaser — £1.65
 Hand change lever & gate — £37.50
 Outrigger sprockets, 19/20/21 teeth — £27.50
 Vintage ball-type plug terminal — £4.00 per pair
 Webb fork spindles, L/S — £3.50
 Webb fork adjusting knurled washers, L/S — 25p ea.
 1/2in x 26 nuts — 12p ea.
 Lucas distributor caps — £4.00
 Hose clips, vintage type, 1 1/2in o/d pipe — £1.50
 Front brake rods, Scott & Webb forks — £1.25
 Webb front wheel nuts (Enfield) — £1.20 per wheel
 Main bearing rings — £3.50
 Main bearing rings, s/hand — £1.00
 Layshaft ballrace — £3.50
 Outrigger sprocket nut — £1.10
 K/S springs — £2.50
 K/S pawl springs — £1.85
 Gearbox level plugs — £1.00
 Clutch thrust, complete — £12.50

SCOTT OWNERS CLUB—REGISTER

PAGE 8b

John Underhill

Registration	Year	Model	Frame	Engine	G'box	Comments
HW 1235	1928	Flying Squirrel	1727	FY906A		1925 Engine
HW 1727	1928	2-sp Super	1822	7882A		Orig Reg 14-9-28. Now in Ger-
HW 3479	1928	T.T. Replica	2118	RZ1733	1613C	many
HW 4891	1929	2-sp Super	2720	Y1924A		
HW 6429	1929	Flying Squirrel	2935M	FY2367A	1775W	Now in U.S.A.
HW 7049	1929	Flying Squirrel	3085M	FY2628A	1265W	1930 Engine
HW 7078	1929	T.T. Replica	2340M	RY1824	497	
HW 8064	1927	3-sp Super	952	Y9975	413	Feb 1930 Registration
HW 8754	1930	Flying Squirrel		FY10054M		1927 Engine
HY 1394	1931	Flying Squirrel	26	FY3503A		Tourer — Single down tube Regd 20-9-48
CHH 971	1948	Flying Squirrel	5040	DPY5380	4492CM	1946 Engine
EHH 262	1950	Flying Squirrel	4841	DPY4862	4411	Ke-Registered in 1947
FHK 137	1937	Flying Squirrel	4409	T8049	448C	1927 Engine
OHK 613	1925	2-sp Super	6665	FY562A		1946 Engine
HMM 509	1936	Flying Squirrel	4090M	DPY4842		Rear S.A. Suspension. 1946 Engine
JHN 181	1947	Flying Squirrel	4743	DPY5036		
JHN 277	1947	Flying Squirrel	4756	DPY5185		
KHN 728	1947	Flying Squirrel		DPY5263		Regd 3-3-49
LHN 723	1949	Flying Squirrel	5096	DPY5327	4383CM	Rebuilt into 1956 frame
NHN 771	1950	Flying Squirrel	51129	DPY5174		
LHW 258	1948	Flying Squirrel	5053	FZ9856		
LHW 259	1948	Flying Squirrel	5042	DPY5174	4264CM	B.S.A. Forks
LHW 758	1948	Flying Squirrel	5074	FZ9856	444	Later Registration
SHW 16	1927	Flying Squirrel	1234M	DPY4964		
KHY 22	1947	Flying Squirrel	4884	Y242?		
121 AHX	1939	Flying Squirrel	4912		3917CM	Spring frame

K/S ratchet — £4.00
 K/S pawl — £3.60
 Front tank bolt — £2.00
 Rear brake rod bronze casting — £3.30
 Bottom g/box stud nut and washer — £2.50
 K/S boss nut & bronze bush — £30.00
 L/H nut for K/S boss — £5.00
 Cups, front wheel, Scott & Webb — £4.40
 Cones front wheel, Scott & Webb — £3.10
 Rear brake rod adjusting nut — 65p
 Rear brake rod adjusting wheel — £2.00
 Half-compression lever, bronze casting machined — £5.00
 Top crankcase ali. shield, L & R/H — 75p
 $\frac{1}{2}$ in x $\frac{1}{2}$ in BSP taps for oil tank — £2.25
 $\frac{1}{2}$ in x $\frac{1}{2}$ in BSP taps for petrol tank — £2.25
 $\frac{1}{2}$ in BSP tank ferrules — 65p
 Front wheel hollow spindle (Scott forks, Webb wheel) — £3.75
 Enfield rear wheel spindles — £5.00
 $\frac{1}{2}$ & $\frac{3}{8}$ in brake rod & hand change rod clevis yokes — £2.25
 2-speed oil tank, chain oiler tank, rad. filler threaded necks — £3.25
 Crankshaft box spanner — £4.50
 Rear wheel dome nuts — £1.00
 Rear wheel nuts, wide & narrow — £1.30
 Hand change rods, $\frac{1}{2}$ in dia. — £1.10
 Hand change rod ball joint — £1.65
 Front engine bolt stand bush — 70p
 MB feed elbows, s/h — £1.50
 Cycle thread taps, most sizes — £1.50 ea.
 Cycle thread dies, most sizes — £2.00 ea.
 Crankcase door strap, pump side, pre- & post-war — £2.00 ea.
 Cylinder holding down bolts — £1.50
 Engine bolts, state length — £2.00
 Top crankcase spacer — £3.25
 Clutch inserts, L & S — £5.00 per plate
 Water domes, (eccentric) — £16.00
 Genuine Burgess silencers — £20.00 ea.
 Large & small Webb fork bushes — 80p

Big end bolts, L & H (drive peg) — £6.90 ea.
 Type 6 jet blocks (internal) — £6.00 ea.
 Float needle — £2.00 ea.
 Carb. needle — £2.50 ea.
 6/4 slides — £5.00 ea.
 170 main jets — 75p ea.
 Mudguard stays — £1.25 ea.
 Rear chainguards, long & short — £12.50 ea.
 Cush drive rubbers — £4.50 per set
 1927 toolboxes, complete — £15.00
 1928 toolboxes — £15.00
 Kidney-shaped toolboxes, rear mudguard — £11.00 per pair
 Leatherwork to suit kidney-shaped toolboxes — £22.50 per pair
 Angled end toolboxes — £12.00 per pair
 Leatherwork to suit angled end t/boxes — £18.00 per pair
 Rad. & oil tank filler caps — £3.00 ea.
 Footrests, 1927/36 — £11.00 per pair
 Postwar (strengthened) rear brake anchor plates — £23.75 ea.
 Enfield rear wheel bearings, tapered — £12.50 ea.
 T type battery carriers — £4.50 ea.
 Head gaskets, 500cc & 600cc — £4.50 ea.
 Transfer port gaskets — 20p ea.
 L & S/S exhaust gaskets — 77p ea.
 Carb. gaskets — 35p each
 Blind head cork gaskets — 50p ea.
 Door gaskets — 35p ea.
 $\frac{1}{2}$ in x $\frac{1}{2}$ in rollers — 23p ea.
 $\frac{1}{2}$ in x $\frac{1}{2}$ in rollers — 18p ea.
 Pump windows — 15p ea.
 Plug terminals, brass — 30p ea.
 Plug clips, wire — 25p ea.
 Cylinder paint — £2.00
 Crank bolts — £4.80 ea.
 Blind head ferrule nuts — £3.00 per pair
 Blind head ferrules, 18mm — £3.20 ea.
 Engine bolt nuts, plain — 70p ea.
 Engine bolt nuts, domed — £1.10 ea.
 Bayonet petrol caps — £3.25 ea.
 Gearbox top selector bolt — £2.20 ea.
 Brake anchor bolt (complete) — £2.20 ea.
 Gearbox mainshaft — £20.00 ea.

JIM'S JOTTINGS

Jim Best

(Continued from February issue)

34) There seems to be some confusion about the carbs fitted to the 1927 to 1930 Flyers to judge from the letters we get asking for information. 1927 had TT Amacs, either three-hole flange fitting or fitted on the three-hole to round clamp-fitting alloy casting. It was a needle jet carb with external air slide and a bore of $1\frac{1}{8}$ in. In 1928 the TT Amac was fitted but only on the alloy casting. 1929 — Binks three-hole flange-fitting carb with large brass hexagon nut on top and the bell mouth cast in with the body. The float chamber top had 'Binks 1920 Ltd.' cast into it. $1\frac{1}{8}$ in bore, 3 jet. In 1930 Amal Binks were fitted, flange-fitting three-hole. There were two types of carb body with different heights of jet block; they are not interchangeable. The Amal Binks fitted to the single downtube models didn't have a thread for the bell mouth as there wasn't room and no bell mouth was fitted. $1\frac{1}{8}$ in bore. 1931-38 — The Amal type 6 was fitted, with the four external air bleed holes round the base of the body. $1\frac{1}{8}$ in bore. The 1934 catalogue gives $1\frac{3}{32}$ in for the carb bore; this would be on the LFY motors. This may have come about from the larger carb fitted to the GP Scotts. I expect it was the same type 29 carb. The 1938-39 Clubman was fitted with $1\frac{3}{32}$ in type 29 with twin floats, but I know for a fact that the first Clubman had a single float. 1946-50 — a $1\frac{1}{8}$ in bore type 6 carb was fitted but the four air bleed holes in the base of the body disappeared and were put in the mouth and at the bottom of the bell mouth. Scotts didn't seem to know which side to put the float chamber and over the years it changed from one side to the other and back again.

35) Flyers were never fitted with alloy side shields until 1930 when they were fitted both sides.

36) Hand change was fitted until 1937. Foot or hand change was optional in that year. It was the Wallis bolt-on type foot change that was fitted to the two gearbox studs. In 1939 the mechanism was housed in a proper cast gearbox end cover.

37) In 1946 the full-width front and rear hubs came out, although I've been told that they would have appeared on the 1940 model if the war hadn't stopped production. The 1946-47 front hub had the speedo driven from it. After that it was driven from the outrigger.

38) 1937 was the last year the 498cc engine was offered in the catalogue.

FURTHER A.G.M. REPORTS

(continued from the April issue)

New Zealand Section Secretary

The N.Z. Section has a membership of 18 at present of which four or five are enthusiasts, the rest members. Distance between members is our main problem but our bi-monthly newsletter does keep us in touch and a certain comradeship exists between us all. Individuals seem to do their own thing regarding problems and parts rather than refer to the Club collectively. Apart from my own 1930 Rep I know of no other Scott put on the road this last year. Several have changed hands and we would hope these will now be used instead of being idle collectors' items.

I recently visited Ivan Parsons in Auckland and also Keith Cutten who was a member for many years. Both are now in their seventies, and Keith, although he sold his Scott and not in the best of health, is still very interested in Scotts. These members are nearly 350 miles from myself and there is only one other in between. Good Scotting to all.

Les Heath

Treasurers Report to the A.G.M. 14th April 1984

The Statement shows that from 1st January to 31st December 1983 cash in hand and in current account rose from £308.19 to £923.16. Allowing for subscriptions paid early (creditors) and deposit account interest, the nett excess of income over expenditure was £693.27; more than double the figure (£313.79) achieved in 1982. However, the 1983 accounts only cover the production of five issues of *Yowl*; £526 having been paid in January 1984 for the December 1983 *Yowl*. Thus the true gain over the year is more like £165.

Subscription income, at the increased rate of £8 exceeded our major expenditure on production of *Yowl* plus postage and stationery by about £1000. Well in excess of December *Yowl* production cost. However, a sizeable expenditure of £670 was incurred on the new batch of *Yowl* binders, discussed at the last A.G.M. This money will, of course, return slowly over several years. Public Liability Insurance premium for both 1982 and 1983 were recovered from the Spares Scheme during the year. Income from badges, etc., was again well in excess of expenditure but major expenditure for a new batch of machine badges is expected shortly.

The drop in Deposit Account interest reflects falling interest rates. Resulting from the changes introduced in the recent budget, we are looking into the possibility of transferring our reserves to an account in which interest is not taxed at source.

The £8 subscription for 1984, unchanged from 1983, should comfortably cover our normal expenditure during this year. (The *Yowl* printers have this month actually reduced the cost of producing blocks.) Assuming that inflation remains reasonably under control, I see no need to suggest a change in subscription for 1985.

THE SCOTT OWNERS' CLUB

STATEMENT FOR THE YEAR ENDING 31st DECEMBER 1983

Income		Current Account		Expenditure	
1982	1983			1983	1982
£	£			£	£
(17.88)	263.14	Cash in Bank, 1st January		—	—
135.96	45.05	Cash in Hand, 1st January		—	—
37.68	2.00	Debtors		—	—
3688.00	4335.73	Subscriptions		—	—
105.08	98.82	Creditors		—	—
—	—	General Fund:		—	—
15.25	15.50	Joining Fee		—	—
—	5.00	Annual General Meeting	57.80	63.00	
—	300.00	Public Liability Insurance	150.00	150.00	
—	—	Insurance of Spares, Trophies, etc	45.00	40.00	
—	—	Auditor	12.00	12.00	
—	—	Printing of Constitution	33.00	—	
—	—	Historic Vehicles Clubs Committee	9.00	—	
—	—	Jubilee Meeting	—	20.00	
259.98	—	National Gathering	—	310.08	
3.00	—	Main Road Trial	15.00	35.23	
—	—	Classic Bike Show	10.00	—	
—	—	Trophies	64.90	12.55	
34.00	4.21	Sundries	4.21	44.00	
121.65	117.15	Spares Scheme	120.45	127.90	
48.30	58.61	'Yowl'	2720.99	2981.03	

5.50	5.75	Stationery & Postage	633.99	709.38
90.00	62.20	Binders for 'Yowl'	668.36	—
—	—	Office Equipment	—	20.13
9.50	—	Library	—	—
403.29	160.95	Badges, etc	35.72	72.08
1.30	3.75	Ties	—	120.06
85.00	20.00	Donations	(5.72)	—
—	—	Cash in Bank, 31st December	833.62	263.12
—	—	Cash in Hand, 31st December	89.54	45.05
<u>5025.61</u>	<u>5497.86</u>		<u>5497.86</u>	<u>5025.61</u>

Allocation of Balance for the Following Year				
1983	1984		1984	1983
£	£		£	£
96.75	103.17	Subscriptions	—	—
11.00	6.65	Advance Subscriptions	—	—
197.69	813.89	General Fund	—	—
2.75	(.55)	Spares Scheme	—	—
—	—	Cash in Bank	833.62	263.14
—	—	Cash in Hand	89.54	45.05
<u>308.19</u>	<u>923.16</u>		<u>923.16</u>	<u>308.19</u>

Subscriptions for the Year		
1982		1983
£		£
3688.00	Received during the Year	4335.73
124.22	Received in Advance	96.75
<u>3812.22</u>		<u>4432.48</u>

Deposit Account		
1982		1983
£		£
1069.05	Deposit at 1st January	1167.36
98.31	Interest to 31st December	77.05
<u>1167.36</u>		<u>1244.41</u>

Nett Cash Balance				
1982			1983	
£			£	
263.12	Cash in Bank, 31st December		833.62	
45.05	Cash in Hand		89.54	
<u>308.17</u>			<u>923.16</u>	
110.50	Less:—			
	Creditors	109.82		
	Spares Scheme	(.55)		109.27
<u>197.67</u>				
1167.36	Nett Cash Balance in Current A/C		813.89	
693.27	In Deposit A/C.		1244.41	
<u>2058.30</u>	Excess of Income over Expenditure		—	
			<u>2058.30</u>	

FOR SALE AND WANTED

(A free service to members)

All advertisements should be sent to the Editor. Items to be included in the August issue should reach him before June 30th.

Wanted: Club member (but regret no Scott) wishes to purchase a good genuine machine either 2-speeder, Super Squirrel, or TT Rep. Can anyone help to get me Scotting again, please? T. Hancocks, 21 Green Meadow Road, Selly Oak, Birmingham. Tel: 021-475 4502 reverse charges.

Wanted: Scott pistons (500 or 600 S/S) oversize with rings and gudgeon pins if possible please. Will pay fair prices or have some Scott spares for exchange only. John Skipper. Tel: Chandlers Ford 66623 (Hants.) any-time. Leave number, I will call back.

Wanted: Lucas or Miller 2 brush Magdyno or magneto for 1937 Squirrel. S. A. Griffiths, 17 York Road, Malton, N. Yorks YO17 0AX. Tel: Malton 7324.

For Sale: 1921 Scott motorcycle chassis, with stays and fittings but no wheel, only hub in working order. In rusty condition but sound. Offers to T. Scott, Kiln House, Canonbie, Dumfriesshire, Scotland DG14 0RX. Tel: Canonbie 354.

For Sale: 1949 Flying Squirrel, coil ignition, rebuilt, new rims, tyres, chains. Will run, needs battery and little work to complete, £900. Les Scott, Magazine Sec. (address inside front cover). Tel: Aldershot 25781.

For Sale: 1911 532cc Scott engine for sale, or exchange for late Super engine. G. R. Reeves. Tel: Northampton 63813.

For Sale: 1929 Flying Squirrel DeLuxe. Restoration started, very sound, not rusty. Offers around £850. **Wanted:** 7in Webb front hub c.1929, also Webb forks or any parts. Can exchange Enfield rear wheel. T. J. Pywell, Blue Bell Lane, Kirk Langley, Derbyshire. Tel: 033124 629.

Exchange: Flying Squirrel tank, exchange for 2-speed long tank or sell. New clockwise Best & Lloyd oil pump, exchange for Pilgrim or sell. **Wanted:** 3-speed Super outrigger, housing, clutch drum, rear wheel and stand, also carb stud 1 1/2in. **For Sale:** Some s/h 20in tyres. Maddox. Tel: 01-504 0417.

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 £3.15 inclusive of postage for UK members, and £3.50 inclusive of postage for overseas members.

CLUB BADGES AND REGALIA

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

MONTHLY CLUB FIXTURES

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

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

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

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

QUARTERLY MEETINGS

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

SLEPE TECHNICAL BOOKS

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