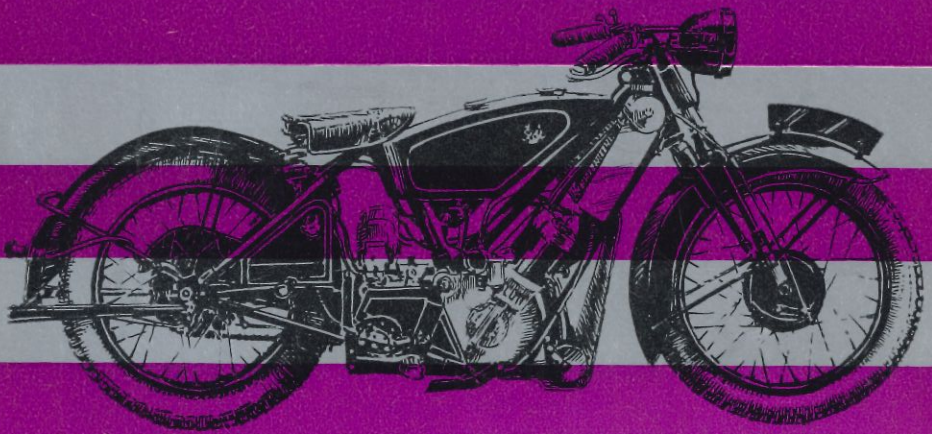
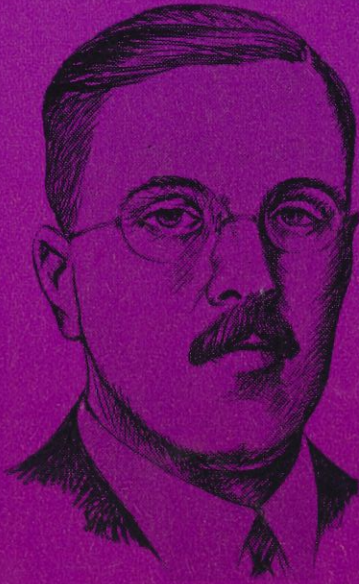


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# YOWL

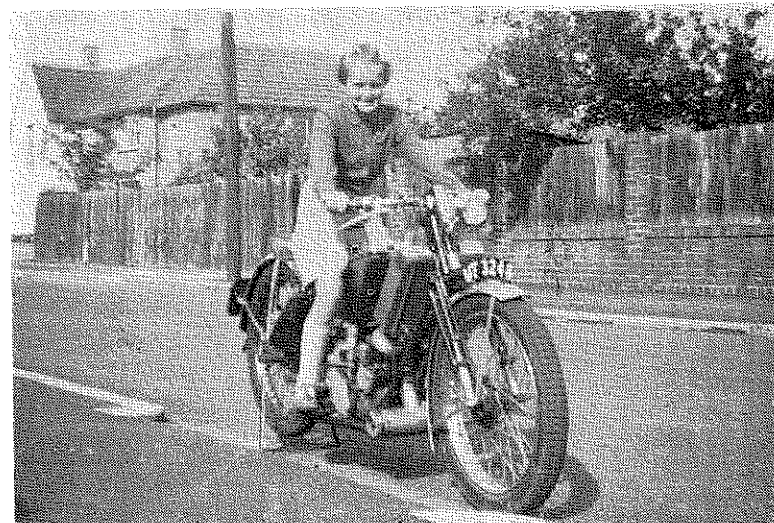


JOURNAL OF THE SCOTT OWNERS' CLUB

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# YOWL



Lisa Scott, our Past President's daughter, when aged 11, on Harold's faithful 1928 498cc 2-speed Super in 1956.

## JOURNAL OF THE SCOTT OWNERS' CLUB

PUBLISHED BI-MONTHLY

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

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### NEW PRESIDENT: NEW CHAIRMAN

At the A.G.M. in Kenilworth on April 13th John Underhill was elected President of the Scott Owners' Club in place of Harold Scott whose retirement from the Office was announced in the February *Yowl*. On being elected, John Underhill relinquished the Office of Chairman (in accordance with the Club Constitution) and Glyn Chambers was elected the new Chairman. We offer our congratulations to both of them and wish them well.

### THE NEW PRESIDENT'S MESSAGE

#### To all members

At the recent AGM the members conferred the highest possible honour in our Club, by electing me as President for a five year term of office, to succeed Harold H. Scott who was President of the Club since its inception in 1958.

I am sure members will agree with me that it will be a difficult task to follow the example and high standards set by our Past President who is such a respected and well known personality in our fraternity.

I am very proud and honoured to be your next President and I will do my best to promote and further the interests of 'The Scott Owners Club' in all spheres of its activities and in this regard would welcome letters from members having any constructive advice and suggestions.

I trust that with the co-operation of all members I will be able to justify the confidence which has been placed in me.

Thank you and best wishes to you all.

John Underhill

### HAROLD SCOTT

I am sorry to report that Harold's diabetic state is worsening and is now affecting his sight, making letter writing both difficult and tiring. He wishes to thank all who sent cards or wrote to him on his 80th birthday, "such lovely letters" as he says.

He has recently presented three shields for annual competition for the "Best Scott" to:

1. The International Assembly (Cheltenham)
2. The Irish National Assembly (Cork)
3. The Scottish National Assembly (Perth)

Proving that in spite of his retirement, he is still very much interested in Scotting activities.

Ron Mountain

### MISPRINTS

#### The Editor

Every effort is made to try to avoid misprints but inevitably some will get through the net. They can sometimes be amusing, but they can also be irritating, especially when they occur in an advertisement and give the wrong address or telephone number. This happened in the last issue of *Yowl* and I apologise for the inconvenience it caused. The advert in question is reprinted in this issue, but a delay of two months is a long time if you are hoping for a quick sale or if you need something quickly. To avoid this delay, if any member spots a misprint in an advertisement, will he please let me know (tel: 051-336 5727) so that anyone who finds that he is obviously ringing a wrong number can get the correct information from me.

### SECTION NOTES

#### Australian (Victoria) Section—A New Section of the S.O.C.

Silence may be golden to some, but a distinct lack of "yowling" from this distant corner of the world has been a cause of concern to Scott enthusiasts for some time.

Reaching back to the late sixties I think Harry Beal was the first to try and coax us into action, closely followed by a surprise visit from the late Jack Dodds with the same idea in mind. However, the really serious, but firm, arm twisting came by way of correspondence from that wonderful gentleman Harold Scott in August '83. In his letter Harold mentioned "... lively reports from time to time from New Zealand and their activities there, but we never seem to hear any news at all from Australia!"

Well, I'm sure you will all be pleased to hear that the inaugural meeting of the Australian (Victoria) Section was held on Saturday, March 16 and was a resounding success.

It was a very pleasant informal affair in the form of a barbecue kindly hosted by Tony Edwards. The weather finally broke after months of fine weather but even the rain couldn't dampen the spirits of 13 Scott enthusiasts. No one could remember ever seeing so many Scotts grouped together locally. There were seven of them, not many by U.K. standards, but to us sheer bliss! They included a 1929 T.T. Replica under restoration by our host, as well as his mid thirties Flyer; a beautiful little 1930 two speeder, recently restored and ridden to the gathering by its owner Cec. Prior—the first time it had been out in the wet since its restoration. Another all weather rider was Vic Knol on his 1930 Flyer which sounded very nice—music to the ears, these Scotts; a 1923 three speeder, a 1929 Flyer and a late thirties machine arrived on trailers and completed the assembly.

During the short "formal" part of the meeting (they were all so busy ear bashing and enjoying themselves it was difficult to fit in formalities), yours truly was elected as section secretary. Those present all wished to convey their thanks to the very generous donation to the Section by that wonderful person Harold Scott—a "Gradely lad" indeed, "but it wuz a fair wack o' brass, Harold, and we're reight chuffed wi' it", (refer to real Yorkshireman for translation). Thanks are also long overdue to those stalwarts operating the Spares Scheme, Bill Hodge, Norman Pickup and Jim Best, an extremely important service to us colonialists, as well as thanks to all the other people who have made this great club of ours possible.

Neil C. Earnshaw

*We wish the new Australian (Victoria) Section every success and look forward to hearing about its future activities. Ed.*

#### Northern Section

The Northern Section's first meeting for 1985 was held at Bradford Industrial Museum on Sunday, March the 17th.

The main topic of this meeting was a slide show by Griff Hollingshead, which detailed Griff's acquisition and subsequent rebuild of the Scott Sociable now on display at the Museum. Griff also gave members a background to the Sociable development by Alfred Scott, also slides of houses that Scott occupied during this period and all the various places of interest in Bradford where the vehicles were constructed and tested.

I am sure that until seeing these slides, very few members were aware of what a monumental task Griff set himself in this project to rebuild the Sociable.

Members were also able to inspect an additional Sociable engine unit, which has recently been purchased by the Museum authorities. Our President Harold Scott, made a substantial donation towards the cost of purchasing the latter.

The meeting concluded at about 4.00 p.m. when our Chairman Colin Pinder proposed a vote of thanks to Griff for a most interesting and enlightening afternoon.

**Martin Hodkin**

### Stop press — another new Section South/West Wales Section

By the time you read these notes the first meeting of the South/West Wales Section will have been held. Scott owners in the area have been contacted by letter and, judging by the response, we should have a good turn out. It is the intention to hold monthly meetings at the "Ceasers Arms", Creigiau, near Cardiff. Dates to be arranged at the first meeting.

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

### PETERBOROUGH RALLY 1985

Following last year's rally, Frank Serjeant has very kindly invited the S.O.C. to hold another rally at his farm this year. It will take place on August 31st and there are facilities for overnight camping. Further details will appear in the August issue.

### SILK SPARES

**P. Barrenger**

With regard to the note from John Barney in the February issue of *Yowl*, here is a list of names and addresses for Silk spares.

Item	Make	Part No., etc.
Petrol tap	Suzuki	44300-05112
Rear brake shoes	EBC	Cast wheel only Y514
Rear brake shoes	Yamaha	350-250 RD
Front pads	Mintex LDB 19 or GKN	Master parts MDP 2002
Lumination,	Autocar	MCK 901
40 Ripple Rd.,	Lumination Div.,	(state which side wire
Barking,	Chantry Rd Indust Est,	enters crankcase)
Essex.	Kempston, Bedford	
Fork gaiters	Triumph, BSA, std type	(Triumph dealer)
Chain gaiters	MZ ES 250	(MZ dealer)
Zener diode	Lucas or Triumph	Lucas Y49589a 7724
Master cylinder	Automotive Products PLC,	CP2215-20
repair kit	Racing Div,	(single disc $\frac{1}{2}$ bore)
	Tachbrook Rd,	CP2410-20
	Leamington Spa.	(Twin disc .700 bore)
Battery	12N7 4B — 12v 7ah	(Honda dealer)
Rear damper	Girling	70056069D GH28
Rev. counter	44 Somers Rd, Rugby,	Veglia GCA
	Warwicks.	(Note: loss of needle and
	0788 62928	rev counter not working,
		possibly due to pod being
		too rigid)

(All these foreign names and strange numbers! I hope I have reproduced them accurately. Ed.)

### SQUIRIBBLINGS

"Overheard at the meeting" — my thanks to Arthur Pentney for the following unlikely stories:

Spectator (looking at Scott with engine stripped and parts everywhere):  
"Do you know much about Scotts?"  
Rider/mechanic: "No one knows more about Scotts than me, and I know nothing."

Young lad in refreshment hut: "Dad, number 57 over there was working on a Scott in the paddock but he's got a Norton transfer on his helmet."  
Father (knowingly): "Ah, that's just to lull the opposition into a false sense of security."

Spectator: "I see you are down to ride a Scott today. Is it a two-speeder?"  
Rider: "Is there any other?"

First spectator: "What are things coming to? That Scott over there has got a BSA tax disc on it."  
Second spectator: "It's hardly cricket. Why didn't he tax the Scott? That would have given his BSA a touch of class."

And a "late limerick", also from Arthur Pentney:

A lad from the North East of Kent  
Pranged his Scott which got frightfully bent.  
To save further trouble  
He bent it round double,  
So instead of just coming — he went.

I am beginning to feel nervous of motorcycle magazines. Every one I open seems to be filled with angry letters and articles from people telling me that I should have supported this, or I should have done that, or I'm not a real enthusiast, or I don't ride enough (I don't know how they *know* how much I ride), or I've restored a machine and I shouldn't have done, or vice versa. To be fair, they don't actually accuse me personally, but it is rather like reading a medical dictionary — I feel as though I have the symptoms of everything, and the guilt it invokes is terrible. Am I alone, or do others get that sinking feeling as they thumb apprehensively through the pages?

While thinking about things to look at—there seem to be more and more sloping banks appearing at the roadside. Every time an old road is widened or re-routed it seems that banks are cut away, small rises are ironed out, S-bends round hills are straightened, and in every case the road is 'landscaped', if that is the right word, to leave sloping banks. How long will it be before all our roads, not just the motorways, look exactly alike?

We all talk about 'enthusiasts', but what does the word *enthusiasm* really mean? My own dictionary (Chamber's Mid-Twentieth Century) gives: possession by a god, inspiration, or religious exultation — and also: (obsolete) religious extravagance, intense interest, passionate zeal. Do you recognise yourself in any of those? It might seem to be overstating the case a little with regard to motor cycles, but perhaps not. The celebrated Dr. Samuel Johnson, in his Dictionary of 1755, wrote: 'Enthusiasm is founded neither on reason nor divine revelation, but rises from the conceits of a warmed and overweening brain.' Does that get any nearer?

## POTTY'S POINTS

Some thoughts on the December 1984 issue of *Yowl*.

Glyn Chambers

(1). What a superb series of articles on a rider's memories of the Scott Trial by William Lucas — some of the most interesting words that have ever appeared in *Yowl*. Can we entice him to write more general background articles, not necessarily just with regard to Scotts?

(2). The (Ernie) Scott 2-speed gear.

I have converted my 1913 Veteran to run on plain bushes in the drums as my ball bearing tracks were too bad to convert to rollers. These are a push fit in the drums and were taken from another 1913 gear that had been converted many years ago. The whole bike had then rusted away and about the only parts salvaged were these bushes. I oil slightly more than the teaspoonful every 25 miles as previously, and can now do 100 miles at a trot because I have doubled the size of the oil pot to the gear and have provided a tap which I now turn on for a few seconds every 10/15 miles. The pot holds about an eggcupful of oil. On last year's Pioneer Run I mentioned the modification to David Lawrence who told me that the original 1908/9 Scotts had these bushes from standard. My bushes run about 5 thou. clearance and have good oil grooves. Probably 2 or 3 thou. would be ideal.

If anyone has any doubts about this conversion, so far I have had no problems — and remember, the bushes are only subject to rotation when they are running light; when under load they are locked to the hub and do not rotate. At normal speeds this represents just above 1,000 r.p.m. with a wide-ratio gear and less than 1,000 r.p.m. with a close-ratio one, always running off load, as I say.

Tom Ward told me he always lapped out gears  $\frac{1}{2}$  a thou. as the works always made the parts to size and therefore too tight. Assembly was only possible because the balls would run sideway under pre-load on assembly, if you see what I mean. It was impossible to use his roller conversion without lapping the bore or grinding the hub.

(3). Squiribblings — oil. Silkolene Super II 40 is specifically designed for oil pump two-strokes. It is not self-mixing so if used on "petrol" shake well. Self-mixing should *not* be used on a Scott.

(4). Jim's Jottings — tank sealant. I have found the Butyl Rubber tank sealant, originally developed for aircraft wing tanks, to be the best; available from, among other sources, "The Complete Automobilst Ltd." of Peterborough. The new address is Dept. 1, The Old Rectory, Greatford, Stamford, Lincs PE9 4PR. Cost is about £7 per litre tin. I know a few people who have been disappointed with another make which is not so flexible as the Butyl Rubber.

(5). Page 1. Thanks to Ron Mountain for a lovely drawing of my Sprint Special in the Greeting picture. This old bike will still not lie down and has recently clocked its fastest official speed at the Colerne Sprint in September with a terminal speed of 92.5 m.p.h. as it finished the standing kilo — and it was still accelerating. Not bad for the 15 stone handicap I give it. May I pose this controversial (bragging) question: Is this the fastest standard Scott around? I do emphasise standard, as the engine is the bog-standard one originally put in my brother-in-law's Flyer and later transferred to the Sprint after receiving the bike from Dennis Howard back in the late sixties. What was it doing in Peter's Flyer originally? Well, I

borrowed his bike and sidecar to go on honeymoon and his engine was really shot, so I threw together a long-stroke engine out of spares.

The engine has covered many thousands of miles (probably about 40,000) since I built it and several hundred racing miles on top of that. It has only been stripped down once in this time for a full de-coke. The pistons were found to be badly worn in the gudgeon pin holes. Ken Lack re-bushed them and converted the pins to circlip retaining, an idea I am not too keen on, but they have stood the test since. The left-hand con-rod was found to have a cracked big-end ring, which also had to have Ken Lack treatment. Up to this time I had to renew the big-end rollers at least once a year as they came out slightly tracked and  $\frac{1}{4}$  thou. down. I changed them when they were just able to be felt in the big-end. These were always renewed through the crankcase doors without further stripping. The bush and eye always looked perfect, and in fact the crack could only be seen with a magnifying glass. No wear since, and the R/H are my originals. I now suspect the crack was always present. Excessive carbon from the exhaust ports is removed at frequent intervals by dropping the exhaust pipe, and occasionally from on top of the pistons by taking off the transfer ports. At the strip the piston rings were well worn but showed no signs of gumming up (good old Super II) and these were of course replaced. The very shiny bores were "glazed busted" by sticking a sheet of emery on an old piston and I achieved a nice cross-hatching on the bores. I don't like shiny surfaces for new piston rings; they hold no oil. I couldn't do much about the steps in the bore at TDC and BDC but I gave them a slight rub with emery just to help. I always fit Scott rings very tight — only 3 thou. gap, but then turn the engine over by hand (or foot) for a long while before starting up with plenty of oil in the bores (and no additive). I run the engine very slowly on the road for about ten miles after which a high speed run proves all to be O.K.

Previous sprint terminals had always been in the mid 80's, but the bike always felt that it was capable of far more as it was still accelerating as it crossed the line. What this represented in r.p.m. I dread to think. On Jim Best's advice — he was a regular sprinter in the sixties — I changed up from a 21t to a 22t sprocket but I still lack the courage to drop the clutch at 5,000 r.p.m. and have to slip the clutch excessively not the rear wheel off the line. I also changed the Shell Tivella Compound 'A' in my gearbox for Silkolene Donnington 30 SAE engine oil (equivalent to about a 70 gear oil) for the runs only; for road use I have reverted to Silkolene Osmaston 50 SAE engine oil (equals 90 grade gear oil).

I am well pleased with the result — my fastest official speeds yet to date, and all on 2-star petrol. To go faster I will have to lose weight; me rather than the bike.

I do have a works Sprint Special engine (or so Harry Langman told me), No. PY 3286, to fit in the bike but I doubt if it will be faster. Incidentally, this engine has a short-stroke block casting modified by the works to long-stroke porting. The exhaust port externally goes right to the edge of its boss casting, so I cannot expect a good seal to the exhaust pipe. The compression ratio is very high so it may not run well on 2-star petrol and was probably run on a benzole mixture originally. How I came by this engine I will tell in an interesting "now it can be told" article at a later date, if I dare.

## CONVERSATION PIECE (continued from last issue)

Eric Langton talking to Dick Platt

EKL. And to return to my story we went along to Don't-be-rash, Park-rash, etc. and I found the new 'Flyer' hopeless, being much too heavy. The footrests were flimsy and I soon knocked them off — returning with them in my pocket — they could have been knocked off with a leather bag! It was no trials machine. On the Monday, I returned the 'Flyer' to Shipley, telling Matt Rowley it was useless and he did me a straight swap for a well worn three-speed Super and a two-speeder.

RHU. This explains something I could never understand. Your bike never looked anything except secondhand, even in the days when you rode at Morley.

EKL. Oh it had been well used at the works and it looked it. Frank Varey had been using it, but it went well, so much so that I actually qualified on it for the 1928 Senior T.T. It was a real good machine, which did many fast laps in the Isle of Man until the 'Works' bikes arrived. I was not happy with my racer, because I couldn't get down into a comfortable crouch position. I decided to lower the saddle nose which improved the situation somewhat. In those days, riders sat in the saddle — do you remember Freddie Dixon having a back-rest fitted to his saddle when he won the Junior race? Only one man thought of sitting on the mudguard pad and that was Claude Ashby. Everybody laughed at him, but he was right. When I returned home, I fitted new big-end bearings into my bike and it went just as good as ever.

RHP. The first person that I ever remember sitting right back on the pad, then sliding into the saddle for the corners, was Tim Hunt, when he won the 1931 Senior race on a Norton, so Ashby in 1927, must have been before his time.

EKL. That saddle alteration was to cost me dear. During the race I was of course jumping higher at Ballig and Ballaugh than I had done during practice, which caused the saddle nose to rub through the petrol tank. I had been having a good scrap with Tyrell Smith, who was riding a Triumph. We were equally matched, neither could shake the other off, until I ran out of petrol and retired. Tyrell waved goodbye and continued to finish in thirteenth place. We later found that the front forks were broken so there was a lot of long faces in the camp.

RHP. Oliver rode the LeVack New Hudson in the 1926 Senior. How did he fare?

EKL. He did marvellous, at one time being on the leader board, but during the race, he looked down and saw that the gearbox was hanging in the chains. The frame had broken so he pulled up and retired. The New Hudsons were far better than most people thought and Oliver decided to try one again the following year. He rode a 'same as you buy' Vietesse sports, finishing in seventh position and that same year he also won the Scott Trial on his three-speed Super, while I rode my two-speeder. We won the Team Prize too, the other rider being Tommy Hatch.

EKL. Yes, this was the wet year when there was a nasty crash at Greeba. Simpson, Handley, Amott and Lamb all crashed.

RHP. I remember that day well. I was only a school boy and my brother took me over on a day trip which cost 16/6 (82½p) from Leeds

to Douglas return. We were soaking wet and should have got pneumonia. I was talking to Jimmie Simpson a few years ago and he told me that he broke his leg that day and he had to lay there until the race was over before they got him to hospital. He couldn't understand why they didn't take him across the road and put him on the train to Douglas. That was the year you used Webb forks . . . were they an advantage?

EKL. No, I didn't race on Webbs. During the practice period I was not at all happy with the Scott front forks — these were the heavy ones with the front bracings. Under heavy braking, they locked up in the sliders, making the front end jump about, which was frightening, so I changed to Webbs which gave me a far more comfortable ride, but my lap times on the Scott forks were always better than when the Webbs were being used. I alternated quite a few times but always the same result, so I used Scott forks for the race. It was raining heavy at the start and Harry Langman came and told us to let a bit of air out of the tyres. Perhaps I let a bit too much out, because over the jump at Ballig it must have fractured the sidewall of the tyre, which of course nipped the tube and I retired with a flat rear tyre. Oliver crashed at the 'Gooseneck' because they had repaired the road at that spot, leaving a gully right across the road, just at the point where you were cranked well over. Quite a few more riders came off there. Later in the year I won the Scott Trial on my three speed Super and I also did the double, winning the Southern Scott too.

RHP. How did you come to start Dirt Track riding?

EKL. We were returning from the Isle of Man and called in at the Manchester 'White City' Stadium, where 'Sprouts' Elder and Vic Huxley were giving a demonstration. It was obvious to us that we could never ride like that, so we went on our way home, never giving it a second thought. Later, we received an invitation from the North Manchester Motor Club to go for trials at Belle Vue. I took with me a Model 9 Sunbeam which I was riding at the time and Oliver took a 350, H.7 AJS which we had been using for motor cycle football. We just rode as fast as we could down the straights — getting round the bend as fast as we could — then belt down the other straight, and we returned every evening. It was a case of dash home from work — set off for Manchester — remove the near-side footrest and silencer and at the end of the week we had both made times that were good enough for us to be considered. We couldn't beat Huxley or 'Sprouts' Elder, but we were a match for the ordinary riders, winning £25 during the first week, which was a lot of money in those days. Then Alec Jackson, the well known Sunbeam rider, who was Manager for Motor Mort, suggested that we needed more suitable bikes. He offered to supply us with a 'Dirt Track' Rudge each, and all three ride as a team, sharing winnings.

RHP. These would be the ones with the nickel plated struts?

EKL. Yes, they were not good to ride, but at least an improvement on the Sunbeam and the AJS.

RHP. Oliver told me that you had been working on a Rudge engine and at the last moment you took it out to see if it was OK. You didn't fit the struts until you were sure the engine was right. The bike rode much better, needing just that bit of whip in the frame, which the struts prevented.

EKL. That's true. We cut the struts in half, inserted a wooden plug, taped over the joint, with a big improvement in the lap times, but the other riders soon discovered our plot and we removed the struts forever. Then I discovered that the Rudges would handle better if we altered the angle of the steering head. I also fitted Scott forks and the difference was unbelievable.

RHP. Didn't you make a replica for Jim Kempster?

EKL. Kempster was most impressed with our Rudge alterations and sent us a brand new Rudge to be converted to our steering head angle, together with Scott forks. It was a huge success.

RHP. Did you ever try a Douglas?

EKL. Of course — that was supposed to be the machine, but I couldn't ride it. It threw me off, time after time. Oliver could ride his and win, but the design didn't suit me; that's what made me alter the Rudge, and the Rudge gave more brake horse power than the Douglas — with the exception of the ones tuned by Freddie Dixon for the Middlesborough rider, Gordon Byers. The Rudges were getting 32 bhp.

RHP. Did you ever have a Scott on the 'Dirt'?

EKL. Well I never bought one, but I did try them. Not many people made a success with the Scott and in any case they were short of power. 'George' was the best of that period, but it was only 29 bhp.

RHP. Who was 'George'?

EKL. That was a special engine developed by Harry Langman, which produced more power than any other, and of course it was 596cc.

RHP. Did people try to get away with running these oversize engines, because all the Douglas adverts of that time said — '600cc so much extra'.

EKL. Yes a lot of people rode the bigger engine. I don't think that anyone ever rode a 498 Scott, but it was much too big of a job to strip and measure the engine. I remember one person arriving with a JAP engine which had a barrel without fins. He had had the cylinder specially cast and I cannot think of any reason why he had gone to all that trouble, except to make it a bigger capacity.

RHP. When did you sell the Scotts?

EKL. I do not know when they were sold, or who bought them, because at that time I was so involved with speedway.

RHP. I remember a boy named Jim, who lived near you in Lower Wortley, coming to our place at Wakefield on one of the three-speed Supers, which he said had been your bike. I tried to buy it, but he said that it wasn't for sale.

EKL. Yes, I knew Jim, but I am sure that he didn't buy one of the Scotts although he could have borrowed one. Did you know that I was named Eric after Eric Myers of Bradford? Father and Eric Myers were good friends. He rode Scotts in the early T.T. races and was a director of Scotts before the 'fourteen war.

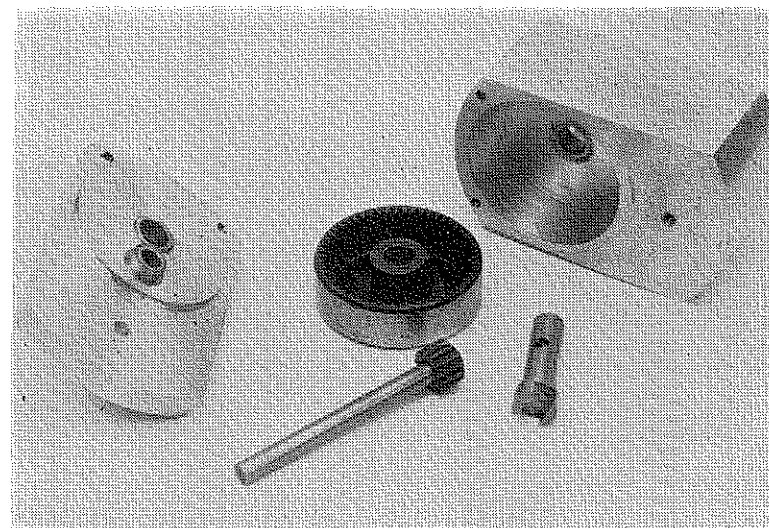
RHP. I knew of Eric S. Myers as a car and motorcycle dealer, in a rather good way of business in Bradford, but I never met him.

EKL. We must have covered all the period I was involved with Scotts and Triumphs. You know that I have a two-speed Super in Australia. Oliver bought it for me from Jonas Butterfield and I also have a 1918, 532cc Standard, which needs new pistons and a rear brake. One thing that you do not realise is that those early Scott Trials were so severe that we just couldn't get out of bed the following day. We were rather in the same state as Ralph Cawthorne in the 1922 T.T. . . . It was a very hard Trial.

RHP. Some years ago I read an article in one of the papers, where your 1928 T.T. Scott has been discovered in a hedge. I think the article was entitled something similar to 'A Works racer that cost a quid'. It's been restored and looks in good order.

EKL. I've read the article and also seen the bike, but I don't think it's true, because I left the bike in the Argentine. Three of the lads took the bike into town and I ran after them shouting 'Wait for me', but they didn't hear me. They were involved in an accident and Clem Cort was killed — otherwise I would have been involved.

(The tape ends at that point).



The internals of George Reeves' Pilgrim pump reduction gear.  
Photograph: Alan Burman.

## PILGRIM PONDERINGS

### George Reeves

I got my first Scott with a Pilgrim pump in 1932. My previous Scotts had all had hand pumps or drip feeds. The 1929 596cc 2-speed Super and sidecar was in mint condition and cost £18. During the next eight or nine years it covered many miles, solo and sidecar, and gave no trouble at all. Many years later, in 1959, I got a box of bits, formerly a 1930 short steering-head model also with a Pilgrim pump. When I finally got it completed and running I joined the S.O.C. and learned all about the troubles I should have had with a Pilgrim pump on a Scott. I must state however that the pumps were driven from the magneto sprocket, away from the heat of the engine, and the machines were not raced. I carried on with the pump until about two years ago when it failed — cams worn out. So I fitted a pair of drip feeds. However, at the 1984 Scott Rally I saw Mr. Howard's new cams and end plates, and meeting him again at the Peterborough Rally I decided to get new cams and refit my pump but with a reduction gear as advised by the experts.

Keeping to my lifelong principle of "don't buy it if you can make it", I inspected the scrap box and found an aluminium off-cut, some oilite bushes, and the internals from a Sturmey Archer three-speed gear. I was in business. Fitting a new blade to my hacksaw, I cut a slice off the end of the aluminium block to make the end cover, marked out the gear centres, spigots, bores, etc, roughly sawed it into shape, and then machined it to the finished sizes. All the machining was done in my lathe — I don't have a milling machine — and in a few hours spread over a few days I had a gearbox.

There is a modification made since the photographs were taken. I machined the base flat and mounted the pump on an angle bracket. This gives a more rigid fitting. It has now been fitted up and a trial run seems all right.

## THE (1913) WINNING T.T. MACHINES

### THE 3½ SCOTT

(From *The Autocycle*, June 25, 1913)

*Many thanks to B. Scholes for sending a copy of this article. Ed.*

It cannot be said that the majority of motor-cyclists are familiar with the Scott, great interest in which has been aroused by its second successive T.T. victory. It is undeniably a well-known make, and nearly all autocyclists recognise the external appearance of the machine and say without hesitation "that's a Scott" when they meet one upon the roads; but few—except the select body of Scott riders—are familiar with the details and internal economy of this striking machine. This article is therefore designed for the enlightenment of the majority. Taking an analysis of the specification of the machine we arrive at the reason for their success when we consider the various Scott features and the advantages they possess.

The frame is built on a special girder principle, and is of the open type in which straight tubes alone are used, no bent or curved members being employed. The engine itself is the nucleus of the frame, and serves as a compound truss between the bottom bracket and the lower tension tubes. The whole arrangement tends to a very low centre of gravity, which gives the machine its remarkable stability and marked advantage in cornering.

The engine itself is the 3½ h.p. Scott of 2¼ x 2½ 532.5cc two-stroke twin cylinder and water cooled, and is notable for the arrangement of overhung off-set crankshafts working in separate crank cases and driving a large central outside flywheel, on each side of which are placed the driving sprockets to the countershaft gear, the very light pistons and rods (this year the Scott pistons are the weight of a connecting rod lighter than those of last year) and the combined automatic and hand-pump lubrication. In place of the usual exhaust lifter as fitted to 4-stroke engines the Scotts have a special handle-bar-operated, half compression lever, which reduces compression for easy starting and conveniently reduces the power for running slow on top gear. This change compression is effected by uncovering an auxiliary exhaust port which opens into the cylinder wall immediately above the ordinary exhaust ports.

The lever actuating this half compression device is connected with a switch which acts automatically as a magneto cut-out, instantly cutting out all engine power when lifted further than the half-compression notch. When released this device operates the reverse way, first putting the magneto into action, then going on to half compression before full compression is attained. This gives the engine a quick pick up, as the jarring effect of cutting in and out on fully charged cylinders is eliminated and renders the machine wonderfully easy to drive in traffic.

The carburettor is also of special design, and is controlled on the ordinary two-lever principle; but, of course, admits mixture direct to the crank case, where it is compressed by the crankshafts before induction to the cylinder. The jet and float chamber, needle valve and throttle sleeves are all easily accessible without dismantling the body of the carburettor, the position of which has recently been somewhat altered in order to allow for the gear-driven rotary distributor valve.

The countershaft, two speed and free engine gear is marvellously simple in design, and is controlled by a rocking pedal, which alternately engages either high or low gear by means of expanding ring clutches in the hub, which revolves on ball-bearings on the countershaft axle. The T.T. machines were geared 4 to 1 and 3 to 1 approximately, which was a considerably higher ratio than employed by most other machines.

The kick starter, which was the first of these devices ever applied to motor-cycles, drives direct by means of a rod and chain to a ratchet-wheel upon the countershaft axles, enabling the machine to be started in the neutral position in the simplest possible way.

The ignition is the usual Bosch-twin-cylinder magneto, although, as two-stroke engines are notorious for sputting up their points, the new Bosch double-spark magnetos giving duplicate sparks at two separate plugs are to be fitted in future. Unfortunately these were not applied to the T.T. machine, as they had not arrived in time.

The thermo-syphon system of cooling combined with the strong and effective Scott radiator proved invaluable, and the Scott victory was in no small part due to the fact that water-cooling is an enormous advantage upon hills, enabling one to maintain full throttle after speeding along all out upon the level. Palmer Special cord tyres of special material were used. There was very little difference between the T.T. winner and the standard Scott machine, the cylinders being slightly ground out and higher compression and an increased area of inlet valve port created, but in the main there were no radical departures from standard design.

## CLUB SPARES SCHEME

**Jim Best**

We have placed an order for clutch release quick-thread worms with a firm that has promised delivery some time in June. Price as yet not fixed.

We are hoping to do an exchange Scott fork tube service in the near future. The ½ in dia. legs that take the front wheel spindle.

We are also in process of getting some blind-head water domes produced.

### **New lines**

Front brake rod bottom adjusting knurled wheels & sleeve—£1.50

### **Out of stock**

We have exhausted the supply of Burgess silencers. Sorry to say we have no further stock.

## OBITUARY: J. H. KELLY

Members will be saddened to hear of the death in November last year of one of our Honorary Members, Mr. J. H. Kelly. He was the author of various articles in vintage times regarding the rebuilding of Scott engines, gears, etc., some of which have appeared in *Yowl* in the past.

## OBITUARY: KEN SWALLOW

I am sad to have to tell you that Ken Swallow died on Saturday last. He was 61 and had been ill for some months.

It is some time since he took part in Club affairs but he never gave up his interest in Scotts which was started at a very early age.

Ken was Northern Secretary from the start of the section. Many years earlier in 1946 he participated in the All Scott race at Cadwell on the Scott BXM 906 which he acquired in 1941 and still owned at the time of his death.

Apart from riding his Manx Norton and occasionally the Scott at Cadwell and other mainland circuits he was a regular competitor in the Island on Norton and Matchless machines for quite a few years.

**Arthur Fogg**

THE LAST SCOTT TO COMPETE IN AN I.O.M. RACE

George Stevens

(Following his letter which appeared in the February issue of Yowl, George Stevens has kindly given permission for us to quote this extract from his definitive article "Scotts in the Manx" which was first printed in Motorcycle Sport, April 1963. Ed.)

Scotts' record over the past six September races would hardly encourage any aspiring young rider to hake that temperamental and (racewise) unreliable box of tricks his first choice . . . yet that is precisely what a Yorkshire lad did. For seven years young Herbert Smith saved — by cycling to work and effecting other small economies — with one aim in mind . . . to race a Scott in the Manx!

Harrison Town, an ex-Scott employee who opened his own business in Keighley, was sympathetic and interested enough to build the best possible Scott for Smith. From a motley selection of Scott components, Town assembled and tuned the Scott illustrated. It was entered in the 1938 Manx, and was last off the grid as number 40.

Bills and Lockett, on Nortons, put in laps at nearly 85 mph — and no Scott had yet lapped at over 70. Critics could hardly be blamed for writing off Herbert Smith's chances of finishing the race, in view of his machine's limitations. Nevertheless Scott riders always had warm supporters in the Island, and although spectators mimicked that strident scream ("Wee-ee-owl!") with a grin, it was good-natured; and the crowd was delighted to see H. Smith circulating steadily.

His third lap, in 32m 20s (70.03 mph) was his fastest — and, indeed, the fastest ever on a Scott.

Surprisingly, the Scott showed no signs of distress, the "yowl" remaining crisp and healthy. Smith rode very well, and the crowd's attention was focused on him after the leaders had finished. Starting late was a disadvantage — could Smith start his last lap before the official car prepared to close the course? He could — he did — and the great cheer of applause that went up as he howled down Glencrutchery Road would not have disgraced a winner.

He finished 12th in 3h 20m 59s — an average speed of 67.78 mph which was the fastest finishing speed of any Scott. It was also the last time a Scott finished in the Manx.

Hitler stopped the races for the next seven years, and when they were recommenced — on "pool" petrol in 1946 — there was no Scott entry. (Mavro, shedding a squadron leader's uniform, tried his hand in the Lightweight — on a famous water-cooled two-stroke of Continental origin — but the change of machine did not improve his luck. No, the Island fairies had it in for Mavro every time . . .)

An Indian Engineers Major, picking up the threads after five years' enforced absence, promised a younger contemporary that he would build a machine for the 1947 M.G.P.; and used as a nucleus an ancient Flyer found in Dorset. The engineer was Philip H. Smith, AMEMechE — better known these days as a technical author and authority on sports car engine plumbing, but a Scott enthusiast of some 40 years' standing; and the rider was Major Hilary Iremonger-Watts, RTR, for a while PRO

SCOTT OWNERS CLUB REGISTER

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John Underhill

Registration	Year	Model	Frame	Engine	G'box	Comments
L 7383	1919	Standard	1322	3638		Registered after May 1920
LF 2950	1920	Standard		1812		July 1912 Registration. 532cc 1913 Engine
LG 1750	1929	S-spp Super	2847	Y2382A		1934 Engine
LG 6553	1931	Flyer	3070	LFZ4053		1930 Engine and Registration
LJ 2750	1929	Flyer	3030M	FY2605A		Single down tube
LJ 3676	1931	Flyer	34	FZ3537A	1333W	532cc. 1914 Engine
LK 2507	1913	Standard	23538	2351		1933 Engine
LU 2398	1912	Standard	248452	1336		532cc. 1919 Registration
LV 524	1932	Flyer	2482M	LFY3861		1933 Engine
LV 3525	1932	Reynolds Special	12	PY3785		1933 Registration. Single down tube
LV 4007	1933	Flyer	3736M	DPY3854	3044CM	
LV 4150	1933					
LV 5072	1933	Sprint Special	121	PY3878	3CM	Brampton Monarch forks. Single down tube
LV 5346	1929	Flyer	2188M	FZ1348A		
LV 7077	1934	Flyer	3756M	LFY3909		1933 Registration
LV 7142	1934	Flyer	3779M	LFZ3938	1877C	
ALW 549	1933	Flyer	3760M	LFY 3912		'34 Engine
ALW 560	1933	Flyer	3762M	DPY 3914		Plunger spring fram. '34 Engine
BLC 443	1934	Flyer	3873	LFZ4038		
BLL 785	1935	Flyer	3787M	LFY 3946	4184C	Regd 1-135. '34 Engine
BLL 907	1936	Flyer	4186M	DPZ4249	4006CM	1930 Engine. 1935 Registration
CLA 495	1936	Flyer	4095M	PY2903A	4049C	
CIH 495	1936	Flyer	4124	DPZ4185		
CIW 325	1936	Flyer	4129			Regd 24-1-36
DLM 450	1937	Flyer	4288M	DPY4346	3512CM	1936 Registration
DLN 194	1937	Flyer		DPZ4326		
DLN 197	1937	Flyer	4316	DPY4774		Regd 11-1-37. Now in Australia

to the Industries Association.

Shipley showed some interest and supplied a Dowty fork, full-width hubs, gearbox and most of the engine parts from their standard 1946-7 production range; and Phil Smith built special tanks, blended all the parts, and incorporated an ingenious cylinder-wall oiling device.

The idea was to finish at a higher average speed than the previous best Scott, and Smith budgeted for a maximum of 5,500 rpm (giving just over 90) and lap speeds of 70 mph.

"Any idea of challenging Nortons is just daft" he wrote in 1947, 'to do this one has to buy another Norton. There is still terrific enthusiasm for Scotts in the Island: several finishing around 70 mph would get as much applause as a Norton at 140! The rider should aim at *finishing*... and must be impervious to backchat from funny blokes."

Like the last pre-war Scott entry nine years previously, Watts was started as number 40. The tuner was caused some apprehension by the absence of oil-smoke as the Scott fired and accelerated away; and competent spectators at Ballacraigne, 7½ miles away, reported the machine as travelling extremely fast, but with an entire absence of smoke—less even than the four-stroke engines. Ominous!

The scoreboard indicator showed an average speed of over 70 mph to Kirkmichael, after which no further progress was recorded. The rider retired just short of Ramsey (24 miles) with a fractured right hand crank—a failure accelerated by oil pump trouble. It was small comfort to find that the automatic cylinder oiling had worked perfectly...

In 1948 R. G. Phillips took another lone Scott entry to the Island—but wasn't allowed to start because enclosed primary chains were specified! (The Scott primary drive is probably the world's most inaccessible... but the A.C.U. officials, incredibly obtuse, were unhearing—which was just as well in view of the names freely passed by numerous riders in the Castle Mona.) Phillips rode a Rudge instead—and retired on the first lap.

The years 1949 and 1950 passed with no Scott entries, but the 46th finisher in the 1950 Junior event—R. Wastell on a Norton—decided to have a crack with his vintage Scott, a 1930 Sprint Special, in the 1951 event. He made a huge 6½ gallon tank but otherwise it was virtually a 1930 machine.

The best official practice lap took 35m 50s (63 mph), but the rider claimed an unofficial lap (Ramsey to Ramsey) in 31m 1s (73 mph) and declared that with a spring frame a lap speed of 75 mph would not be impossible... and he weighed 13½ stone.

In the race itself his Scott took quite a battering: in the second lap the fork spring broke (shades of Mavro's misfortunes) but was fixed at the pits during a refill. (Fuel consumption on 80 octane was about 23 mpg.)

Wastell set off again, but on his fourth lap the right hand crank disintegrated at Union Mills. Fastest lap, therefore, remained the first at 34m 24s (65.7 mph).

The writer was more than mildly surprised to see this Scott advertised for sale in the Vintage Club magazine last year, described as having lapped the Island course at 81 mph. A little investigation revealed the origin of this astonishing claim: a Temple Press typist, in copying lap times for a subsequent owner, substituted 27m for 37m!

For the past 11 years no Scott entries have appeared in the Manx—understandable, in view of their limitations—and that last lonely, hopelessly outclassed 1951 effort is regarded by sentimental observers as the swansong of the Squirrel—to mix metaphors a bit. But although I approach the end of a melancholy description, there is a bright note for

the closing paragraphs.

A keep partnership has built and raced a remarkably nippy vintage Scott in recent years; and the tuner is not short of ideas for a *modern* racing Scott, which would be very much a "one-off" project, weighing under 350 lb and with some drastic re-thinking in the engine and transmission.

Modern two-stroke techniques, decent springing and marked riding ability, 40 bhp on tap and a flattish torque curve could bring a finisher's award, if not a replica, within reach—notwithstanding the 100 mph laps currently provided by the big bangers.

Castles in the air?

Possibly... but a Scott singing its demon music down the Mountain at over 100 mph is a heart-warming thought to even the most cynical critic. Unfinished, let us hope, is the story of Scotts in the Manx.

(With acknowledgements to *Motorcycle Sport*)

## POSTBAG

### Scott Pistons

Dear Editor,

After several years of searching for oversize pistons to fit my well-worn blind head blocks, I wrote to Jim Best who suggested I contact B. & C. Pearson of Knowle, Birmingham (now moved), makers of pistons, etc. This I did, and asked if they could help. *Certainly sir, what size and when would you like them?* Think: how much is this going to cost? Anyway, I decided to visit the works in November '84 to see what could be done with the blocks and part-machined pistons I had.

I was met by Mr. Pearson, Jnr., and was made very welcome. After a quick look round the works (a listed building) I met Mr. Pearson, Snr., who is now 79. I showed him the blocks and pistons I had and after some discussion it was agreed to bore the two best blocks, one of which would be fitted with new pistons, rings, pins, and small ends to my rods, and my part-machined pistons would be finished, with rings and pins, and fitted to any block. These to be ready by late December '84 as the works were to be moved (after 40 years at Knowle).

In January '85, after many attempts to ring them, I was promised the lot by the end of the month. Last week (*letter dated 12th March. Ed.*) I eventually made it to Knowle to collect my bits, and I must say what a super job they did with spare rings and clips, all threads in the block clean and taped—a first-class job. But for how much *longer?*

I have Mr. Pearson's private telephone number for anyone who is stuck for pistons, etc. Give me a ring and I will see if I can help. (042 15 66623).

The cost is something that will depend on the work to be done, and is best left to you and Mr. Pearson.

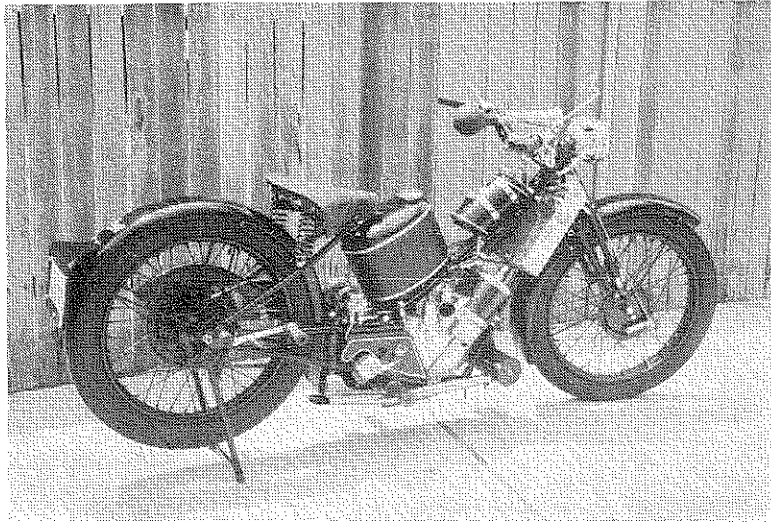
John Skipper

### An Australian Restoration and a 'nearly new' acquisition

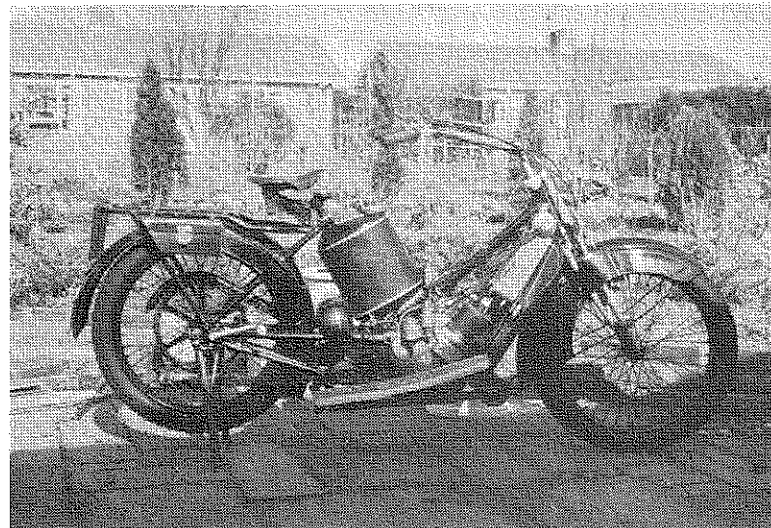
Dear Tom,

I am enclosing a photograph of an (almost) restored two-speeder—late 20's I believe—belonging to Dick Firkins, one of our Australian members who lives in Panania, New South Wales.

He came over to the U.K. for the T.T. last year and extended holiday during which time he first saw this bike which he had contracted



Dick Firkin's 'almost' restored late 20's two-speeder.  
(See letter from Doug Wright.)



Nearly new — Doug Wright's latest acquisition. Can anyone date it for him?

to buy solely from a photograph a month or two previously. It was in rather poor condition and whilst he and I were together on the Island we scrounged around the autojumbles and found a few bits for this machine and for one or two of his other possessions. He found other bits while in the U.K. and of course obtained a lot of help from our Spares Scheme both then and subsequently as the restoration progressed. It still wants one or two other parts to be entirely correct but hopefully Ken Lack and Norman Pickup will be able to help there.

You will notice that he managed to obtain a 222 registration number. (In Australia vintage machines are separately registered.) One thing that is missing (very obviously in the photograph) is an acetylene rear light which some member may be able to provide.

He recently entered his 1939 Flying Squirrel in the annual rally of the Veteran Vintage and Classic Motor Cycle Club which took place in Canberra and it took the Premier Award for post-Vintage machines, and the report of the event that I have (in the Australian M.C.N. of March 1, 1985) says that the machine "easily deserved the award".

He has recently acquired a "bitza" Scott of about 1938 vintage — which he once owned before and raced at that time. That has Norton forks, Velo gearbox, and is modified with a sprung rear end from a Norton. A real "special" which was tuned and modified at the time by his father and was officially timed twice at 98.7 and 99(!) mph in 1963. It was extensively lightened to about 300lbs. He hopes to restore it to its old glory in due course.

I am also including a photograph of my own latest acquisition which may be of interest — and somebody can hopefully date it for me. The machine has hardly been used at all — there is no wear at all on the foot-board rubbers or on the brake and two-speed pedals, and the tyres look like new!

Registration number is WR 6745 and my guess is about 1918 since I do know that "oil in the frame" types are definitely later than 1914 and it was first registered in January 1921.

Doug Wright

#### A Tax Concession for the Squirrel

The Editor,

In the April *Yowl* Lee Collin refers to Scott Squirrels being eligible for the tax concession. I can give some first-hand information on this matter from fifty-odd years ago. In 1929 I bought my first Scott, a 1911 3½ hp (532cc). This machine had not been taxed for many years, and when I went to tax it I was told that it would have to be weighed. I took it to the main Police Station in Northampton where it was weighed by a Police officer with a spring balance on a tripod and it weighed, less water, oil, petrol and lights, 180 lbs., so I got it taxed at £1.50 or, in those days, thirty bob. Before me as I write is a copy of *The Motor Cycle*, Dec. 28, 1922. In it is an article by Ixion, "What I rode in 1922", a description of the Scott Squirrel. The caption under the illustration of the early Squirrel reads 198 lbs. all on. That is surely tabulated speed and power the 486cc Scott Squirrel. Therefore I think it fairly safe to say that most of the Squirrels could take advantage of the 224 lbs. tax concession. When this was introduced in the early 1930's several firms made a 500cc under 224 lbs. Matchless and Douglas come to mind; there may have been others. Of course, by this time the Squirrels were no more. It was stated at the time that machines that had been registered before the weight limit was raised could not take advantage of the concession. This however was waived several years ago when the Preferential taxation class was introduced.

G. R. Reeves

### Scotts in early trials

Dear Mr. Wess,

According to *The Motor Cycle* for March 4th, 1920, W. D. South won the first Colmore Cup Trial in 1911 on a 3½ Scott. The Colmore Cup has been one of the premier national trials, organised by the Sutton Coldfield and North Birmingham A.C. originally.

The article referring to the Scott team in the 1919 ACU Six Days Trial (April 1985 *Yowl*, page 57) names two of the Scott team riders, but not number 50, who was Capt. C. P. Wood, M.C. (3½ Scott). Other Scott riders were Jesse Baker (number 30), and Lt. B. Alan Hill (52). Although all were entered on 3½ (532cc) Scotts, Jesse Baker's machine was in class C (not exceeding 500cc), whilst all the others were in class D (not exceeding 750cc). Lt. Hill's machine seems to be the one on p.315 of *The Motor Cycle* for September 18th, 1919, from which issue this information is taken. This machine seems to bear the registration AK 3886, has legshields and footboards, and no auxiliary oil tank. Its carrier is horizontal, unlike C. P. Wood's which slopes forward, possibly indicating a shortened seat tube to lower the seat height.

The Scott team was W. Leslie Guy (49 — registration seemingly BI 229 also ridden in the 1920 Trial), Capt. C. P. Wood (registration AK 2900), and H. O. Wood (number 51 — registration AK 149). They were second to the BSA team, and H. O. Wood won the special Benzole prize for best performance in class D using Benzole.

*The Motor Cycle* reported: "The Scotts buzz round as usual, but again we note a lack of unanimity in the question of the most suitable form of lubricator."

The trial was based on Llandrindod Wells. *The Motor Cycle* for September 25th, 1919 said: "The Scott team are running splendidly, and climb nearly all hills on top gear." "Splendid ascents (of Bwlch-y-Groes: the Pass of the Cross) were made... by the Scott team." "The performances of the... riders have evoked much praise, their sure and silent climbing being a feature of the trial." "Lt. Alan Hill was noticeable for a clean ascent." "Capt. C. P. Wood made the ascent of the hill (Yspytty Ystwyth) on top gear in spite of a flat back tyre, and though he had but five minutes to spare to the lunch stop at Devil's Bridge he put in a new butt-ended tube in two and a half minutes and reached the Hafod Arms Hotel five minutes later." "The Scotts and Zeniths in particular were noticeable for fast climbs, and generally the reliable running and wonderful top gear climbing of the Scotts has been something to marvel at." "Baker made a fast ascent of Panne Hill near Garth on the Friday but retired after multiple punctures and missing the course due to an obscured arrow."

Baker's Scott had weighed in at 276 lbs., Guy's at 280, C. P. Wood's 294, H. O. Wood's 292, and Hill's 291. H. O. Wood and Hill won Gold medals, C. P. Wood and Guy Silvers. H. O. Wood was one of eleven riders who finished with "clean sheets", only losing marks on Saturday at the judges' examination.

Of the 1920 London-Edinburgh Trial, *The Motor Cycle* (27/5/20) commented: "The Scott on which one member of our staff was travelling acquitted itself well, but Kirkstone (Pass) proved its real worth. The low gear was engaged at once, and kept in as the engine roared its way up the numerous steep pitches and round the easy bends. Once we changed to top, then up and up the Scott soared... The Scott riders did well almost to a man, but their radiators were observed to be steaming in several instances." Scott riders included H. B. Browning (3½) and E. M. P. Boileau (3½).

Brian Scholes

### The wrong monocar

Dear Editor,

In the October 1984 issue, I sent you a photograph of a little Monocar, which I described as an Avro Monocar, but I have received a letter from Bob Currie who tells me this is not correct... and no-one argues with Bob! He tells me that the car in the picture had no connection with Avro, but was another of John Carden's designs, and made by Ward & Avey Ltd. of Park Road, Teddington, Middlesex from 1919 to 1925 and its correct name is the A.V. Monocar. And like Miss Otis... I'm sorry to lead you so far astray.

R. H. Platt

### Doing it the hard way

Dear Mr. Wess,

Some years ago I purchased my 600 Scott. The thrill of at last owning one gradually waned over the first two to three years, with the engine needing a major overhaul by Silks, and my lack of knowledge of what a '53 model should look like. Silks informed me that the engine and 3-speed gearbox were 1927, the front forks were Brampton girders, and the frame was dated at 1935 with a full-width hub at the back end.

I decided to get the machine looking like a '27 Tourer after visiting the Stanford Hall Rally. I joined the S.O.C. and soon managed to swap wheels and end up with an early rear one from a very helpful member. I obtained a left-hand exhaust system, and converted to right-hand brake and to hand change, and also got ride of the lights and modern dynamo. I seemed to be getting a reasonable-looking machine but the flared tank was obviously wrong so an oval appropriate tank was found. This was made to look beautiful but on, attempting to fit it, it was found to be too long. Some more knowledgeable members must be smiling — I'm obviously learning the hard way. I wonder if Bob Avis got any replies to his letter in the February *Yowl*? Perhaps he could give me a ring? (*No letters have arrived up to now. Ed.*)

This is as far as I've got, but the Scott has nearly always been in use and is usually to be seen and heard around the Romney Marsh area most weekends.

I require an earlier, more lightweight frame, and possibly forks, but I can live with the Bramptons.

My address and 'phone number is included in the "For Sale and Wanted" section. I will be hoping to get some assistance or advice.

A. G. Cox

### Anyone know of this Scott?

Dear Editor,

A number of years ago a friend of mine, Mr. Bill Fisher, sold his Scott 3-speed Flying Squirrel, 1947-49, reg. number DAJ 965. Unfortunately, sometime after that he died. I believe the buyer was a Mr. West who I think lived in the Oxford area. The sale would have been about 1972-73.

I am writing on behalf of his son Glyn who wishes to trace the whereabouts of his father's old machine. Bill won the Most Unique Ecott award several times with this machine at a number of annual rallies. I feel sure that some Club members would remember this Scott; although it was far from original it was in excellent condition. If any member has any knowledge of its whereabouts I would be pleased to hear from them.

D. H. Deavall,  
8 Palmer Close,  
Kingston Hill,  
Weston Rd., Stafford.

### TREASURERS' REPORT TO THE AGM, 13TH APRIL 1985

The statement shows that from 1st January to 31st December 1984 cash in hand and in Current Account fell from £923 to £152, in spite of transfer of £100 from the Deposit Account to meet bills in December. Taking into account subscriptions paid early (creditors), deposit account interest and the transfer, the nett excess of expenditure over income was £774. However, the 1984 accounts cover the production of seven issues of "Yowl"; £526 having been paid in January 1984 for the December 1983 issue. Thus the true loss over the year is about £250.

Subscription income at £4,466 still nicely exceeds our major expenditure on production of "Yowl" (£3,705 — £526) plus postage and stationery (£938) by £350. This is in spite of rather heavy expenditure on stationery and the ever increasing postage charges. The main reason for the loss, however, was exceptional expenditure of £904 on a new batch of machine badges, as discussed at the last AGM. This was partially countered by the usual healthy income from badges, etc. of nearly £200 and the new "Yowl" binders brought in a useful £150-odd. Other one-off expenses were insurance for the outing of Bradford Museum's "Sociable" in June and a wreath for Mavro.

Contrary to last year's expectation, it has not proved necessary to move our reserves from the Deposit Account, since the bank has assured us that it will not deduct income tax under the new fiscal arrangements.

Bearing in mind the exceptional expenditure, I believe the Club finances to be sound and that we should recover our position in 1985. However, in view of the continuing upward trend in "Yowl" production costs and postage charges, I feel that the meeting should consider the advisability of increasing the subscription rate from the £8 figure which we have managed to hold for three years, to £9 in 1986.

Geoff Harland

### SUBSCRIPTION INCREASE IN 1986

Although a report of the A.G.M. will appear in *Yowl* in due course we thought it advisable to give advance notice that it has been decided to raise the subscription to £9 from 1st January 1986. We have been able to hold the £8 subscription for three years, so we do hope that members will not feel too hard pressed by this decision.

Geoff and Muriel Harland

### THE SCOTT OWNERS' CLUB

#### STATEMENT FOR THE YEAR ENDING 31st DECEMBER 1984

Subscriptions for the year			
1983		1984	
£		£	
96.75	Received in Advance	103.17	
4335.73	Received During Year	4363.58	
4432.48		4466.75	
<b>Deposit Account</b>			
1983		1984	
£		£	
1167.36	Deposit at 1st January	1244.41	
77.05	Interest to 31st December	80.84	
	Transfer to C/A	(100.00)	
1244.41		1225.25	

1983		1984	
£		£	
833.62	Cash in Bank, 31st December	81.32	
89.54	Cash in Hand	71.29	
923.16		152.61	
Less:			
109.27	Creditors	94.48	
	Spares Scheme	—	94.48
813.89	Nett Cash Balance in Current A/C	58.13	
1244.41	In Deposit A/C	1225.25	
—	Excess of Expenditure over Income	774.92	
2058.30		2058.30	

Income		Expenditure	
1983	1984	1984	1983
£	£	£	£
263.14	833.62	—	—
45.05	89.54	—	—
2.00	15.23	—	—
4335.73	4363.58	—	—
98.82	87.83	—	—
General Fund:			
15.50	15.00	—	—
5.00	11.50	—	—
300.00	150.00	83.00	57.80
—	—	150.00	150.00
—	—	40.00	45.00
—	—	12.00	12.00
—	—	—	33.00
—	—	—	9.00
—	—	25.00	—
—	1.00	18.00	15.00
—	—	—	10.00
—	—	10.00	64.90
—	—	15.00	—
4.21	—	4.00	4.21
117.15	209.93	209.38	120.45
58.61	4.75	3705.28	2720.99
5.75	7.30	938.46	633.99
62.20	157.90	—	668.36
—	—	—	—
—	13.50	—	—
160.95	196.51	903.96	35.72
3.75	—	—	—
20.00	9.50	—	(5.72)
—	100.00	—	—
—	—	81.32	833.62
—	—	71.29	89.54
5497.86	6266.69	6266.69	5497.86

(continued on p.96)

Allocation of balance for the following year				
1984	1985		1985	1984
£	£		£	£
103.17	94.30	Subscriptions	—	—
6.65	.18	Advance Subscriptions	—	—
813.89	58.13	General Fund	—	—
(.55)	—	Spares Scheme	—	—
—	—	Cash in Bank	81.32	833.62
—	—	Cash in Hand	71.29	89.54
<u>923.16</u>	<u>152.61</u>		<u>152.61</u>	<u>923.16</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:** For Flying Squirrel; Amal carburettor, Webb fork links, spindles and damper parts, any condition. Beckham, 4 Queens Retreat, Cheltenham. Tel: 0242 39601.

**Wanted:** Handlebar extension (link between fork yoke and handlebar) to suit Dowty forks, Mintex split bearings for Dowty forks and twin cable front brake lever (lin). Also, can anyone help with Gold Star parts, i.e. DB 34 cylinder barrel, crankshaft assembly or con-rod, and G.S. petrol tank or Shooting Star petrol tank (can collect if necessary)? Wilson Walshe, Westdowne, Shandon, Helensburgh. Tel: 0436 820483.

**Wanted:** Blind-head cylinder block with provision for cylinder wall oiling, plus pistons, water dome, etc., to convert my 1929 RZ engine (TT Replica) back to correct specification. Brian Marshall. Tel: Whatton 51027 (Notts.).

**Wanted:** Cylinder block to suit 1957 596cc Squirrel engine. T. Bachell, 49 Olive Road, New Costessey, Norwich NR5 0AS.

**For Exchange:** Two blind-head blocks and several sets of pistons, in exchange for anything for 1927 F/S. John Skipper, 28 Valley Road, Chandler's Ford, Eastleigh, Hants. Tel: 042 15 66623.

**For Exchange Only:** 1934 crankcase LFZ 3954 complete with flywheel, mains, cranks, Pilgrim pump or crankcase door and plain door, rebuilt ready for use, exchange for 1949/50/51 DPY crankcase complete in same condition. Brian Cumming, 22 Brendon Avenue, Chamberlain Road, Hull HU8 8JE. Tel: 703382.

**Wanted:** An early pre-1930 lightweight frame for a 3-speed Tourer, 24½in centre tank mountings, and similar front forks. Will have for swaps if required: a 1935 frame, tank and Bramptons. I also desperately require a screwed tank cap (dual tank). A. G. Cox, The Cottage, Church Road, Kenardington, Ashford, Kent. Tel: 0233 73 2520.

**Wanted:** 3-speed Super frame, would exchange any of the following: 2-speed gear with end clamps, F.S. short-stroke crankcase with internals, F.S. blind head block bored with pistons. **Also wanted:** 3-speed Super rear wheel, stand, magneto, and ¼ inch pitch gearbox sprocket 25/25t. For Sale: F.S. tank, £20 and 1948 *Book of the Scott*, £3. 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.
- Dickens Vintage Motor Cycle Parts, 7 Orchard Road, Bishop's Stortford, Herts CM23 2AS. Tel.: 0279 52992.

### 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.