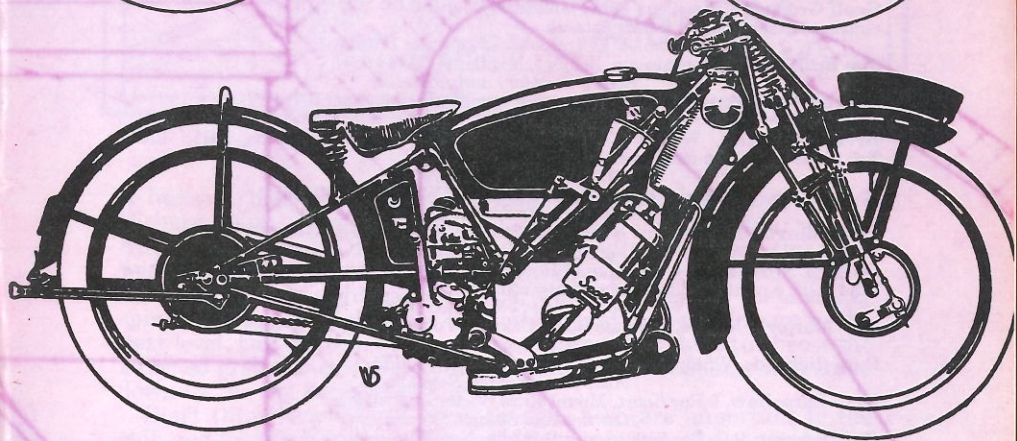
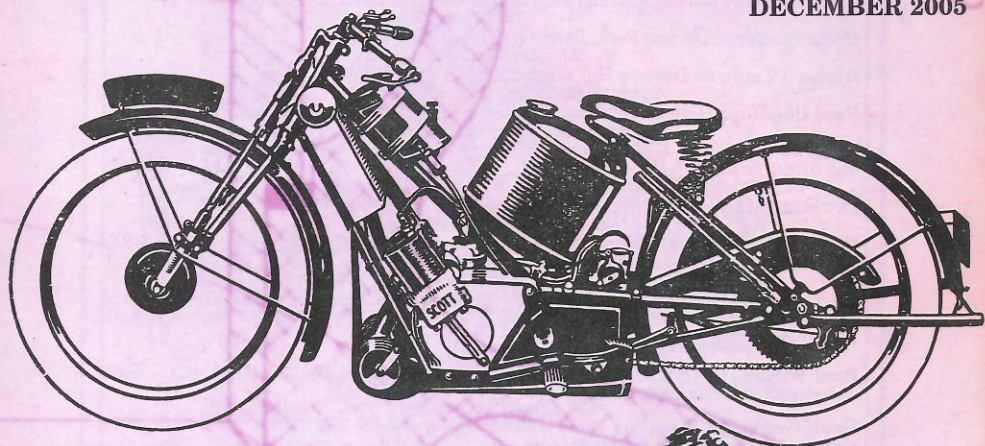


YOWL



DECEMBER 2005



THE SCOTT OWNERS' CLUB JOURNAL

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Glyn Chambers, 1990 - 1995
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COMMENT

A bumper *Yowl* this month, up from 44 to 60 pages; courtesy of Richard Tann, Lord Montague of Beaulieu and our rule making friends in Brussels. Or rather, the inserts you received with this issue were pushing us over the postal weight limit, so I was faced with the choice of losing eight pages (which, would have made for a rather spindly issue), or spending a bit more money and moving up to the next level. Fortunately, I had enough material to be able to choose the later; so grab a mince pie, pour yourself a glass of sherry and settle down by the fire for a good long read.

Don't throw the inserts away though, both are important to the club and for the future enjoyment of Scott's in years to come. A brief explanation of what they're about can be found on page 238. It's also subscription time, so why not make Richard's job easier by returning

the form to him straight away? I don't know about you, but I've certainly had my sixteen quid's worth over the past twelve months.

This issue marks the end of my first full year as the editor, I hope you've enjoyed what you've been reading, I've had a lot of fun doing it and made many new and interesting friends along the way. I was originally approached on the basis that I would do the job for just one year, in order to allow my predecessor time to go racing on the Isle of Mann. He disappeared in a cloud of dust the minute I took over, and very sneakily, no one's complained to me about the job I'm doing. So with all the other volunteers taking enormous steps backwards, it's looking as though I'm in for a longer stretch! Which is OK, of course, as long as you keep me supplied with the interesting material that is the life-blood of a journal such as *Yowl*. So here's that plea again, long dark nights and all, why not have a go at writing a piece for *Yowl*? You never know, you may enjoy doing it and if you really get the bug, I've got this little pair of shoes that will, at some point, need stepping into!

It was suggested that some advance information about where Scott's could be seen in competition would be a good service to members and would encourage others to go along and support, maybe even travelling to the event on a Scott. This is a good idea and one that I hope I can include next year. For my part, I've decided to tackle the three classic MCC long distance trials (the Exeter, Land's End and Edinburgh) on my ex John Hartshorne trials special in 2006. The first of these, the Exeter, starts from Popham Airfield on the evening of the 6th of January and runs through the night finishing on the afternoon of Saturday the 7th. My Scott will probably be the oldest and certainly the most unusual bike in the event, I've had to rig up some decent lights and make one or two other mod's, I'm hopeful that the bike will acquit itself well. I can't imagine that I'll see too many of you in the rain and snow of Exmoor though, as we all struggle up some God forsaken muddy hill in the early hours, half frozen to death! Still everyone to their own, I think the dappled sun kissed glades overlooking Cadwell Park in July will have more appeal, as Messrs Dobbs, Moss and Parkin strut their stuff.

Season's Greetings to you all and a Great Scotting New Year to the fortunate few who can!

Roger T.

CHAIRMAN'S NOTES

Could I inform members with deepest regret that Colin Pinder, our Scott Owners' Club Treasurer, passed away on Tuesday, November the 15th, after a long battle with cancer. Our thoughts are with Eunice and Colin's family at this sad time.

A tribute to Colin will appear in the next edition of *Yowl*.

Martin Hodkin.

DISCLAIMER

Neither the Scott Owners' Club nor the Editor are necessarily in agreement with the articles printed in *Yowl*. Such opinions or articles are the personal opinion of the authors.

SCOTT EVENTS

A regular events listing of both S.O.C. only events and other events where we want to encourage a good turn-out of Scotts. In general it's not necessary to enter S.O.C. events in advance, just turn up on the day, but with larger events and other organisations, advance entry is often required. New members are encouraged to come and join in; if in doubt, contact the organiser or Editor for further information. Area and event organisers: if your event is not listed please contact the Editor, let's get these bikes onto the road.

Regional Fixtures

SOC NW Section events all take place at the Whipping Stocks pub on the A50 between Holmes Chapel and Knutsford, with easy access from the M6, starting at 8.00pm. See dates below. NW Sec David Waring is the man to contact!

Eastern Section: First Wednesday of each month at 7.30pm at 'The Vale of Belvoir' on the A52 (Redmile turn-off) between Grantham and Bingham. Notts.

Midland: British Legion Rooms, Rubery, third Monday at 7.30pm.

Sheffield Scott Club, The Moseleys Arms, 81 West Bar, Sheffield, every two weeks on Tuesdays at 9.00pm.

South Western Section: This is now a semi-nomadic group that can be found wandering around the local countryside in search of the perfect watering hole! So don't turn up at the 'White Horse', Downton, near Salisbury, but ring Peter Wood, 01425 279841 or Alan Corbishley, 02380 847683, for details of the latest eating establishment being tried. You will be welcomed with open arms and semi-open wallets. The rest of the SOC wait with bated breathe for publication of 'The Scotting guide to pubs and restaurants in the South West'.

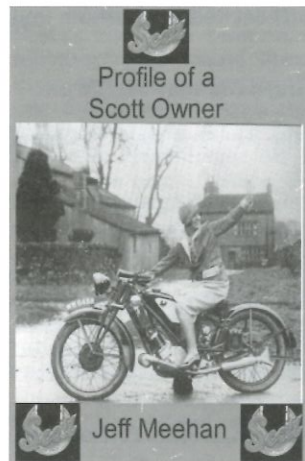
Sussex: Join the VMCC meeting at the Swan Hotel, Fittleworth, fourth Tuesday at 7.30pm.

London & South East: 'The Fox & Hounds', Tilburstow Hill, South Godstone, Surrey RH9 8LY, tel. 01883 344667. Third Wednesday from 8.00pm.

London Section (North): Second Wednesday of the month at 8.00pm, The Royal British Legion Club on the B5378 (Shenley Lane) half a mile north of its junction with the B556.

Sun.	Dec. 4th	SOC (Northern Section) Christmas lunch, Ring o' Bells, Bradford, noon
Sun.	Dec. 4th	SOC (Northern Section) Meeting, Bradford Industrial Museum, 1.30pm
Mon.	Dec. 12th	SOC (NW Section) Christmas Sandwich Supper. Whipping Stocks
2006		
Sat./Sun.	Aug.	19th/20th SOC OXSCOTT Gathering. Ian Young, 01856 514308

Graham Flint, Round Britain Rally — Regular readers will remember that Round Britain Rally stalwart, Graham Flint, was hoping to complete this year's tour on his Birmingham Scott. A broken crank in the Summer interrupted his progress, keeping the bike off the road until early September, health problems also got in the way. So with time marching on, he decided to complete the tour on one of his other machines. He used the Scott for about 75% of the total distance, some 4,000 miles, a good effort when you consider that he only got the thing onto the road immediately before he started. Most restored classics are treated to a rather less rigorous shake-down regime. Well done Graham, don't forget to enter your mileage for the Ivor Slack participation award and how about another go next year!



Jeff Meehan: Scott Book — Gung-ho, go for it, S.O.C. member Jeff Meehan has published his potted motor cycling history under the title *Profile of a Scott Owner*. With a glowing foreword by a certain Mr. Moss, of Scott racing fame, the book certainly comes well recommended. I haven't had the chance to get hold of a copy as I write, so I am in the dark, but the book is available on the internet if you log on to www.lulu.com/Jeff-Meehan. There is a warning in the title though, because although Jeff has owned his Scott for three years now, it's not yet made it onto the road, so don't expect much in the way of Scott riding prose. Nevertheless, from what I can gather after a brief conversation, Jeff is one of life's characters and as such it should

be well worth a read. The Scott's inaugural run is imminent by the way, so travellers in the North West should take care in the event they encounter a dense patch of thick blue smoke when out and about!

SOC New Zealand Members — The Editor is planning a tour of the South Island during February 2006. If any members would like to meet up for a chat and a half of shandy, he would be very pleased to meet you. Please get in touch, contact details inside front cover.

Scotts in competition — In the New Year the Editor hopes to include advance information of where Scotts can be seen in competition throughout the season. This will allow those who may wish to go along and support our more active dare-devil members. If you're planning any kind of competition activity with your Scott please get in touch for inclusion.

Roger Moss has resigned from his position as the Club's P.R.O. Nominations for a replacement are invited for election at the A.G.M.

A free service to members so quote your membership number. Non-members and businesses may advertise, but please send a donation with your advert. The Scott Owners' Club cannot guarantee the quality or suitability of any items offered for sale in *Yowl*. The list of 'Sources of Supply' are printed for the information of the membership and does not imply any endorsement of the Scott Owners' Club.

Deadline. Copy to be included in *Yowl* must reach the Editor by the first day of the month preceding publication.

For sale: 1949 Flying Squirrel with coil ignition. Matching numbers and with documentation. Machine has been rebuilt with many new parts, including new wheels, brakes and tyres, and includes professionally restored pancake dynamo and distributor. Needs rewiring etc. to finish (new loom and wiring diagram included). As seen. £3,300 o.n.o. **Wanted:** Parts suitable for 1921 Standard Scott 532cc, all parts considered. Les Scott, 01252 325781.

For sale: Petrol tank ex-1949 Shipley. Undamaged with excellent paintwork. £85 or will swop w.h.y. Ian Young, 1 Osberton Road, Oxford OX2 7NU. 01865 514308.

Wanted: Silk motor cycle wanted, late model preferred, but anything in any condition considered. Tel. 01697 476337, or e-mail graham_gash@pentalk.org

Wanted: Pillion footrests, screw-in hinge type, also front stand for 1930 Flyer. Eric, 01624 863252.

GREETINGS FROM THE PRESIDENT

I was very pleased to meet many old and new acquaintances at our Gathering in September. It was encouraging to see such a good entry of machines as well as many spectators enjoying looking at them, especially in the warm sunshine with which we were blessed on the day.

I can assure you that a turn-out like this is very encouraging to those volunteers who put so much effort into organising this annual event.

May I take this opportunity to thank this year's organisers for their work to make it all work. If all of you who attended enjoyed it, feel that you would like to volunteer to help out with the organisation, either before, or on the day, next year, please let one of the Management Committee know either by contacting them direct or by attending the A.G.M. and volunteering. These events do not just happen, they need organising, and are made easier with assistance. There are some Club members who put a lot of time and effort into running OUR Club, including the Committee and the Spares Scheme, both need you full support to be effective. We are lucky to have them.

May I take this opportunity to thank you all for your support and to hope that you all enjoy your Scotting as much as I do. I should like also to wish you all the best for a Happy Christmas and look forward to a great New Year in 2006.

Les Scott.

THE MACHINE REGISTER

The Machine Register has been compiled over a great many years by John Underhill and consists of an index card for each motor cycle recording the year, model, registration number, engine number, frame number, gearbox number, some additional descriptive comments, and the owner when known. It is filed in engine number order as this was the only known method of dating at the time.

Some eight years ago I went through the index cards and put the details on an Excel spreadsheet. I did not include owners' names in order to avoid data protection problems and I was only interested in model, frame number, engine number and year correlation. This was before the Scott factory records became available and I was trying to date duplex frames. The ability to sort the information for all models allowed sequences of frame numbers and dates to emerge that were not previously fully understood.

With John's help I have kept this spreadsheet up to date. There are details of nearly 2,500 Scotts and Silks. The difficulty with this list is that bikes do not get removed if they have been dismantled or, perish the thought, scrapped. What amazes me is the number of Scotts surviving, about 40 veterans, 1,150 vintage, and 500 from the '30s. The remainder are post-war. It prompts many questions. Do all of these really exist now, where are they, who has them, how many of their owners are in the S.O.C. and how many are roadworthy? I suspect that only 10-20% of the 2,500 are in rideable condition. The maximum we have had at Stanford Hall is about 100 and on the Banbury Run 45. There will be many other Scotts ridden in their owner's locality.

The Machine Register should be kept up to date, which is why a new Machine Survey is needed. The first stage is to get details of as many S.O.C. members' Scotts as possible. Later on we will try to get details of non-members' Scotts. I would urge you all to seek out your machine details, complete the enclosed form and return it.

Ian Parsons.

FIVA/FBHVC SURVEY

One of the loose inserts with this issue of *Yowl* is a survey form produced by the Federation of British Historic Vehicle Clubs (FBHVC) — this isn't just another piece of junk mail: we are sending it to you at Club expense because it's important. Do please take the time and trouble to complete it and return it to FBHVC.

It's important because we can't just take the freedom to use old vehicles on the road for granted: in today's world of ever-increasing regulation, we have to fight to maintain that freedom — if we don't, we'll lose it. And that's why FBHVC was set up: The Scott Owners Club is one of over 350 clubs in the Federation. FBHVC protects our interests by engaging with legislators and regulators to ensure that nothing is done to jeopardise the all important freedom to use our vehicles. Representation in Brussels is undertaken through the Federation Internationale des Vehicules Anciens (FIVA), and FIVA employs a professional lobbyist to monitor output from EU on behalf of FBHVC and all other EU Federations.

For the last eight years, FBHVC has been supporting its discussions with UK government with data about the historic vehicle movement in Britain that was collected in 1996. No further data has been collected since, and no similar data has ever been collected in

any other country, which means that the only figures available to the FIVA lobbyist are both out of date and partisan: distinct handicaps in negotiations with European institutions.

FIVA has recognised that it has to put that right, and the survey questionnaire we have sent you is the first step in a major project to collect essential economic data about the historic vehicle movement in this country. The same thing is happening in nine other EU countries so that by Summer 2006 FBHVC will have up-to-date information about the historic vehicle movement in UK to back its arguments in Westminster and FIVA's lobbyist will have data from across Europe to support his case in Brussels.

Some of the questions about spending and income may seem over personal, but they are important and there is no need for respondents to identify themselves. FBHVC guarantees that the individual forms will be treated in total confidence and only anonymised, general statistical data will be published. The FBHVC committee believes that without new data, based on a wide sample and credible analytical techniques, the struggle to maintain the freedom of the road may prove impossible. Please do your bit to make sure that FBHVC can go on fighting for YOUR right to drive old vehicles on the roads of Britain — and the rest of Europe.

NORTHERN SECTION THE DERBYSHIRE RUN Sunday 5th June 2005

For the third of our road events on the Northern Section events list, the weather could not have been better. Dry and bright with light winds, which never increased in velocity throughout the day.

On the sheet we have five Scotts, plus one Silk and friends on various other makes of machines, to explore either of the two routes which participants can choose. The original inner route being 35 miles and the new outer route being 52 miles. Most members chose the longer route, which has the same half-way stop at the Barrel Inn at Bretton Clough.

Taking the first section of the route, which first travels in the direction of Sheffield briefly. Through the hamlet of Ringinglow and then past the climbing nursery slopes at Stanage Edge. On to Thornhill, Hope and Castleton and up Winnats Pass, which has caused problems in past runs.

Then on to the relatively quiet new section, which passes through Wormhill, Litton and Wardlow, typical Derbyshire villages of great charm. Eventually on to Longstone Moor and Edge, with probably one of the most spectacular views on a clear day in the area. Next on to Great Longstone and Little Longstone to Foolow and Bretton Clough.

After refreshments we returned to our start point at the Grouse Inn via Grindleford and Froggatt, no participants experiencing any serious problems along the way.

After distributing mementos, I was pleased to present the Jack Toseland Tankard for longest distance ridden to the event to Geoff Green, who had ridden 38 miles to the start of the event on his 1927 Flyer. Well done Geoff, and thank you for your support in so many of our events throughout the year.

We finished at around 4.30pm, after a marvellous run in the best of company. Many thanks to all members who supported the event. Sincere thanks to you all.

Martin Hodkin.

LONDON SECTION (NORTH)

With Summer well and truly over and the National Gathering at Stanford Hall just a pleasant memory, the focus more on indoor events than riding, although a posse from this Section in the guise of Richard Tann, Laurie Erwood and John Perry ventured north for the Scott Trial and in spite of spending most of Friday pm in the M1 car park, causing them to postpone a visit to Mr Lack's engineering establishment, they had a very enjoyable time and are already talking about next years event.

They each took a Scott to follow the trial on and tell me a lot of people showed a keen interest in these strange old machines in the midst of the moderns. Well, if it weren't for them the Scott Trial would never have been spawned all those years ago. Well done lads and thanks to Roger Tushingham for laying it all on, it seems it could have gained our favourite marque some good publicity.

Unfortunately I had to drop out on the eve of the visit due to the Memsahib injuring her back so the lawn mowing is still not finished!

On the indoor scene, we had our first speaker of the winter season at November's meeting in the guise of Ian Young, organiser of the now well established 'Oxscott' and ex-president of the VMCC, not to mention 13 years as editor of the journal. He gave an interesting talk on his motor cycling life and the 250 plus bikes he has owned over the years — some good, some bad, some for only 24 hours. We had an audience of about 30, a dozen or so up on our usual attendance due to a late mail shot which seemed to wrinkle out a few extra faces, including Jim Best and his good lady, Jan. Now you know where to find us we hope to see you more often!

At next month's meeting on 14th December we propose to spend some of the raffle money on mince pies and sausage rolls etc, so please come along and help us devour them, then we shall present the rest of the season's raffle takings to our hosts towards their roof repair fund.

I'd like to thank Richard Martin for running the Section raffle throughout the year.

The London Section (North) would like to wish all other sections of the S.O.C. a Merry Christmas and enjoyable riding in 2006.

Colin Morris.

PS: I have only enough components left to make two more biscuit barrel type petrol tanks, long or short Sprint Special type. I definitely won't be getting any more manufactured after these have gone, as my tame tinsmith is finally hanging up his soldering iron.

SPARES SCHEME UPDATE

Just a note to say thanks to all members who supported the Spares Scheme at the Annual Rally. It is always a pleasure to meet new faces and have the chance to catch up with longer-standing Club members. If anyone is waiting for a magneto sprocket I have just taken delivery of a batch of newly-manufactured sprockets with both large and small tapers. Please feel free to contact me in daytime hours on 01550 720628 or by e-mail at gill@myddfai.com and don't forget that a full list of available items can be sent on receipt of an SAE.

Gill Swan.

LONDON AND SOUTH EAST SECTION

Post-Christmas Lunch 2006

It is that time of year again to invite Section members and their partners to join in a buffet-style sit down lunch as in previous years. The lunch will be on Sunday 12th February 2006 at the cricket club in Normandy down here in Surrey, mid way between Guildford and Aldershot, just off the A323. Access to Normandy is easy from the M25, A3 and A31, and there is plenty of parking available.

The cost will be £8.50 per head (this includes a glass of wine with lunch); other drinks are available from the bar. Payment is in advance as a definite booking, cash or cheque (payable to L. Scott) at the address shown on the inside front cover of *Yowl*. For further information please telephone me at home on 01252 325781. This event is not restricted to London Section members, but all applications for bookings must be made before the end of 2005.

Please state if vegetarian or similar food will be required.

Les Scott.

NORTHERN SECTION

Re-run of the Scott Trial (1928 course)

Sunday, 11th September 2005

On the way to this event, as I rode out of Sheffield towards Penistone, I was greeted with heavy showers which intensified as I rode towards Huddersfield. Thankfully, as I entered the outskirts of Huddersfield and progressed towards Bradford, the rain ceased and the weather pattern for the day was set. Dry, bright with some sunshine and reasonably warm at most times.

I have to say that this 1928 Re-run was more eventful than I would have wished for, but more of this later.

As usual, Mr. Williams, the owner of the car park at Burnsall, had coned off the corner of the car park for our use. This is something he has done for both our events that we run from Burnsall for many years and is greatly appreciated by all Northern Section members.

Not long after arrival I was joined by ten other members on their Scotts, to take part in the Northern Section's last road event for 2005. As in years previous, we used Maurice Rispin's excellent route which shadows, where possible, the course of the original 1928 Scott Trial. Members will recall that the winner of the event is decided by a question sheet, assuming that all members have completed the course. These questions are gleaned from the *Yowling Two Stroke*, which contains a treasure house of information.

After distributing route maps and question sheets, the road trial commenced shortly after midday, with Burnsall once more reverberating to the sounds of Scotts in action. This course has many interesting features, the ford near Barden Tower requiring progress to be maintained at a good speed in order to tackle the steep climb beyond the ford.

It seems that somebody in the locality of the Run has taken to collecting signposts! At least two were missing on the route, which did cause some problems of a minor nature to some participants. All members taking part in the event arrived at the halfway stop at the Old Mill near Pateley Bridge and after a short break we resumed the Run.

Most unfortunately, this is where my own personal problems started. I was about to leave the car park when I realised my rear tyre was half deflated. The use of tyre sealant and reinflating the tyre seemed to do the trick, but unfortunately only for a few more miles. I eventually had to abandon the Run and pass the question sheets etc. over to Geoff Green, who returned to Burnsall to wind up the event, while I waited for recovery, as whatever the problem was, had shredded my rear inner tube.

The winners of the Eric Langton Trophy for this year were Geoff Green and Tim Sharp, who tied with the same number of points and therefore hold the trophy for six months each.

My sincere thanks to all members who supported this event. Once again a most enjoyable day and despite setbacks, in the best of company.

Martin Hodkin.

2005 ANNUAL GATHERING

Our National Gathering on 4th September was blessed with a perfect day weather-wise, which in the near perfect surroundings at Stanford Hall, enhanced the day's proceedings.

Once again Les Allsop supplied some excellent mementos, this time depicting the 300cc model Scott of the early 1930s.

This year we had 55 machines signed in for our long-serving Club Registrar, John Underhill, to scrutinise and judge. The condition of many of these machines was exemplary, which would have made John's job even harder. Most models were well represented and included eight two-speeders, eight TT Reps and two Sprint Specials, plus, of course, many Flying Squirrels from a broad spectrum of years, Birmingham Scotts and two Silks.

After last year's problems with the sound system, we did acquire a new radio microphone, which I hope enabled all members to hear what was being said, both with announcements and the presentation of the prizes and raffle.

Could I sincerely thank all members who brought raffle prizes to the Gathering. I was truly overwhelmed by your generosity, as the prizes mounted up on the table. On that subject, could I express gratitude to our raffle ticket sellers, John and Janet Blake and Don Payne and Stella, who between them sold more raffle tickets than I can ever remember being sold before. This enabled me to send a cheque for £309 to Colin Pinder for raffle ticket and programme sales, when running expenses and the hire of the site for next year had been deducted. Thank you also to Martin Brench for drawing the raffle, which considering the number of prizes, was a mammoth undertaking.

Martin and Roderick Brench manned the signing-in table for the duration and continued past 1pm to catch any late-comers, and sold many programmes to enhance the total collected on raffle ticket sales. Les Allsop was very active in helping with the collation of the trophies. Many thanks to all members who helped at the Gathering or offered to do so on the day. Including, of course, John Underhill and Ian Parsons, Ian delivering the Gathering equipment to Stanford Hall at the start of the day and picking it up at the end of proceedings. I have included a letter from the Stanford Hall organisation for publishing along with this report.

Incidentally, one of our most deserved awards, the Visitors Award, went to Ray Matthews, who had travelled from Australia to attend the Gathering.

The prizes were presented by our new President, Les Scott, and the awards list is as follows:

<i>Class</i>	<i>Award</i>	<i>M/C</i>	<i>Winner</i>
Best of any class	Premier Award	11	Brian Marshall
Up to 1925	Frank Phillip Cup	39	John Waghorn
Up to 1925 runner-up	Midland Trophy	3	Gus Pullen
1926-1930	Late Vintage Trophy	34	John Phizacklea
1926-1930 runner-up	Candelabra	52	Rex Willis
Best Shipley (from 1930)	Stan Mountain Award	33	Tracy phizacklea
Best Shipley runner-up	Dallon Trophy	46	John Rose
Best Birmingham	Matt Holder Memorial Trophy	17	David Chaney
Best Birmingham runner-up	Phil Smith Award	6	P.J. Flower
Best Silk	Silk Shield	19	Keith Squire
Best Sidecar	Taverner's Award	36	Ellis Billington
Best Competition Machine	President's Trophy	30	Alan Cooper
Best Modified	Bill Hodge Memorial Shield	28	Mick Vockins
<i>Long-distance Awards</i>			
Vintage/Veteran	Sheffield Cup	16	Jeff Reed
Post Vintage	E.A.M. Bowl	55	Dave Helliwell
Silk	London Trophy	48	Stuart Nixon
Birmingham	Silkolene Trophy	45	G. Flint
Oldest Scott ridden to the Rally	Mountain Trophy	36	Ellis Billington
<i>Other Awards</i>			
Clubman of the year	George Silk Shield		Colin Pinder
Best <i>Yowl</i> contribution	Owen Tyler Trophy		Geoff Case
Visitors Award			Ray Matthews
Egg Boiler Award			Joe Diver

FOOTNOTE: Roderick Brench has volunteered to run and organise next year's Gathering, which will take place on 3rd September 2006. In this task he will be helped by his father Martin, and I will give all the assistance I can personally to both Roderick and Martin.

Roderick is one of the few younger members of our esteemed Club and I would like other younger members to assist him on the day. So putting our Gathering onto a whole new dimension. Yes, it is hard work, but you do get to meet some fascinating people and, incidentally, some of the most genuine and helpful individuals you will ever wish to meet.

Martin Hodkin.

SCOTT TRIAL — 2005

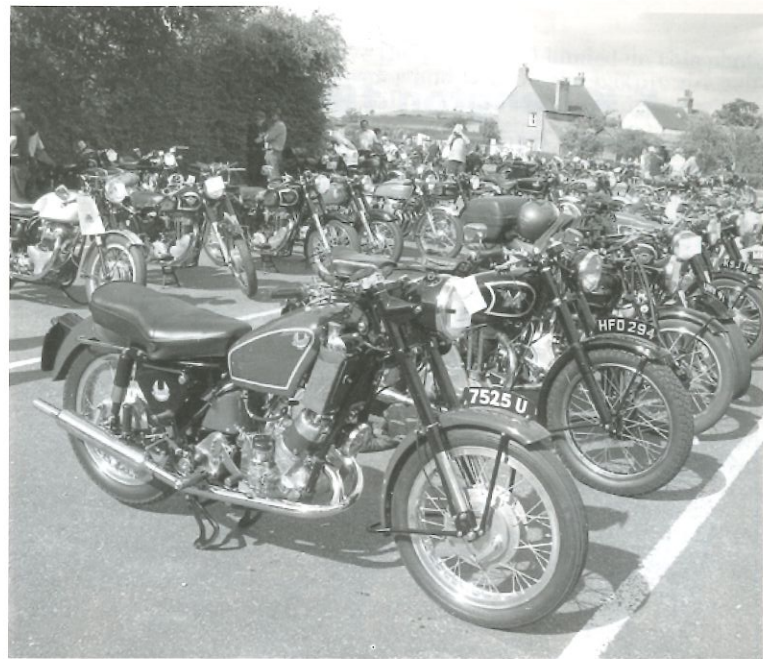
A good turn-out of 12 Scotts attended the Scott trial on 23rd October to continue the marque's association with the "greatest of all trials". A good cross section of machines they were too, from Eric Alderson's 1914 two-speeder all the way to Jim Mitcheson's Birmingham Scott. Most riders sensibly chose to trailer their bikes to the start (8.00am, late October in the high Dales is not the most clement place on earth) but Jim arrived bright eyed and bushy tailed, bang on time, after riding all the way from Doncaster, much of it in darkness. All went to plan on the day, as the riders followed the action, enjoyed a special Scott Trial 'Pit-Stop' lunch at the CB Inn as well as showing the bikes off to the many interested spectators. John Hodges and Gill Swan together with your Editor shared the honours for wipeout of the day. John performing an involuntary 360-degree spin on wet grass with Gill on the back (Gill never flinched — very well trained) and Roger sliding down the road on his backside and elbow, as he struggled to bring his three-speed Super to a halt. The latter incident caused some mirth and amusement to some of his 'friends' in the following car, but fortunately, it was not witnessed by any of his other 'friends' on their Scotts.

Graham Jarvis has made the Scott Trial his own in recent years and notched up his seventh win to equal Sammy Miller's all-time record. He was a convincing winner in one of the highest quality entries for many years, he lost just 29 marks (16 observation plus 13 time) to beat the next placed riders, both past winners, Steve Colley on 59 and Wayne Braybrook on 60 marks lost. Graham commented after the finish that it was the toughest Scott he'd ridden so far, with the wet conditions making much of the in between going very slippery and difficult. Ian Austermuhle recorded the fastest time of 5 hours 10 minutes and 23 seconds, with just 78 of the 200 starters completing the course within the time allowed (fastest time plus two and a half hours). History was made this year by Maria Conway who finished in 71st position, the first lady to complete the course as an official finisher, since Mary Driver picked up a coveted Scott Spoon back in 1962.

It was great to see so many Scotts back at the trial again, we hope to repeat the exercise next year so please mark your diaries, Saturday 21st October 2006.



Happy faces after the Scott Trial lunch stop at the "CB" Inn.



SCOTT'S AT QUANTON — 29th AUGUST 2005

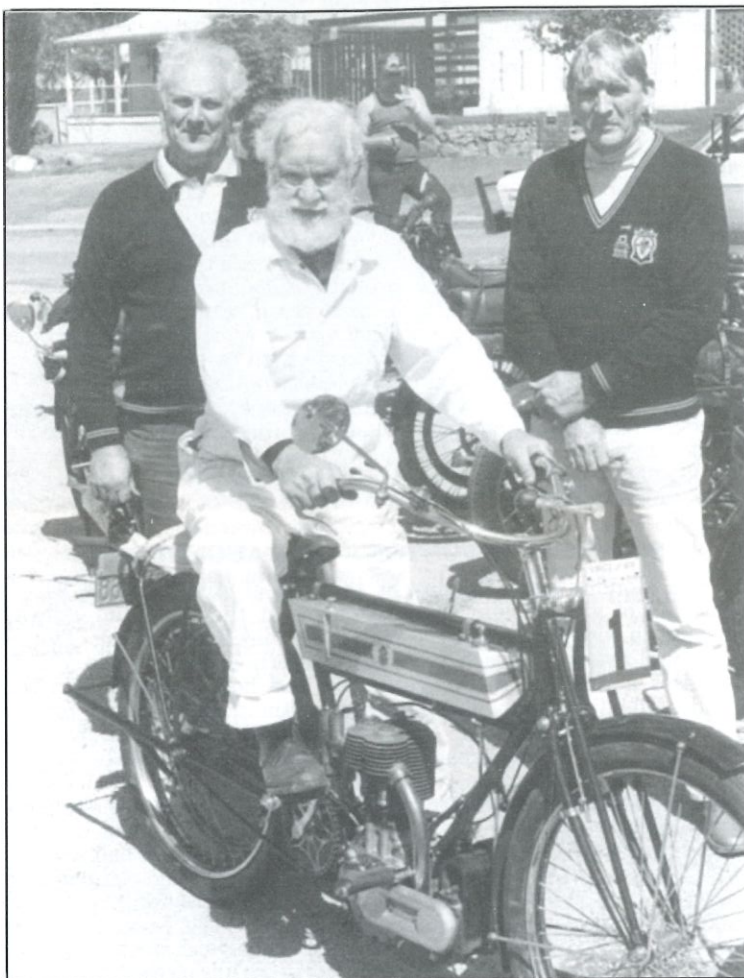
On the Monday bank holiday at the end of August there was a gathering of vintage and classic vehicles at the Quainton railway museum to complement the steam trains they had running. This is an annual event and each year the Chiltern Section of the VMCC organises a ride out to the gathering and has the bikes join the parade. On a fine sunny day, the VMCC gathered in Chesham for the ride with four Scotts in the group of about 30 bikes. On arrival, we joined the other bikes already there and formed part of the overall display of old bikes and cars in the car park. There were also a couple of other Scotts that had made their own way there, thus making six in total. The organisers said there were just over 100 bikes in total, which means that the Scotts were 6% of the total — not bad when it is realised that most were post-war classics. This also compares to two Rudgets and three Vincents that joined in. As I doubt that Scotts make up 6% of the target group of attendees, does this mean that Scotts have lasted better than most, or that they were owned by people who were proud to keep them for being different.

There was also a concours review of all the bikes, but only one of the Scotts had any chance at this! Towards the end of the day I made my way back to the car park to see that the Scott had won one of the five prizes for bikes. The bike was a maroon Birmingham model, registration 7525 U. It really did look good and, unlike mine, no oil drips from the gearbox either. This was definitely a good advert for Scotts.

Colin Hough, C. Eng.

E K Langton 1907 - 1999

foundation member & life member of VMCC of WA



Eric Langton on the occasion of his 80th. birthday riding his 1908 Triumph in the Beverley to Perth event of 1987. Photo taken at Toodyay during the lunch break.

ERIC LANGTON

Trawling through his hard drive the other day I landed on this photo in my Dad's computer. The header and text on the picture are self-explanatory. The Langtons are part of Scott history and Eric will be remembered by many of the S.O.C. older members. I do not profess to know much about Eric, but Dad knew him well from about 1985 up till his death. In the photo the other characters are Ray Oakes on the left of the picture (sometime President of the VMCC of WA) and my father on the right, at that time secretary of the pre-'31 section of the club. Sadly Eric is not riding his '26 Super; he was a fanatical campaigner of single speed belt drivers in his later years and regarded anything with gears as a bit easy. Dad only recollects seeing him on the Scott two or three times in 15 odd years.

The Beverley to Perth is a pre '31 event the VMCC of WA put on every year. It is about 130 miles of undulating and winding country roads, starting from Beverley town some 80 miles from Perth and finishing on the outskirts of the capital city. It's to commemorate its first running in 1904 and was probably the oldest motor cycle only race in Australia, if not the world. Research done in 2003 for the centenary has failed to prove otherwise. Certainly there are older races, but these were run in conjunction with cars.

Actually, we have only just completed the 2005 run on the 4th September. Dad had the '26 Douglas, I rode the '29 TT Rep and brother-in-law Chris the '30 GTP Velo. All three finished the run. We had 21 starters in all but, sadly, no veterans this year, the oldest was a 1920 Harley.

As a further bit of news from 'down under'. Dad has just finished restoring a 1949 Shipley Flying Squirrel, engine number 5219, frame number 5124, for a friend. This bike has been in storage for some seven years with a 'duff' motor, but is most amazingly original, even down to headlight glass, dip switch, control levers etc. The only mods are springs in the forks and a speed reducer on the oil pump. We were astonished at the lavish use of real red fibre Simmonds nuts all over the machine. Leftovers from navy contracts perhaps!

Ian Terry, Perth, Western Australia.

Dear Roger,

Let me introduce myself. My name is Daniel Rodd and I am the "17 year old lad" that you mentioned in the June issue of *Yowl*. I thought you might appreciate a bit of input for the mag so here it is!

Me and my dad have always been into vintage and classic bikes, my dad having a penchant for BSA M21s and me being enthusiastic about Scotts.

I started looking for one a few years ago, but couldn't really find anything in my price bracket until earlier this year when I found a Scott on the internet auction site ebay. Although it was not running, I thought was rather cheap and to my surprise my bid was the highest and it was mine!

I have little information about my type of Scott, but from what I was told by the previous owner (a plate dealer, unfortunately) and from what little info I can find on this type, it's a late 1936 (registered early 1937) 600cc Squirrel tourer, fitted with a Reynolds rear plunger frame (not an attachment as featured in the third Scott

selection) which was apparently made by Reynolds for Scott from about 1936 to 1938.

I would be very interested to find out more about my bike, in particular I would like a copy of, or information from, the Scott factory despatch books, as this would reveal a lot about the bike.

Other unusual fitments are Sunbeam S7/S8 front forks, a large Marchal headlamp, a large valanced front mudguard and a long side stand. The bike has only had four previous owners, so I'm sure it has at some point in its life been owned by a Club member, so was wondering how I would go about trying to find out its history?

Since buying it I have had the magneto rebuilt by FTW Motorcycles; from the report given to me by them, it seems that the previous owners claims that it was running "about six months ago" were quite untrue! I've just resoldered a small leak on the radiator, which has been adapted to give greater clearance for the larger forks. I have many more 'recommissioning' jobs to do on it, including setting up the dreaded pilgrim pump but I'll get there in the end.

I went along to the Scott gathering last week and bought some bolts and a crankcase drain plug, which I needed, from the excellent Spares Scheme stand, and I hope that next year I shall be able to ride my Scott to the gathering. I was very impressed with the Scotts that were there this year.

I would like to thank all those on the Internet forum for the Scott Club who have given me advice and help in the early stages of my Scott ownership.

So there you have it, the future of Scotts is not completely dead, as I intend to keep mine and continue to be a Scott enthusiast for many more years to come. I'm obviously one of those 'love it' types and not of the 'hate it' variety that I keep reading about!

All the best, Daniel Rodd.

CASH FOR CLUBS SCHEME TOPS THE £3,000 MARK!

Mortons Motorcycle Media have now donated a total of over £3,000 to motor cycle clubs large and small across the country and are hoping to give out a lot more in the future.

The 'Cash for Clubs' scheme was started over a year ago by Mortons, the magazine publishers, to help give something back to the many clubs that form the backbone of the classic bike scene. Since its launch the scheme has gone from strength to strength with now over 70 clubs participating.

As bike enthusiasts and club members themselves, this fervour and commitment comes over in the magazines they publish and is why Mortons are one of the world's largest independent publishers of classic motor cycle titles.

The idea behind the scheme is simplicity itself — every time a club members subscribes to one of Mortons' magazines, the company donate £5 to the club.

It is important that members of clubs that have registered with the scheme state they want to be part of 'Cash for Clubs' when they take out a new subscription or renew their existing subscription, this can be done over the telephone or by filling in one of the forms supplied to the club. It is also important to note that the £5 donation is for each magazine, so if a member subscribes to two or more the club will receive £5 for each different magazine.

Course de côte en Alsace

Les Suisses en sont friands

Cent-cinquante
anciennes
d'avant-guerre,
ambiance festive
et temps splendide.
La 14^e course de
côte du Gaschney,
qui s'est tenue
les 16 et 17 juillet,
a séduit
les engagés comme
les spectateurs.



This photo is taken from *La Vie de Moto* (A French classic motor-cycling weekly) dated 15th September 2005. It is of a Mr. Theo Muller on his 1929 TT Scott at the 14th annual race meeting at Gaschney on 16th/17th July. It would appear that he is a regular at the circuit. Roger Hulett.

Dear Editor,

I feel I must clear up a few misunderstandings in your piece about my two-speed racer on show at Donington Park Museum, mostly due to my poor hearing and the interview being in the open air. It is a Squirrel, not a Sports Squirrel, although it was the first sports model made. John Underhill informs me it was despatched from the factory on 9/7/23 to agent F. Snape and Coy of Weatherby. Early '23 models had a stirrup front brake like a pedal bicycle and a shoe brake operating on a rim underneath the teeth of the open rear sprocket. When found it had the separate oil tank and the 5" front brake, but still had the lug for the stirrup front brake, which I used for a twin brake conversion balance lever. The carburettor I used eventually was a TT25 AMAC, my favourite vintage carb (Thank you members Frank and Ordish for providing me with details of varieties of these). A more mundane carb is now fitted. Doug Mackay fitted the plywood crankcase door 'stuffers' in the sixties and they are still there. I haven't the heart to change them. I certainly did not win a Vintage Cadwell meeting overall, but merely a vintage handicap, thanks to a favourable handicap.

The serious error is the statement that there is now a conventional plate clutch for low gear. I am not that clever. The operating arm you can see on the close-up picture is from a conventional gearbox and

presses on an extended gear push rod.

Now a word about twin plugs. I think Scotts were using up blocks left over from early racing machines with twin spark magnetos. MY late eldest son Roger and I experimented with twin plugs on our tuned push-rod racing Nortons and found no benefit when they fired together, but a worthwhile increase of power if they fired some five degrees apart, as found by experiment with dual ignition systems. The increase was obvious because you could run with less ignition advance, so were not "knocking the piston back so much". The snag was if one plug stopped firing ignition was too retarded to keep going. Maybe Nortons found this when they tried twin plugs in the Isle of Man in the thirties.

Titch Allen.

Dear Roger,

Please find enclosed some proposals that I would like to be discussed at the Annual General Meeting. I should be most grateful if you would publish them in the next available edition of *Yowl*. I would like Club members to write to me with their thoughts on these proposals and I would also like someone to second them if they are acceptable.

I am not sure whether the Club rules allow postal proposals at the A.G.M., so there may be a UK-based member who agrees with them and who is attending the A.G.M., who would be willing to propose them on my behalf. I feel very strongly about this matter as a large proportion of Club members are disenfranchised at the present time.

I wish to put forward the following proposals to be discussed at the A.G.M. 2006:

Proposal 1 — Postal voting

Any fully paid up member of the Scott Owners' Club who is unable to attend the Annual General Meeting shall be entitled to register his vote for any proposal with the Club Chairman prior to the meeting, providing that the vote is received by the Chairman at least three days before the meeting.

Proposal 2 — Submission of proposals

Any proposals which are to be discussed at the Annual General Meeting that propose changes to the Club Rules, or that are nominations for the Club Committee, must be submitted to the Club Chairman at least two months before the A.G.M., together with the name(s) of the proposer and seconder and, in the case of nominees for Committee membership, acceptance by that nominee.

Proposal 3 — Publishing of proposals

All proposals that are received by the Club Chairman prior to the A.G.M. must be forwarded to the Membership Secretary/Magazine Distributor in time for him/her to include the proposals together with a postal voting form in the April *Yowl*.

Proposal 4 — Proxy voting

Any fully paid up member may appoint another fully paid up member to vote on his/her behalf at the Annual General Meeting, provided that he/she has notified the Club Chairman in writing that he/she is so doing, and has the written acceptance of the member appointed as proxy. A member may not submit a postal vote AND appoint a proxy for any previously published proposals.

Yours truly, **Roger Hulett,**
Tounet La Gare, 31480 Puysegur, France.

Editor's note:

Text of a letter received by Ian Parsons from the administrator of Stanford Hall, following the 2005 Scott Annual Gathering. Well done to everyone who didn't drop litter — what a super bunch of well-behaved chaps we are!

Dear Ian,

It was very nice to see you last Sunday albeit a very brief meeting at the Main Gate and I hope that you and Martin both thought that the day was a success and that your numbers were satisfactory. You certainly had a good day as far as the weather was concerned which I am sure must have also helped the attendance at Winwick Fete.

Martin came to see me in the office about next year and as a result of that I have made a firm booking of the Stables/River Site for the Scott Motorcycle Owners' Club Rally for Sunday 3rd September 2006. I have to say that Martin was very efficient and paid the Site Fee of £35.00 for your 2006 Rally — a year in advance. The Midlands Austin 7 Car Club will, as usual, be next door to you on the Concours Site.

I am very grateful for the way in which your Site was left at the end of the day, it is a great help to us and we really do appreciate it. Would you please pass on my thanks to whoever was responsible for picking up any litter that was left.

I will send you the usual pack of literature and Free Admission Tickets later in the year.

With best wishes.

Yours Sincerely, Robert G. Thomas, Administrator.

During my stay in the U.K. from January 1952 to mid 1954, I rode my Scott and sidecar from my residence in Fockbury (opposite Clock House), near Bromsgrove, Worcestershire, to many places ranging from Falmouth in the south to Edinburgh via Paisley (east of Edinburgh) in the north, returning via the east coast.

I converted the combination to carry three, my daughter Margaret in the front, my wife in the centre, and provision for a sliding cot for my son John in the rear, the sidecar wheel was fitted with a 'Silentbloc' bushing centre to provide some springing. The cold weather necessitated my wearing a 'Stormguard' coat on most occasions and the bike itself was fitted with a 'Feridax' windshield, footrest guards and handlebar muffs. The weather was generally wet and cold, on one occasion the gearbox sprocket became embedded in ice, it was fixed by pouring boiling water over it. Harry Langman (now deceased) advised this was fairly common; at that stage he was located in Birmingham and advised me on repairs, timing, tuning and oil pump settings. I connected the oil tank to the petrol tank and fitted a separate oil tank with rear chain oiler. I believe my Dowty air forks were later converted to spring operation only. The front brake had dual brake shoes in the drum with a balancer pulley at the top. (This, I think would make the bike a 1947 model, or maybe later. Ed.) The only trouble experienced during overhaul was a broken gudgeon pin on the R/H side, this must have occurred due to over revving when my foot slipped off the foot gear change lever. Prior to going to the U.K. I endeavoured to buy a two-speeder, but could not agree on a price. Unfortunately I had to sell the outfit to Geoff Milnes to finance my return to Ipswich.

Regards, E.G. Cross.

Ed. — Reprinted from Overhung Cranks, S.O.C. Australian Section Spring (October) '05 issue.

Dear Roger,

Many thanks for the photo and the magazine, the 1928 TT6 looks just as I remember my old Scott. However, as it is almost 55 years since I rode a bike on the road I think I am a bit past it. I will stick to gliding, at least there is a lot less traffic at 3,000 feet. I have put a few notes about TT4 which may be of interest.

I found the Scott in a barn in Thornton, near Bradford, in late 1949, where it had been dumped, I think, before the war. It cost me £8 and I got it back home to Baildon where I cleaned it up and got it going with a glorious smell as it had been run on Castrol R (not good for the crankcase). It was fitted with, I think, a racing silencer which consisted of a can with a circular baffle, quieter than an open pipe, just, but not quiet enough for the local police. I therefore cut the can in half using the first half as an expansion chamber and fitted a Burgess type silencer in the rear section. After some experimenting I found that restricting the tail pipe to $\frac{3}{4}$ " dramatically improved the performance and made the Scott very quiet on small throttle openings.

One Summer evening I took my then girlfriend to Burnsall when, on the way back, a small piece of the crankcase fell out and we had an interesting trip home on one cylinder. I then had to do a full engine rebuild, including a replacement crankcase and as the cylinders and pistons were in poor condition, a rebore and new pistons, all done by Ken Hirst. However on start up the engine seized and as I was to go on holiday the next morning drastic action was called for. Careful application of Redex and Brasso worked wonders. On holiday we stayed in Coniston and met two young men with a new Velocette who were following me with my brother on pillion, when I looked round they were gone. I stopped and a passing motorist stopped to ask if it was my friends in a tree half a mile back. I went back and found they had tried to follow me round a bend, not made it, hit a pile of gravel, took off and landed in the fork of an old tree, fortunately with little damage to the Velocette or riders. It took some getting down.

Another time I was facing downhill at the Fox Corner traffic lights in Shipley with a bus behind me when the engine, unknown to me, changed rotation and when the lights changed I shot back into the bus. I don't know who was the most surprised, the bus driver or me.

Another wet night I was going to Leeds and just passing a fire engine when the mag commutator started tracking with a 10' sheet of flame out of the exhaust. I stopped to dry out the mag and was surrounded by a full team of firemen all trying to put me out. I also went in for my driving test on the Scott, but with a combination of a very high first gear and the engine set a bit oily, I ran out of plugs and failed. I never did pass for a bike.

My Scotting ended on 5th November going to a fire in Leeds when a new Jowett estate turned across my bows and I just had time to lay the Scott down when I hit it. The Jowett was a write off, Scott mag bolts broken and bent foot pegs, and me repairable. The Scott was sold on father's insistence to a local plumber for £8. I tried to buy it back but it had been stolen.

Some bit of this may be of interest.

All the best, **Peter Young**, Oxenhope.

CUSH DRIVE MAINTENANCE

Sheer neglect or what?

My last article ended by posing the question of what was the most 'neglected' part of a Scott. Had any thoughts? Well, it's not the primary chain, as they don't live long enough to feel neglected, nor is it the necessity to grease the outrigger bearing or top up the fork oil. No, it's the rear hub cush-drive. When did you last check if the rear drive sprocket was running true?

Not only that, but to add to the eccentricity of the sprocket not running true because of wear, many never ran concentric even when new — judging by the number of new hubs I have checked. So next time you remove the rear wheel, spare a few moments to check out the cush drive.

Disassembly is simple, just remove the sprocket and the retaining ring, and the sprocket carrier and cush-drive rubbers will pull out. Now replace just the sprocket carrier, and check if it is a good fit over the hub. Chances are it will not be, given they are very prone to wear, especially if they are only get greased every Coronation Day.

To cure a worn or loose cush drive is relatively easy and cheap, the only downside being the wheel will need to be dismantled, unless you have a mate with a jinormous lathe. Assuming you have the hub separate from the rim, begin by removing the spindle, then re-assemble the bearings in the hub.

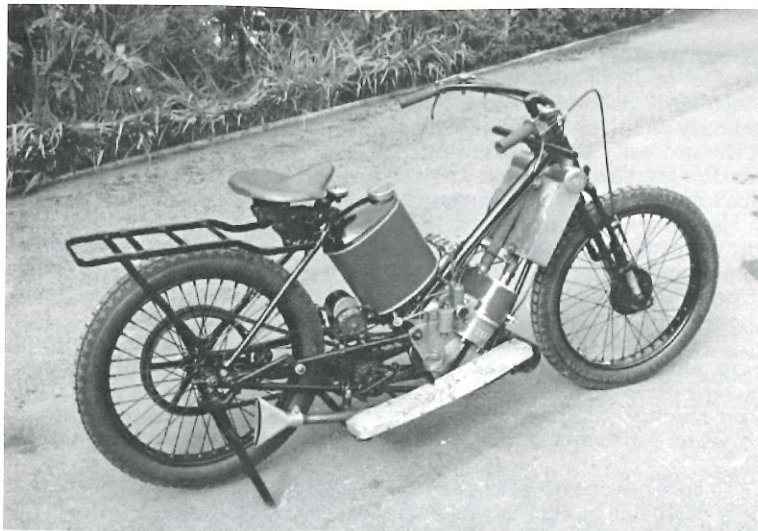
You will now be able to mount the hub between centres on a lathe, and having checked the concentricity of the cast-in sprocket carrier sleeve, it can be trued up by re-machining. Next, the sprocket carrier will need to be mounted in a four-jaw chuck and trued up using a dial type indicator locating on the shoulder which centralises the sprocket. Again, machine out the sprocket carrier to true up any eccentricity. Don't be afraid to remove material from either sprocket carrier sleeve or the carrier itself, for as you will have guessed by now, a bronze bush will need to be turned up to replace the removed material. A piece of bronze can be obtained from any good autojumble or metal supplier for a few pounds.

However, don't aim to make the bush an interference fit in the sprocket carrier, as any shrinkage upon fitting will be hard to accurately remove. Instead, make the bush a slide fit, and cement it into the sprocket carrier with Loctite 638 or similar. Make sure the cush drive rubbers are in good order (they can be obtained quite cheaply from the Lady of Llandoverly), and coat them liberally with rubber grease when fitting.

A few final tips. Whilst you have the hub in the lathe, take the opportunity to true up the brake drum — but don't remove more than the absolute minimum amount of material, otherwise you will seriously affect the braking characteristics. Also, junk the old wheel bearings and fit modern sealed-for-life ones — they only cost a few pounds. Finally, if you only need to replace the sprocket carrier, try to get a cast-steel 'Shipley' one, as the alloy ones used later by Aerco Jig and Tool only last about two thirds of a fortnight.

In the next issue we will discuss the biggest single cause of vibration — and it's nothing to do with engine balance! In the meantime, always remember that you can best judge a person's honesty by his lack of friends.

Stan Thomas.



The Vintage Motorcycle Club's George Reed Scott as it nears completion of its refurbishment by Robert Lemon of Arnside. Robert has done a great job particularly as this is the first Scott he has worked on. He has had assistance from Ted Sharp and a little from me. The engine started easily after the rebuild but the early Binks carburettor (a type I have never encountered before) has proved difficult to set up, an experience I learn has been met by others.

Arthur Fogg.

ROGER MOSS SCOTT UPGRADES

Big-end bearing cages — these are a genuine boon to a Scott and reasonably priced given the work involved. They are available now from Moss Engineering at £150 including rollers; see address inside back cover.

Please also see the hand drawn graph, which is a composite of different test runs on an H&F water brake dyno.

The L/H margin shows both torque in lb. ft. and power in corrected b.h.p. All readings are taken from the gearbox output sprocket.

The higher readings are torque and this is the first occasion in the experience of the tuner/dyno engineer, Dave Holmes, that the torque has shown higher on this graph than the power.

A normal good 600cc Scott will produce approximately 18 b.h.p., so would not show on this graph.

Gas flow tuning adds approximately ten b.h.p. to 28 b.h.p.

A resonant pipe will add approximately another ten b.h.p. to give 38 b.h.p.

The lower dotted black lines are from an open Siamese underslung pipe.

The black full lines are from a 1996 test of my bike with a Siamese mild resonant pipe.

The red lines are from a new engine with different separate resonant

pipes produced by Moritz Tauber.

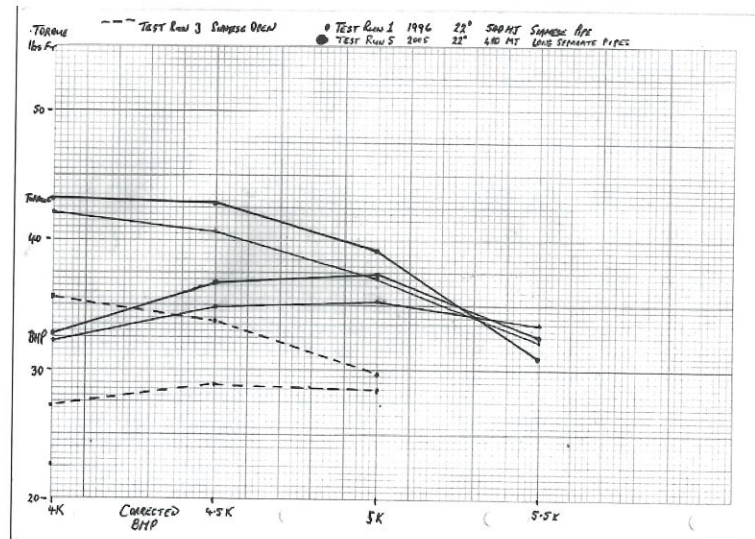
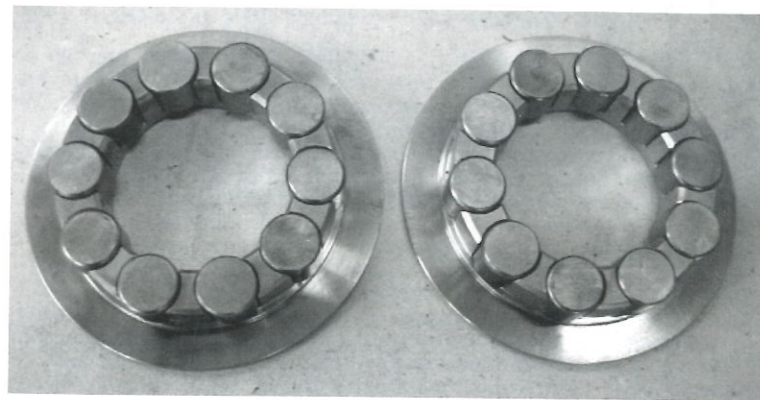
At the last Cadwell meeting of the season, we were treated to a race with three classes in together: vintage unlimited to 1934, specials unlimited to 1972 (included 650 and 750 big twins) and 500cc machines to 1962. This latter class included three 500cc Manx Nortons.

The Scott won overall, and later in the season the Champion of Champions series was clinched, so the Scott wears the number one plate next year.

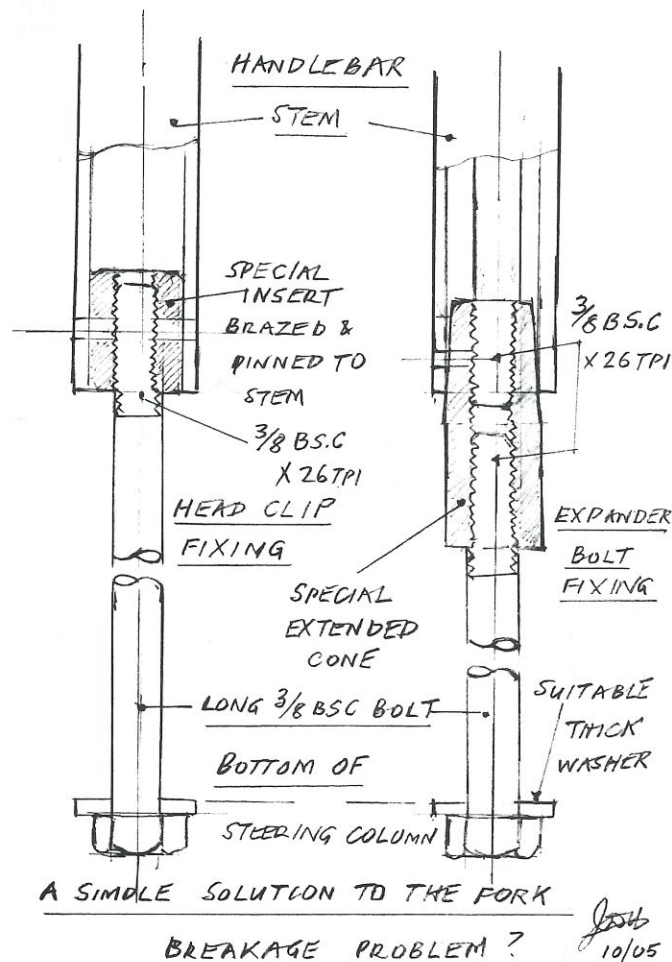
We are experimenting with new designs of Siamese pipes to see if we can extract a little more power and still keep the high torque and spread of power. I am hoping to update my Silk Scott with such an engine in the future.

Another future ambition is to take the bike to New Zealand in February to compete in the Puckekhoe classic races.

Roger Moss.



MORE ON SCOTT FORKS



Dear Roger,

With reference to recent correspondence relative to two-speed fork breakages. I enclose a sketch of a possible simple solution involving modifications to the handlebar stem only, for those who want belt and braces! *Headclip fixing type of handlebar stem*

The headclip fixing is a crude arrangement whereby the 1" diameter handlebar stem is gripped to the steering column by the tightening of the head clip bore and distortion of the column $1\frac{1}{8}$ " o.dia. The modification requires the making of a special insert (tight fit in bore of handlebar stem) brazed and pinned in position, suitable long $\frac{3}{8}$ " BSC bolt and washer. It would be necessary to unscrew this bolt completely to remove the handlebar.

Expander bolt type fixing of handlebar stem

This modification requires the making of a new special extended cone (or welding an extension piece to the existing cone) suitable long $\frac{3}{8}$ " BSC bolt and washer. It may not be necessary to unscrew this bolt completely to remove the handlebar, but care should be taken to engage the cone pin with the slot in the handlebar stem on re-assembly.

Best wishes, **John Underhill.**

Dear Roger,

Having read in October *Yowl* re the various comments on Scott forks. Again, further data, based on the past 30 years experience in repairing these, well at least five lots of two-speeder, the last set (crown tube fracture) for a 1930 'short steering head model' two speeder.

After exhausting the various comments, I arrive at the same conclusion: METAL FATIGUE. Although B.E. Robinson's letter cocks a snook at this.

Without doubt, when restoring a Scott, early to the late 1920s, having the slider (tele) forks, have the crown tube replaced — as Tom Ward did as a matter of his choice, when renovating these.

The crown tube appears to be the most highly stressed component. The front slider fork may bend, due to a more powerful front brake fitted, the upper tube $\frac{7}{8}$ " diameter slider fork spring box slider will wear 'wafer thin' and remain OK. The breakage always occurs, carbon copy, in the same place 1" upwards of the bottom ball race.

So, the new replacement crown tube wants making from the same 'good stuff' — WHAT! Here, a minefield: EN-24, EN-16, EN-19, EN-9 — NO! Whilst offering the ideal resilience (EN-24 especially) does not lend itself to a brazed or sweated joint. A. Easiflow/sil solder does not adhere; B. On cooling, induces brittleness (chill harden).

Personally, whilst not altogether a correct way to go, is to use the 38 to 40T tensile EN-8. Machine the tube from HMM — $\frac{1}{4}$ " diameter (32mm x 12" L). Being a purist, the finished component is 'carrotified', if you could get EN-8 in thick walled drawn tube, the better. However, if you go down this route, DO draw file inside of the tube AND NO sharp edges. I've had no breakages up to now, but would welcome constructive criticism on this method.

I have used ex-stock, NEW, Lambretta LD/LI forks. YES, purchase from C.H. Duckworth (York), in primer, where I promptly cut out the tube required. The main diameter was at $1\frac{1}{8}$ " diameter, well, $\frac{2}{3}$ thou minus. Also those familiar, the tube is wasted in the centre of its length — outside only having a 19mm through hole. This material, whatever it is, again hasn't given any trouble over the past 25 years.

Have we any members who are occupied in power station work? Messrs Mitsubishi/Babcock (Babbies) carry a full range of HT solid drawn chrome vanadium moly tube.

Another way to go about this, of course, is to contact Percival Brothers and Webb, tel. 01384 25303, who are frame and fork repair specialists. I have used them in the past, and found them OK. Finally, the fork problem does want addressing, otherwise you're not riding an old bike, but a dangerous old bike.

Right, must get back into my workshop. In pursuit of engine mechanical reliability, busy manufacturing the two half comp. valves from recently purchased Ducati 916 exhaust valves. Is this a bit OTT?

D.H. Frank.

Dear Roger,

Could I make a correction and further comments on my letter which you kindly published on pages 203/204 in the October *Yowl*.

In the second paragraph on page 204 I have incorrectly stated that the top of my new stem would be drilled and tapped 1½" x 26 thread. This should have been ½" x 26 thread.

I have now decided to renew the stem on the pattern of the 1930 type and have made a pattern to cast some top spring box castings to take the separate handlebars. The stem will have to be longer than the 1930 type to compensate for the longer frame headstock.

My other two-speeders now have strengthened forks with a ½" diameter high tensile bolt up the centre as described in the October article.

Concerning Ivor Stuart's alteration to girder forks, I did this on my 1927 three-speed Super some eight years ago by fitting lightweight Webb forks. I did this for comfort as I use this bike each year on the Irish Rally on poor roads over 600 miles. I personally did not find any better roadholding, but enjoy the comfortable ride.

Some years ago a very nice photo of a two-speeder with girder forks appeared in *Yowl*, it looked like a promotional photo and I wonder if these forks could be had as a factory extra?

Regards, Peter Maddox.

TECHNICAL NOTE — MAGNETOS

In 1971, I had two traditional BTH magnetos rewound by a man named John Cooper, whose brother Fred rewound and tunes Triumphs. I explained that at that time, I had a Scott TT Replica, now owned by Ted Parkin and a Three Speed Super based racer. The TT Replica drove its mag from the flywheel in a clockwise direction, and the other machine drove from the clutch drum in an anti-clockwise direction. I asked if he could so arrange them that I could change them over to use either clockwise or anticlockwise. He told me that he could do this, but that the intensity of the spark would be less than normal. In view of the Scott running its mag at engine speed this should not be a problem.

One of these mags lasted five years racing and the other six years. I found that John Cooper had died so I sent these to be rebuilt by another rebuilder locally. One mag lasted one lap of Cadwell and the other four laps of Cadwell.

I had a mag rebuilt by Independent Ignition Supplies, who were expensive, but the mag worked adequately for a while, before I went to electronic mags. I contacted Independent Ignition Supplies to see if the proprietor Mike Green, had any tips as regards mag's for Scotts. I had remembered that Mr. Green did not possess a bedside manner, but was unprepared for the verbal mauling. He informed me that I should delete my reference to his services from my website. Can I suggest that you ignore my previous reference to this supplier?

I would like to be able to make a recommendation, as it would seem that the quality of the reconditioning of traditional magnetos is variable, I phoned Fred Cooper. Fred told me that both his brothers were dead and he was now 80 years of age but still working. He told me that he had always rebuilt mags with his brother, but had concentrated on rebuilding Triumph engines. Most of his work now was rebuilding mags using the same procedures that his brother had used

so successfully when he rebuilt mine. Fred will rebuild all popular magnetos and his UK phone number is 01732 822030. Fred is situated near Brands Hatch. I must say that discussing these matters with Fred was, by contrast, a pleasure.

A passing comment about plug gaps here. When Moritz Tauber's bike was on the dyno, we first ran it with open pipes to be sure the engine was running correctly, but without maximum load. In this condition it would have been making about 29 b.h.p. When the expansion pipes that Moritz had made were fitted, the b.h.p. figure went up to 37.5 approximately. We then started to get misfiring. Dave Holmes advised me to reduce the spark plug gap, which I did and the misfire was cured. As Dave is a very experienced tuner and very well worth listening to, I asked if the reduction of gap would effect the power output. He said no: in fact sometimes it improved the output. If a mag raises voltage till it fires, perhaps it is better to try using a smaller gap on a Scott, say 0.015"/0.018" instead of 0.025", bearing in mind the engine speed use.

Roger Moss.

SCOTTISH SCOTT SCENE — AUTUMN 2005

As we are now ready to hibernate here in Scotland, having had our first white frost and snow, we recall how often we read of the splendid Autumn holiday weather on the continent whilst it rains in Britain. However, this year was an exception for us and even now, our climate has verged on an 'Indian Summer' in early October. France has also been favoured with the second hottest Summer in the last decade. The wine farmers are delighted to harvest their grapes in near ideal conditions. The only snag, there is over-production and turmoil — riots in Languedoc, near collapse in Beaujolais and crisis distillation of surplus wine in Bordeaux country wide wine regions. Sales are poor for French wine, both in the domestic market and elsewhere — not a lot to do with Scotts except to drain or put antifreeze in your water works, as wine might freeze if recommended.

The mid-September Selkirk rally signals the end of the extensive vehicle rally season in Scotland. This year the attendance was larger than ever, with 1,746 entrants, including both Austin and Velocette who were proudly celebrating their centenary. The two-wheel section numbered 132, dating back to 1911/12 Triumph and FN models. The one OK Supreme Flying Cloud present outnumbered the Scotts entered!

The following weekend the Lanark Cattle Market hosted the Scottish National Tractor Show over two days. In addition to the hundred or so tractors on display, there were as many again entered in an auction. Of interest to young and old alike were model stalls, club exhibits, trade stands stocking old and new parts, tools and general autojumble, plus displays of museum items of bygone Scottish life. A well supported event from all over the UK and Eire.

Into October with both Lanark and Peebles hosting auto-jumbles on the same day. The only Scott items were a pair of crankcase doors, together with their cover discs. Whilst Lanark was wet, Peebles was dry and sunny, only 30 miles away in this Scottish Borders microclimate.

On two accounts, Scott, Shipley and the Jefferies came together by coincidence recently, both in the competition edition of *Yowl* and at the Scottish 'J.D. Morton' memorial evening. As noted Allan Jefferies won the Scott Trial in 1932 and 1937, whilst his son Nick attended the memorial event this month. Jimmy Morton was a well 'Kent' face in all



Paul Dobbs flying high on the Roger Moss Scott as he wraps up another win on Cadwell Park's famous 'Mountain' circuit. Congratulations Paul and Roger on your epic, all-conquering year. A full review and test of this well-known bike will appear in the January issue of *Classic Racer* magazine, which will be published 16th on December.

aspects of motor cycle sport, both as a competitor and sponsor to young riders entering the fray. Jimmy rode Ariel and Bultaco in trials and AJS, BSA and Matchless in the TT, Manx and circuit races. In more recent times Morton's of Sorn village were able to supply NGK, Reynold and Silkolene for our Scott machines. The memorial evening was packed to capacity to hear a dozen well-known friends of Jimmy's pay tribute to a man they all revered: Sammy Miller, Donnie Macleod, Jim Moodie, Nick Jefferies, to name but a few of the speakers. Nick mentioned his father's exploits both in the UK and Italy with his Scott.

On the home front we must apologise for being absent from base when that well known Scott globetrotter from Slaithwaite called *en route* to the Highlands early in September. Needless to say this was the Stanford Hall weekend when we had decamped to Daventry.

To many, Tim Amyes will be known as the sound engineer for the TV film 'The Scott and The Fanny B'. However, more recently Tim has established a motor museum in the old Argyll car factory at Alexandria by Loch Lomond, Glasgow. The museum favours Scottish-built cars: Arrol Johnson, Argyll, Stirling Panhard etc., and in particular the 'Potts' F3 500cc competition Norton/JAP models. Of these very few Potts now exist. Many world champion F1 drivers started their career in Cooper F3s, Sir Stirling Moss *et al.*

A recent request from Tim assembled a group of vintage enthusiasts to get the Scottish Potts and Argyll fired up once again for a forthcoming BBC TV documentary. This was achieved over two days for the Potts, covering tyres, an engine and gearbox, JAP/Albion rebuilt and, of course, a source for methanol. The reward was to drive the Potts round the car park — not in the heavy rain, thank you!

Safely ensconced in a new home, another Scottish Scott has found its way south, ex the Little/Black stable, to an S.O.C. member in Chorley, Lancs. The S.O.C. membership in Scotland now totals 14, representing 50% of the Scott owners north of the border. With so much effort having been applied to the Spares Scheme in recent years, it should be possible to persuade more owners to join the Club!

Scottish social events in December at which any owner would be welcome, are at the Star Inn, Coalburn on Saturday the 3rd for lunch, and Tuesday the 13th, supper courtesy of the Rudge Club and the VMCC organisations.

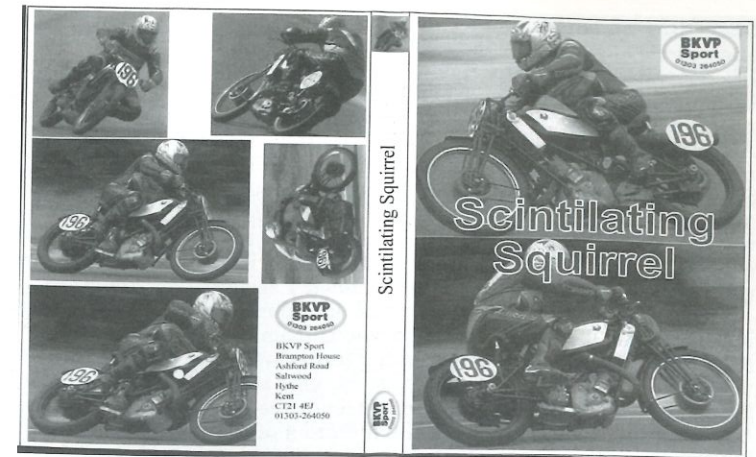
Travel safely!

P.R.

ROGER MOSS-PAUL DOBBS — 2005 RACING REVIEW

The year got better as it went on. We had started out with the hope that we would contest five of the six possible events, as Paul Dobbs had committed to ride in the Isle of Man. Our first meeting at Mallory Park on 27th March was marred by the breakage of a gearbox layshaft. As I use a copy of the rare Scott four-speed gearbox of 1934, I had to make the replacement shaft and also upgraded the design and material.

Lydden was a bit fraught, as the bike seemed a little down on power. We eventually traced this to a slack magneto belt that had allowed the timing to jump a tooth, so it was running at only ten degrees of advance. After resetting this, it went better and some spirited riding was captured on video by a commercial film maker. Lydden is unusual, in that it's possible to see round the circuit from one camera position, so we ordered a number of copies of a compilation of the Scott racing to send to our current customers. If you would like to have a copy, see <http://www.mossengineering.co.uk>



[/index.php?area=5&content=86](http://index.php?area=5&content=86)

The next meeting was at Cadwell Park, where I enjoyed two days riding at the Beezumph event on 22nd and 23rd July. Cadwell is situated in the bottom of an irregular valley and features hills and bends in combinations that are challenging. Richard, my son, filmed some of this and you can see me riding along a straight section of the course with Triumph Tridents from the 1970s behind. If you do revisit this 'Cadwell Taster' at http://www.mossengineering.co.uk/movies/cadwell_taster.rmvb please notice the jangling noise from the Scott. Near the end of the last session on the Saturday, I pulled in the clutch to change gear for a chicane — and it stayed in! I managed to get back to the paddock and we investigated. We found that the special nut that retains the clutch body onto the high gear threaded extension, had entirely stripped and had moved back, allowing the clutch to wobble loose. So this was why the timing slipped at Lydden! What to do? The next day, Sunday 24th July, Paul Dobbs was coming to race it in the VMCC races. We phoned round a few local Scott owners, but nobody had a clutch nut.

Richard had come on my MM long distance racer, a 250cc Milan-Tarranto works machine of 1955 He duly rode back to base, a round trip of 175 miles to collect a replacement nut. We fitted the nut and checked the bike over carefully. When you upgrade the engine output and then race it hard, you can expect to expose a few weak points. Sunday was a triumph as Paul had four starts, four wins and a new class lap record. The second section of the 'Cadwell Taster' shows Paul swinging the Scott round two bends and up a short hill called The Mountain. So quick is Paul through these bends to attack the mountain, that he does a wheelie over the top. This photo was featured on the cover of a big circulation UK vintage and classic monthly newspaper, *Old Bike Mart*, an excellent bit of Scott publicity.

If you want a little humour, it was suggested to me by some 'mature SOC members' that it was unseemly for a Scott to be seen doing a wheelie and that it might attract "the wrong sort of people". (It takes all sorts!)

Next was Anglesey, not my favourite circuit, as it was there that I crashed heavily in 2003. One of the joys of Scott ownership is meeting

other owners. I had recently met Eddie Shermer, who is a teacher of engineering at Abbotsholme School, where Alfred Scott went as a boy. It's Eddie's ambition to ride his Scott to school before he retires. Unfortunately, the bike he bought had problems, which resulted in our meeting. I invited Eddie to join me in my camper for the weekend at Anglesey, which was, I think, the first time he'd been to a vintage race meeting. Some time before, I had a phone call from Bill Clark, another Scott owner, to enquire if we were going to Anglesey, as he wanted to attend if so. We all met up at the circuit, only to find that Bill Clark lived within ten miles of Eddie Shermer and they had no way of knowing each other existed. Think about it, they are now friends who benefit from meeting. This is why we promote the 'Scott Exchange'!

Paul had taken two BSA Gold Star bikes to Anglesey. He had 17 rides in the two days; he won 14 and backed this up with two seconds and a third. I confess that one of the second places was on the Scott, when he was leading handsomely on the last lap and a Nyloc nut holding the gear-change linkage fell off. Shameful! OK we know now not to trust Nylocs for ever if we're taking them on and off every time we put the bike on the trailer!

The final meeting of 2005 was back at Cadwell on the 3rd and 4th September. I should not get blasé, but all I remember is that Paul won every race he started on the Scott on the Saturday. On Sunday they had combined classes to make up the grid and we found Paul was down to ride both a Gold Star BSA and a Scott in the same race. A bit much, even for Paul!

The first race was Up to 1934 Vintage unlimited running with up to 1972 unlimited specials, such as Norton Atlas specials and Westlake Metisse machines. Also on the same grid were 500cc racing machines up to 1962. There were four 500cc Manx Nortons and some other very respectable machines. As Paul so dominated the up to 1934 class, this was a good chance for some real competition. Paul won on the Scott! It was magic! Of course, I accept absolutely that Paul Dobbs is a rider of rare ability and verve, but he rode the wheels off my Scott and won, and that's what counts!

Paul won his other races on the Scott, of course, and to finish off he won the 'Champion of Champions' race to be crowned overall champion rider of 2005.

When he rides the Scott in 2006, it will carry the number one plate. The first time ever for a Scott?

There is a downside to all this. Paul Dobbs is a young man who loves to race, but he also has to eat! It has been quite expensive for me this year just with entries and running expenses. Paul's abilities as a rider on the Scott and Gold Star have attracted much attention and he had been offered a well-paid contract to run a race team in 2006. If there are race dates where he's not otherwise committed, he would enjoy racing the Scott, but otherwise it is down to me. The bike is good and I have had many wins on it over the years, but I can not destroy the opposition like Paul.

Other plans for 2006. We are finally making progress rebuilding my old three-speed Super-based machine that now belongs to Richard, so another Scott on the track. Today Ted Parkin phoned my daughter Rowena, to ask her if she wishes to race a Scott solo he's building. I must say, that it would be great to see three Moss-mounted Scotts on the track. We can dream!

Roger Moss.



SOMETHING STRANGE

Mark Daniels

February 1934. A cold fog from the Thames rolls across the city, thick with the smoke from a million coal fires. Wallington makes his way along the gloomy cobbled alleyways, dimly lit by the occasional gas lamp. The damp, cloying air chills through to the soul, while in the distant darkness, the Werewolves of London howl to the night. He turns into the old Victorian industrial heartland of Park Royal, and searches for the key deep in his pocket. After fumbling at the lock, he heaves the workshop door aside, and strikes a match to light the paraffin lamp. Though the glow from its flickering wick is lost in the cavernous room, it is enough to reveal the monstrous machine standing on a plinth in the centre of the floor, the likes of which, has never been seen before!

While small capacity motor cycles flourished across the Continent, the British motor taxation system of the time did nothing to encourage such vehicles — however, the effect of Philip Snowden's budget of 1931 was about to change all that!

The Cyc-Auto was the first of a new breed of machine which, in time, would become known as an auticycle. Since there was no established design formula, Mr. Wallington Butt started with a clean drawing board to produce his own impression of how such a vehicle should be executed. This interpretation made a lot of sense in basing such a small capacity machine upon a bicycle, to be able to assist the low-powered motor in times of need. It was to be direct drive for simplicity, and utilise existing cycle principles for cheapness and practicality. Beyond this, the engineering seemed to fly off into a clear blue sky!

The 50mm² two-stroke motor of 98cc was mounted in-line, with a crank worm pinion driving a bronze gear, running on concentric bearings to the pedal shaft, within a distended bottom bracket greased housing. A separate final drive chain from the motor was taken along the left side to a rear sprocket, and though having no clutch, a dog

gear allowed the engine to be disengaged. Sparks came from a Wico magneto in front of the forward flywheel, but there was no provision for lighting output. An ETC carburettor pointed from the front of the cylinder, while a rear facing exhaust port fed into a cast alloy expansion chamber between the motor and reduction housing.

The original diamond frame 'A' announced in March of 1934 was joined by a ladies open frame 'B' model for 1935, then both succeeded in 1936 by 'C' and 'D' re-styled variants with lower frames, Burgess tailpipe silencing, and a change to oil lubrication for the gear housing. Three special sidecar models were also introduced to listings at this time. 1937 added a 'V' suffix to models, identifying a change to Villiers-made engines with flywheel magneto.

As increasing competition from other manufacturers taking up G.H. Jones autocycle design licence began to bite into sales of the Cyc-Auto, the company ran into financial problems and became sold to The Scott Engineering & Motorcycle Co. in 1938, who moved the business to Acton. Scott introduced a new 'J' series frame prefix, and their own engine with a clutch that was made back at the Shipley works in Yorkshire, though initially the Villiers motor remained as an option while the Scott engine was phased in.

As the world situation developed into 1940 all motor cycle related activities at Scott were terminated to concentrate on "intricate mechanisms for the services", as their post-war literature proudly boasted when motor cycle products resumed in 1946. The Cyc-Auto also re-emerged after WWII, as a single model based upon the pre-war DeLuxe open frame, and still fitted with the Mk1 Scott engine.

In 1947, the one-piece cast iron head/barrel gave way to a detachable alloy head design, with iron cylinder, and two forward facing exhaust ports. For the 1949 season, a rigid-fork carrier version returned to the listings after last being available a decade earlier, and at the very reasonable price of £52.0.0, since there was the advantage of purchase tax exemption for commercial vehicles.

For 1950, there were further changes to both the engine and cycle parts, with the rear mounted barrel tank finally giving way to a conventionally mounted autocycle style tank between the front downtubes. This new machine looked mighty magnificent with silver/grey mudguards, chainguard, and petrol tank lined in red, set against the black enamel frame, with sparkling chrome plated exhaust pipes, silencers, wheel rims, handlebars and fittings. The black drab of austerity was yesterday's bygone age, and the new 'Superior' model reflected the bright hopes of a new decade.

So, having travelled for 16 years with the Cyc-Auto, through all its adventures, we finally arrive at today's feature machine, a particularly striking example of the 'Superior' model, registered 28/03/1950, and listed at this time for £61 11s. 11d.

There's a few 'alien' aspects to take into account when getting going on a Cyc-Auto, starting with the switch from pedal, to drive mode. A dog gear to enable the engine is operated by lateral movement of the crank axle, though the machine can still be navigated with the engine engaged by drawing the clutch. The dog gear disengages the worm drive from the crank axle to reduce pedal mode drag, though with the drive chain still idling back to the front sprocket, it's going to be a stern test of someone's fitness to pedal any real distance!

Petrol tap pulls on at bottom right of the tank, and choke operates by pulling a little rod on the left hand side. There's a flood button on the float chamber but it rarely seems necessary, and a decompressor

valve in the head to help get the motor turning as you push start the machine! It may seem odd, but that's the recommended method, since the pedal-gear ratio is too high to practically start the engine without excessive effort! The other consideration against pedal starting is the three-position clutch lever! Lever released delivers conventional drive, lever engaged will slip the clutch, and lever engaged even further operates the transmission brake! Yes, there's also lever operated front and rear drums, so it really does have three independent braking systems, though you can only practically function no more than two together at any time. Trouble with the clutch lever operation is that it's just about impossible to feel the 'neutral' point of slipping clutch, before the transmission brake starts to act, so it really is easiest to just push it off on the decompressor, then pull in the clutch once the engine fires.

The twin cylindrical silencers generate a loud melodic resonance, very much in the classic Scott style. From a crisp barking at low revs, the note blends to a tuneful drone as the pace quickens. Acceleration is quite brisk on the general autocycle scale of such things, but seems to be explained by relatively low gearing as the bike tops out at 30 m.p.h. Happiest cruising speed is about 25 m.p.h, and pleasantly absent are the four-stroking effects that commonly afflict many of its contemporaries; the Scott engine scavenges its gasses particularly efficiently, and rewards the discerning owner with a smooth two-stroke ride right through its range. The low gearing and power delivery allows greater confidence when approaching hills since the Cyc-Auto seems to fear few inclines, and though probably conceding some top speed to period Villiers stablemates, a consistent average speed could more easily be maintained over general terrain, and with rather less demand for pedal assistance. All this time, you become aware of being followed by a wonderful harmonic drone from those twin exhausts, as just a tiny bit of that of that legendary heritage filters down to this humble autocycle.

Unlike many other autocycles, the Cyc-Auto does manage to stop when you use the brakes. In fact, when you really pull on the inverted levers it actually stops very well, and might even meet the 30 m.p.h. braking distances in the Highway Code book!

Handling too is pretty good, possibly helped by the low-slung power unit contributing toward a low centre of gravity?

The lights though, are just farcical! This is probably the most feeble electrical set ever fitted to any autocycle! The headlamp bulb is a mere six watts, and the tail lamp only 0.04watts! You get more energy from a candle! It actually manages to illuminate nothing at either end, but if you look carefully, you can just about detect a dim glow — that barely has the strength to make it beyond the lens! This really was the dark age!

The Cyc-Auto came at the same price as a James 2F Superlux and a whole 1d cheaper than a Norman Model C Autocycle, so it should have looked pretty tempting in any showroom line-up! So why don't we see more of them? Well, the bright hopes of the new decade didn't quite go according to plan.... Scott went into voluntary liquidation in 1950, and though Matt Holder of Birmingham stepped in to buy the business, the Saltaire Works were sold and final engine assembly up to serial 8120 completed at Bingley on 27/12/1951. As the engine supply dried up, no autocycle production is recorded for years 1952 or 1953, but over this period the Cyc-Auto company was getting itself into a whole load of other problems with a cycle attachment engine!

The Bantamoto was introduced in 1951, and despite being described as "100% British" in a rather sparse sales leaflet, like so many British

cyclomotors of the period, it came from foreign ancestry. The design was by Gerd Seifert of Burscheid, a town south of Solingen in the German Rhineland. Immediately after the war, German industrial designs were made freely available to western Allied manufacturers, and while the Americans got the rocket technology — the Brits got a cyclomotor! In the American Occupation Zone of Germany, Seifert's design was taken up by Richard Küchen of Ingoldstadt and marketed as the 'Küchen 38s', while in Britain the design was acquired by the Lettington Engineering Co. Ltd. of 16 Brunel Road, London, W3. This company was apparently associated with, or a subsidiary of, the Scott owned Cyc-Auto Works Ltd.

The Bantamoto is a 38cc two-stroke with rotary induction valve to the crankcase. The engine attaches to the nearside of the rear wheel spindle and drives the wheel from a pinion to an internally toothed gear clamped to the spokes of the wheel. Most Bantamoto cylinder heads were fitted with a decompressor to assist starting. The Mk 1 model was single speed, but a Mk 2 version later became available with a "clutch operated two-speed gearbox and neutral", with a claimed top gear speed of 24 m.p.h., and 8 m.p.h. in first. The sales leaflet describes: "The change speed is effected and designed on Epicyclic principles embodying 'Sun and Planet' gears. This system has been employed in the engineering industry for many years with great success".

Despite winning awards in the ACU's first Motor Assisted Demonstration Trial on 4th May 1952, it only followed with dismal sales over the season, some of which could be attributed to a lack of advertising in any periodicals of the time. Other issues might arise from quality concerns on the engine, which has been described by one owner as being "very poorly assembled and finished". In fact, he had to do quite a bit of machining and fitting of the innards to get it to run at all, and still required light pedal assistance all the way round the course when it last completed a VMCC cyclemotor run in the early 1980s. Following financial losses with development of this unsuccessful cycle attachment engine, by early 1953, creditors were pressing the business toward voluntary liquidation. However, salvation at the 12th hour: Cyc-Auto was saved as the business passed to Winsmiths (Finchley) Ltd, and the subsequent abandonment of the Bantamoto.

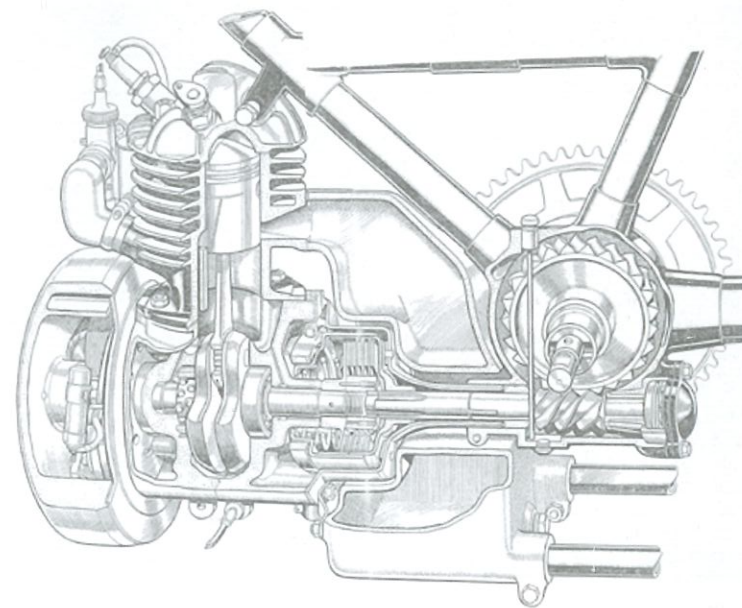
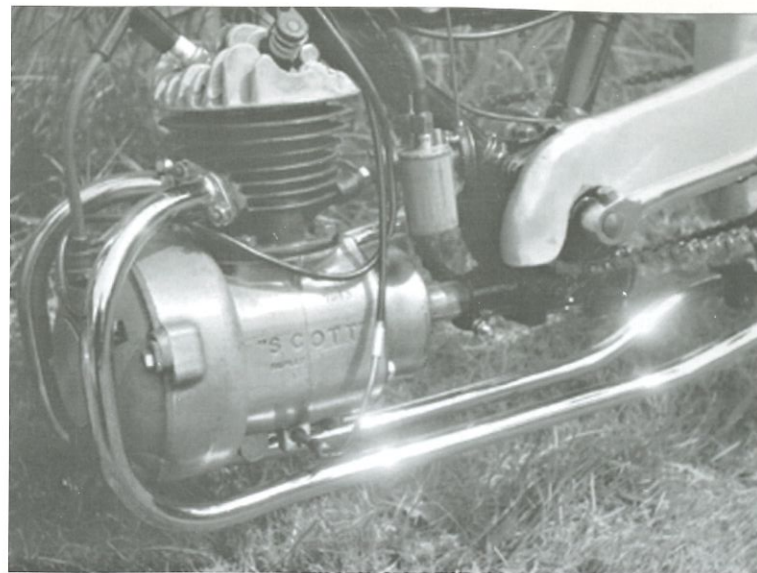
So the company staggered into 1954, when a fresh trickle of Scott engines resumed from Matt Holder's Aerco Jig and Tool Company in Birmingham, and Cyc-Auto re-awakened from suspended animation, only to find the Autocycle Age was coming to an end. Up to engine serial 8132 is recorded in 1954.

In one last flourish, a 99cc motor cycle based on the Cyc-Auto motor unit, but with shaft drive and rear plunger suspension was shown in 1955 under the Scott badge, but failed to materialise. Up to engine serial 8175 is recorded in 1955.

Still the Cyc-Auto limped along, until fading from general listings by 1956, at which date is found the highest serial identified on National Autocycle & Cyclemotor Club records — engine 8182.

It is reputed that the Cyc-Auto still continued with small numbers of Superior and Carrier models in a minor form, up to 1958, when it finally fizzled out — such was the Scott way!

The peculiar engineering of the Cyc-Auto is some consideration to owning an example in the 21st century. They are extraordinary machines! A classic thoroughbred autocycle for fine appreciation of the most eccentric gentleman, and very definitely, not for the faint hearted.





An earlier machine - Photo David Waring.

BUILDING A BETTER BIRMINGHAM SCOTT

Geoff Case

No. 2 — Wheels, Brakes and Frame

Front Wheel

The front wheel is 19" diameter and has a WM11 rim, with 40 (11 gauge) spokes. Rims were Dunlop, Jones or, if ordered, Borrani alloys. You can now, of course, add stainless steel rims and spokes to the list of options.

Re-chroming old wheel rims is often refused by the platers because the holes in the rim damage the polishing mops. Polishing can also leave the dimples around the spoke holes thin and weak, so is not recommended.

The front brake is a double-sided 7" diameter unit and is usually very good. Soft (bonded on) linings are better than the hard metallic/asbestos compounds used originally (which were rivetted on).

Tip: To improve the brake (if you can bring yourself to do it!), drill out the hole in the back plate which anchors the heel of the shoes $\frac{1}{64}$ " oversize. This allows the shoes to float a bit and centralise the drum. Re-tighten the nut with the *brake lever held on*; this centres the shoes and compensates for any uneven wear on the linings.

Check that the short brake plate anchorage arms are not putting any bending strains on the brake plates when they are being tightened up. Re-shape if necessary to make them a perfect fit.

The twin cable brake lever and its rocking compensator device is of Royal Enfield origin. It is very simple but efficient and is better than the mudguard-mounted compensator fitted to the late Shipley bikes. This device, for some reason, loses some of the braking effort before it reaches the shoes. There must be some engineering explanation which is beyond me.

Front Wheel Bearings

Ball bearing — 42mm o.d. x 15mm i.d. x 13mm width. I prefer the 'sealed' type.

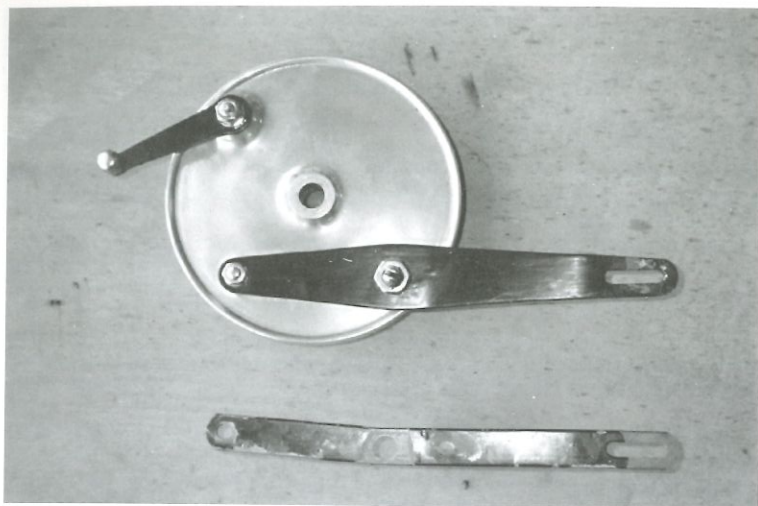
Rear Wheel

The rear wheel is also 19" diameter on a WM11 rim with 40 holes. The short ($4\frac{5}{8}$ ") butted 8 gauge spokes are thicker than the front wheel (11 gauge spokes). The alloy brake plate is a big 8" diameter (single sided) unit in a finned aluminium hub. The large diameter makes for an efficient and progressive brake. Brake linings are large — $8\frac{3}{4}$ " long x $1\frac{3}{8}$ " wide. The earlier Shipley bikes had virtually the same rear wheel except the at the rear had *iron* (bolted on) spoke flanges and an iron sprocket/cush drive housing. This rear wheel is a 'world heavyweight champion'. Ready to fit it weights in at a mighty 23 kg (50 lb). The all-aluminium Birmingham wheel is only 7 lb lighter at 19.5 kg (43 lb).

Fitting an alloy (Borrani style) rim will slightly reduce the weight by about 1.1 kilo ($2\frac{1}{2}$ lb) and they do look good.

The brake plate anchorage arm is a 12" strip of $1 \times \frac{1}{4}$ " steel. It has a big hole in the centre, which is a *weak spot*. The arm can bend edgewise at this point, making the hole oval and strained.

Mod: Make a wider arm using a $2" \times \frac{1}{4}"$ strip of steel. Using a hacksaw and a lot of work taper both ends down to 1" (see photo).



Brum rear brake plate fitted with modified torque arm. One inch wider than the standard arm. Note the bend and elongated hole in the middle of the arm.

This mod comes 'highly recommended' as a breakage here could have you off if the rear wheel locked up.

Sprocket and Cush Drive

The final drive sprocket is bolted to the aluminium cush drive housing. This housing holds ten rubber blocks (which have recessed sides). They measure (approx) 2" x 1" x 3/4". They are not the same as the *solid* type fitted to Scott/Enfield wheels. The sprocket has 40 teeth for a 5/8" pitch chain. The chain is 61" long if you are using a 21 tooth gearbox sprocket. The condition of the rubbers and the fit of the housing in the hub must be good or it can cause judder when moving off. This can be mistaken for a faulty clutch. Test for movement in the sprocket/cush drive housing on the hub before blaming the clutch. The alloy cush drive housing oscillates about 1" on a steel collar mounted on the wheel hub centre. If this collar works loose, heavy wear will occur on the alloy hub. Repairs require the wheel hub to be trued up and a new over-size collar fitted. A big lathe is needed or the wheel will have to be de-spoked. I have just had to do mine and it's a lot of work. Having an engineer mate working nights got the job done for a few beer tokens! The big steel ring which holds the cush drive housing in place should be a neat fit, with only enough clearance to allow it to move to and fro in the housing slots. the grease point on the sprocket housing must be greased regularly (but sparingly, or the rubbers will be contaminated).

Refitting the rubber in the hub is a bit of a fiddle. Fit the rubbers in the sprocket/cush drive housing (not in the wheel). New rubbers will stay in place on their own. Stick them in place with Evostik if reusing the old ones. Put a 'lick' of liquid soap (not grease) on the

round ends of the rubbers and the wheel hub bosses, which they fit over. Use two 6" G-cramps to squeeze the housing and wheel back together. Pull it up square or it jams up. bolt up the big retaining ring (using five 5/16" BSF Nyloc nuts) and make sure the housing is still able to move.

Rear Wheel Bearings

Ball bearings 2" o.d x 3/4" i.d x 1 1/16" width (Hoffman No. MS8). I have no idea why the back bearing is imperial and the front metric!

The rear wheel sprocket must be in line with the gearbox outrigger sprocket. Juggle the spacers on the wheel spindle to achieve the best alignment possible (use a steel straight edge). The spacers required will vary from one bike to another as the frame 'build quality' was not very consistent. On my frame some of the welds needed repairs due to slag holes and a lot of 'splatter'. Some frames have been found to be well out of true when checked on a proper frame jig. On new petrol tanks the rear mounting brackets were *not* drilled until the tank was fitted to an individual frame and often will not fit another bike without re-drilling. The Brum frame is in some ways similar to the BSA A7/A10 and it probably had an influence on the Scott design. Matt was known to have liked the BSA swinging-arm bike. Early Brum prototypes used a few BSA components (i.e. rear mudguard and number plate, dualseat etc.).

Swinging Arm

A full description of this component, including the overhaul and setting up, has already been done before in *Yowl* (see Vol.5, No.10).

Rear Shock Absorbers

There are two types use: Armstrong and Girling. The early production bikes had the 'fatter' Armstrongs with a wide knurled band for making adjustments. Girlings were a standard fitment on most British bikes of the period and had a three-stage ramp for adjustment. Copies of this type are now made by Hagon and are available in various lengths and spring poundages. The right length for the Birmingham is a bit of an argumentative point. In my opinion 300 mm (11.8") is about right, but 11.3" to 12" has been quoted by various owners. Too short will cause the tyre to hit the mudguard, too long will make the angle of the swinging arm too steep and give even more chain tension problems than normal.

Spring poundage: About 110 lb springs are O.K. for solo use. More (say 140 lb) if you are a 'fatty' or ride two-up a lot. The standard springs fitted are often too stiff and spoil the (solo) ride.

Conclusion

The Brum frame and brakes would be able to handle a lot more power. The extra weight (compared with the late 20s/early 30s bikes) makes for a pretty slow 600. The actual quoted weight on the sales pamphlets of 385 lb (175 kg) must have been in a dry (unuseable) condition. Realistically the 'on the road' weight (with oil, water and about a gallon of petrol) is approximately 419 lb (190 kg). The Brian Wooley Birmingham Special is reputed to weigh only about 300 lb. How was so much weight reduction achieved? Perhaps the new present owner would let us know.

My ideal Brum would have a 50 b.h.p. engine and a Velo/Quaife five-speed box. Less weight would be nice, too!

EUREKA!

(The saga of finding and rebuilding a 1928 TT Scott)

One evening in February 1998 I received a phone call from a lapsed local member of the Scott Owners' Club. He was clearly in some distress. "Brian, I'm going bankrupt! I put up my home as security for a bank loan for my business, and I've lost the lot. The bailiffs are coming in the morning to evict me! Another friend has tucked away my Alvis racing car, but he hasn't got room for my Scotts. Can you help? ... Tonight? ... Just one problem; they are dismantled..."

That was the gist of the conversation. It was, in fact, rather more complicated than that, also involving an early Silk Scott and some sundry other Scott and BSA parts, but the crux of the matter was the urgent squirreling away of his Scotts, and I hurriedly emptied my van and then dashed over to his home in the suburbs of Nottingham.

His garage and workshop was a large, damp, semi-underground building with poor lighting and no obvious means of ventilation and heating. In amongst the machine tools and piles of car parts was 'The Scott Heap'. A heap of frames, wheels, engines, gearboxes, mudguards, forks, tanks, chains, rotting cardboard boxes of smaller parts, and various unrecognisable items, all lurking in the gloom.

My unfortunate friend explained that there was a post-war Flyer and a 1939 Clubman's Special springer, "plus some other odds and ends". Time was of the essence, so I didn't stop to explore the heap. It was all unceremoniously put into my small van, and in two trips the heap was transferred to my garage. My friend now had a breathing space! Later in the week he phoned again with a proposition, the gist of which was: could I sort out the heap into the two separate Scotts, loosely assemble them into motor cycles and sell them for him? This seemed the most sensible thing for him as they would then fetch far more money than a large heap of bits.

I duly started sorting out the heap and found that the two complete engines had both been overhauled many years previously by Tom Ward, and had lain unused ever since. One engine was absolutely perfect, as it had oily newspaper stuffed into every orifice. The other engine had open exhaust ports and inlet stub, and had suffered from some minor internal corrosion in the damp garage.

In a couple of days or so of spare time, I had them loosely put together and on their wheels, and an advert had been put in *Yowl*. Left over from the assembly was a vintage duplex frame, two sets of BSA 'M' series girder forks, a dismantled Scott engine, gearbox tray and various odds and sods, all of which I pushed into a corner and covered with an old blanket until their owner could collect them.

The two 'restoration projects' were soon sold and my friend called to collect his much-needed cash. He asked how much I wanted for my 'time and trouble', but I refused to accept any cash, as he clearly needed every penny, and in any event I did not want to profit from his terrible misfortune. However, he was insistent, and after some discussion I agreed to take the bits left over (that were still lurking under the blanket) as my reward for helping him.

At the time I was very busy with other commitments, and so the blanket stayed on for many months, until I had a tidying-up session one day. Pulling out the frame revealed what seemed to be a scruffy vintage Flyer frame, devoid of many of its lugs. Missing were front splash-shield lugs, chainguard lugs, and back brake arm anchor lug,

so I wasn't too impressed. The saddle mounting (front) lug, and the front tank mounting lug on the headstock were shaped differently to a Flyer or TT Replica, and the headstock itself had been lightened by drilling through so as to leave minimum wall thickness. The main frame lugs were quite heavily rust-pitted, but the tubing seemed generally good. On the right-hand side lower chainstay was a large and clumsy-looking lug that was rearward of the gearbox tray lug...

Slowly, ever so slowly, in the old soggy grey matter inside my head, pennies began to drop, and I hurriedly took a piece of emery paper to the left-hand side of the headstock. I had seen a frame EXACTLY THE SAME as this one before, on Andre Cunningham's 1928 TT Scott! (Frame number TT6.) My work on the headstock with the emery paper revealed the letters TT and the suggestion of a number, perhaps 1, or a wonky 7, but rust pitting made it far from clear. John Underhill came and inspected the frame, but was equally unhappy with the clarity of the number. He did, however, confirm that it was of 1928 TT type. Meanwhile, I had written to Andrew Cunningham with sketches and details of my frame, and he had written back confirming that his TT6 was identical to my 'TT?'. He also said that his frame was stamped in another place as well as the headstock. Another gong with the emery paper revealed a very clear and certain TT1....

I had the bare bones of a 1928 TT Scott! I was absolutely delighted because, of course, 1928 was one of the few years (since the glory days of 1912 and 1913) that solo Scotts had achieved something in the Isle of Man Senior TT. Tommy Hatch had come third, and Harry Langman came 12th, a result which helped to give the factory their best-ever production year in 1929 and, of course, the marketing of the TT Replica model.

My Great Quest began.... This was to restore the bike to its former glory, AND find out who had ridden it, AND its registration number. All this was much easier said than done! Preliminary research for photos threw up more questions than answers, and it was soon obvious that the machine would be very different to my old 1929 TT Replica VT 2770. (In 1993 Tommy Hatch's son had sat on that machine when it won 'Best Vintage Motorcycle' at the Classic Bike Show, and at the time I wished it could have been the real thing, both for him and myself.)

The late Reg Summers had stated that all six 1928 TT Scotts were the same, apart from the one ridden by Eric Langton, which had Webb forks instead of Scott forks. He had also stated that the Scott forks all had taper-section tubing in their top halves. These statements had been repeated by Jeff Clew in his book *The Scott Motorcycle, The Yowling Two-stroke*.

Remarkably few photographs seem to have been taken at the time, presumably due to the very wet weather on race day, but it soon became obvious that the six machines all had a number of differences, apart from the Webb forks on Eric Langton's bike:

Front brake sizes were a mixture of 7" and 8", some machines had George Dance type tank knee grips, whilst others had a big padded 'thing', incorporating a belly pad. Hatch's machine (and possibly at least one other) had taper tubing in both top and bottom of the forks. The inverted handlebar levers came in different lengths. There were some alloy (instead of brown/black) gear lever knobs. At least one machine had some very unusual front fork friction dampers, which can clearly be seen on page 46 of the John Underhill/VMCC book *The*

Scott Selection (Book One).

Other machines had either Bentley and Draper friction dampers or no dampers at all. The B&D dampers seem to have been removed, leaving just the fixing lugs (on machines so equipped) for the actual race. My front forks were taper section top and bottom and had no lugs for B&D dampers, so some of the machines could be eliminated from being TT1.

I also had a pair of George Dance kneegrips with the remains (in a strange RED rubber!). These had not been fitted in the normal way, on fixed steel plates, but had slots top and bottom for rubber or leather straps. However, I also had one of these tie-on, padded kneegrip cum belly pad things, covered in Rexine and padded with horse hair, which confused things slightly.

Slowly but surely the hard facts of six machines began to emerge. The racing numbers were as follows:

Eric Langton	41	G. Limmer	22
Oliver Langton	2	Ernie Mainwaring	31
Harry Langman	11	Tommy Hatch	14

I also had five out of the six registration numbers: WW 6016, WW 6017, WW6018, WW4461, and WW4462; but very little to relate race numbers with registration numbers, frame numbers and engine numbers. I also knew that Limmer had crashed heavily in practice and did not take part in the race. I did not know if he was on a spare, practice machine at the time, or on his proposed race machine number 22. Oliver Langton had crashed heavily at The Gooseneck on his first lap, wrecking his machine, whilst Mainwaring had retired after three laps and Eric Langton retired with a puncture after two laps. Of more importance to me was the fact that Mainwaring's and Oliver Langton's abandoned bikes had both been stripped bare by 'souvenir hunters', leaving only the heavier components still attached to their frames!

A tremendously important bit of information then came to me. This was a copy of a letter sent by the Scott factory (on 4th January 1929) to the Licencing Officer of the West Riding of Yorkshire County Council, and I quote:

"We are returning to you Registration Books for Motor Cycles bearing the following numbers: WW 1185, WW 1187, WW 5532, WW 6016, WW 6017, WW 6018.

These machines have been dismantled and scrapped.

*Yours faithfully,
M. Roley,
Commercial Manager.*

All six of these machines were TT bikes, the first three were 1927 bikes and the latter three, as previously listed, were 1928 bikes. It seemed fairly certain that the three scrapped 1928 machines would be those that had had crash damage, or those that had been stripped bare by 'souvenir hunters' or those with major mechanical damage.

I decided to draw up a chart, listing all six machines, known identifying features such as race number, fork type, brake size, bum pads, knee grips, size of handlebar levers etc., etc.

By a very simple process of elimination, after much studying of photographs, it seemed fairly certain that I had the remains of Tommy Hatch's machine, BUT I didn't know if my forks (taper tubing top and bottom, no friction damper mounting lugs) came with the frame all the way from 8th June 1928!

It also seemed highly likely that Mr. Roley was being 'economical with the truth' when he said that those three 1927 and three 1928 TT machines has been 'scrapped', because favoured dealers and star riders would usually get all the good parts and racing goodies from dismantled works machines. 'Fairly certain' was not good enough for me, despite my desperate wish to have Tommy Hatch's machine, and I don't give up easily, so more letters and phone calls seeking information were made.

In the meantime, the quest for missing parts began. I already had some TT gearbox parts, with hollow layshaft, undercut gears, no kickstart etc., etc. These had been bought from the late Chris Boorman, but I had already let some of the stuff go (as gearbox TT6) to Reg Hargrave, to help with the restoration of one of his 1929 TT Scotts, but I had enough to build up another one. A major missing item was the left-hand filler TT radiator, so I got Jon Hodges to make me one. This has a larger than normal filler cap (when compared to Flyer or TT Replica), for speedy top-ups in the pits.

My engine bottom end was pretty sound, and I completed the engine by using what I thought was an RZ 498cc Rep/Sprint barrel from Len Parry. (This barrel could actually have been a genuine TT item as the six inlet ports per cylinder are slightly downswep and the port bridges are reduced in width and knife-edged.) It was alleged to be ex-Eric Langton, so who knows?

Tim Sharp rebuilt it all for me and measured the port timings and compression ratio on completion. The geometric C.R. is a heady 10.4 to 1, whilst the infamous Scott rubber limit gauge has resulted in minor variation in port timing between the cylinders:

	LH side	RH side
Exhaust	148°	150°
Transfer	126°	129°
Inlet	102°	104°

It should go pretty well, but Tim said that I must keep a careful eye on the big-ends due to the very high C.R. We will see....

The chain oiler tank has a cap stamped 'New Hudson' and this little fact got me a bit confused for a while, because Oliver Langton had raced a New Hudson in the previous year's TT... Was it his bike, carrying a souvenir or good luck charm from the previous year? I decided to ignore it as it was too tenuous a link.

Other parts came together from all sorts of places: Magneto from Len Parry, rear hub and brake from Rex Wills, mudguard 'blanks' from Renovation Spares, handlebars from Les Watson (Penrith), rear stand from Tim Sharp, a 2" LH exhaust pipe from Len Hartley Developments, and the wheels (both 20" x WM2) were rebuilt by Steve Lomas of Five-One Wheelbuilding. Meanwhile, I made a host of small parts such as mudguard stays, number plates, brake linkages and so on *ad infinitum*.

My one remaining BIG problem was the petrol/oil tank (missing). From photos it was obviously different to a TT Replica tank, being higher at the rear, deeper, and with concave flutes along the top edges, to give extra strength and perhaps rainwater drainage channels. I resolved to try and find a Rep tank and then modify it, but was unsuccessful in my enquiries. What next? Perhaps I could make a wooden 'buck' and then get a skilled tin-basher to make me one from scratch. I had visions of mountains of shavings and sawdust and weeks of

work, when John Underhill phoned to say that he had seen a tank for sale that might just make the basis of what I needed, and so I drove down to Cambridgeshire to see Trevor Blunt. At first I was disappointed. The tank was the right shape, but it had only a petrol filler and only petrol outlets. I opened the petrol cap and looked inside. To my surprise, over on the right-hand side I could see an oil compartment! It was a 1928 TT tank that someone had modified by blanking off the oil filler and removing the cylinder-wall oiling pump and other oil outlet. This was very odd, because the work was obviously highly skilled (and invisible externally), but why leave the oil compartment intact internally? Hardly able to believe my luck I handed over £85 and heaved an enormous sigh of relief! I wondered about this tank, and its skilled alterations and wondered if it was modified for use in a 1929 or 1930 TT machine, maybe a practice mount.

The pukka 1929 TT tanks were quite different, with a saddle nose access, but who knows after 70-odd years? The 1929 TT machines had a large (separate) oil tank with its own cylinder-wall oiling pump, whilst the 1930 vertical-engined TT machine was such a vibratory disaster that remaining 1928 and 1929 works bikes were updated and pressed into service again. (See photos 133 and 134 on page 102 of the John Underhill/VMCC book *The Scott Selection* (Book One).

The tank from Trevor Blunt fitted my frame perfectly, but when I tried it on two 1929 Flyer frames, and a late 1928/early 1929 TT Replica frame, it didn't fit! It fouled the top downtubes of the frame long before the fixing bolt hole lined up, AND it fouled the gearchange gate lug. This was very pleasing as it proved that my frame TT1 was subtly different to a production Flyer or Rep frame, and that my newly-acquired tank was the real McCoy. My luck held out a few weeks later when a cylinder-wall oiling pump for the base of my tank was provided by Geoff Lee.

With all the major parts to hand, engine, gearbox and clutch rebuilt, wheels and tyres sorted, forks overhauled by Baz Jackson, and a plan firmly in my hand, I started my initial 'dry' rebuild. (I always build up my rebuild projects completely, even down to chains and cables, to make sure that everything fits, works and looks the part. Then it all comes to pieces for painting and plating before the second, and hopefully final, rebuilding.

A few things remained unknown, and 'educated guesses' had to be made. Petrol and oil pipes are a prime example of that, with period photos being inconclusive. the catalogue for my 1929 TT Replica stated that *Petroflex* (wire-braid covered flexible rubber) pipes were used on that model, so perhaps that what was fitted to its 'parents', including my TT1? Yes, a good practical vibration-resistant answer. The carburettor was quite another matter! Binks, AMAC and B&B had amalgamated in May 1928 to form Amal Carburettors, so what was fitted to the 1928 TT Scotts less than a month later, bearing in mind that WW 4462 was first registered as early as January 1928?

I thought it unlikely that Amal could have come up with their own carburettor for the TT less than a month after company formation, so that left three possibilities?

1. A direct-fitting (three-hole flange) TT AMAC;
2. A direct-fitting (three-hole flange) Binks three-jet of the very heavy pattern with integral bellmouth, and a hex-nut top to the mixing chamber.
3. A direct-fitting (three-hole flange) Binks three-jet of the later and

lighter pattern, with detachable bellmouth and knurled top ring to the mixing chamber.

I thought that type 3 could be ruled out as all available information suggested that they were actually made by Amal *after* the May 1928 company merger, as Amal-Binks models. I actually had one of these incredibly rare three-hole flange TT AMAC jobs, but was told that they were made only for the 1926 TT (long wheelbase) three-speeders as ridden by Mavrogordato and Stables in the Amateur TT and by Langman, Mainwaring and Welsby in the Senior TT.

My other carburettor problem was a personal one (and I don't mean body odour) ... I just hate Binks three-jet carbs! No throttle stop, no primary air adjustment. All you can do is change jets, and they are hypersensitive about float levels. Perhaps that TT AMAC could also have been fitted in 1927 and 1928? But there again, they have their drawbacks and limitations, AND I could get an Amal in different choke sizes, jets off the shelf, all other parts available easily, throttle stop, primary air adjustment etc. YES! I rejected carburettors 1, 2 and three, and decided on a slightly later and possibly incorrect Amal, and made up my mind not to lose any sleep over my decision; a decision exonerated by subsequent findings....

I took a pause for a breather one day, and took a long hard look at my project so far. Frame TT1, engine TT2, gearbox 28/TT6, Hatch-type all-taper tube forks with no dampers, a pair of strap-fitting George Dance kneegrips, and all the other appropriate parts, but still nothing to connect positively with Tommy Hatch or a registration number or race number 14, even though it all looked highly probable. Some more research was still required. I knew that WW 4461 and WW 4462 were registered in January 1928 and that WW 6016, WW 6017 and WW 6018 were registered in early April 1928. The WW prefix to those numbers confirms West Riding of Yorkshir as the licencing authority, but the DVLA were unable to help. John Underhill then commented that some West Riding vehicle registration records for the perior might survive at the West Yorkshire Archive Service in Wakefield, so I put together a letter of enquiry, with an SAE, and posted it to them. By now it was December 2001, my project looked very much like Tommy Hatch's 1928 TT Scott, but the facts...?

Logically, if my frame was TT1, and it was, it must have been the first one made, and registered in January 1928. That made it WW 4461, WW 4462 (or the unknown number), but there were still some complications....

In Bob Cordon-Champ's Sunbeam history (VMCC photo no. 4037) I spotted a very nice photo of Ernie Mainwaring and his Scott number 31, together with the Sunbeams of Franconi and Arcangeli. The photo shows the riders in rain macs (Mainwaring in sports jacket and flannels), so it was presumably taken at scrutineering/weigh-in time. Those funny fork dampers seen on WW 4462 in the factory yard photos can clearly be seen on number 31, but there was skullduggery afoot....

Mainwaring didn't ride that machine in the race! Photo no. 65 on page 49 of *The Scott Selection* shows him on machine 31, but with different forks, wearing Bentley and Draper mounting lugs (and a toolbox on the nearside rear).

Some switching of machines and numbers obviously took place, so just what was I to believe? Instead of getting clearer, the water was getting more and more muddy, but it was by then nearly 73 years since

those perplexing photos were taken. I needed more information....

In mid-January 2002 I had a reply from the West Yorkshire Archive Service. It was not good news. The Register of Vehicle Registration Marks covering the WW series is missing (as are many of the early registers). However, the Archives hold a series of index cards for the WW registration series, but the series is incomplete. The information on the cards varies from just make and registration mark, up to copious details of make, model, body type, engine number and chassis number. Some other vehicle files for the WW series are also held, but a long and painstaking search would be necessary. A fee of £33 per hour is charged for the archivists to do the searching, but public access is available by prior appointment. I resolved to make the trip up to Wakefield, and duly made an appointment for both myself and John Underhill to make a visit.

Two days before the proposed visit I felt lousy, with a sore throat, pounding headache and aching limbs, so I phoned John and told him that I wasn't likely to be able to go. I also phoned Wakefield and cancelled, and spoke to a very helpful chap who told me that it would probably have been a waste of time anyway, due to the incomplete records. He suggested that the petrol for the round trip of over 200 miles would cost nearly as much as an hour or so of professional delving by the archivists, and that they would know exactly where to look, whereas John and I would be groping blindly through a mass of records.

I agreed to splash out on one and a half hours of search, and sat back, sniffed, sneezed, coughed and kept my fingers firmly crossed. A large heavy manilly envelope dropped onto the doormat a few days later. The contents were astonishing! I now had the registration numbers, frame numbers and engine numbers (and some other details) of SEVEN, not six, machines, which strongly suggested that there was an eighth machine, as yet unknown. The two (?) extra machines and the reason for their non-appearance in the 1928 Senior TT were immediately obvious. They were sidecar outfits!

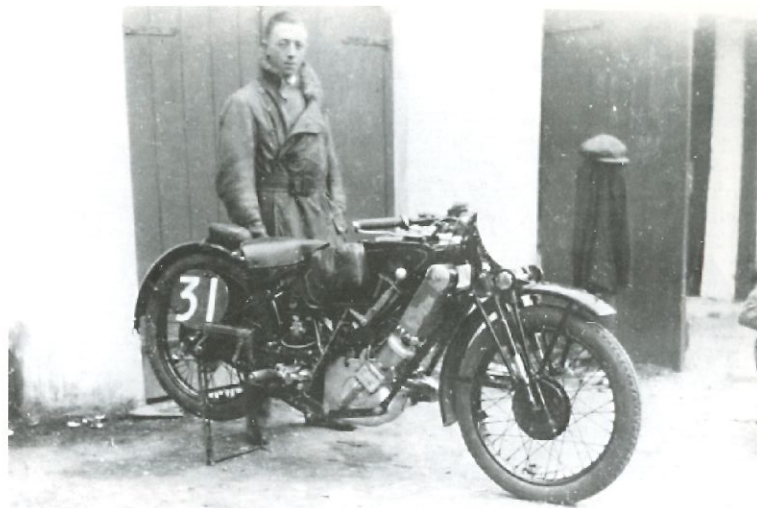
They also had 596cc engines instead of the usual TT Scott engine sizes of 486 or 498cc, and were registered to Scott Motors (Leeds) Ltd. rather than The Scott Motorcycle Co. Ltd. To my horror I found that all seven machines were listed as 'scrapped and dismantled' and the old log books returned to the West Riding Licencing Authority! Incredibly I also had a copy of a letter that had enclosed the log books, and it included four 1929 TT Scotts as 'scrapped and dismantled'!

We all know that at least four 1927 TT Scotts survive, at least two and a half 1928 machines, and at least four from 1929, plus an additional 1929 engine, so I was now entirely confident that Commercial Manager Mr. M. Roley was definitely being 'economical with the truth' in his letters returning log books.

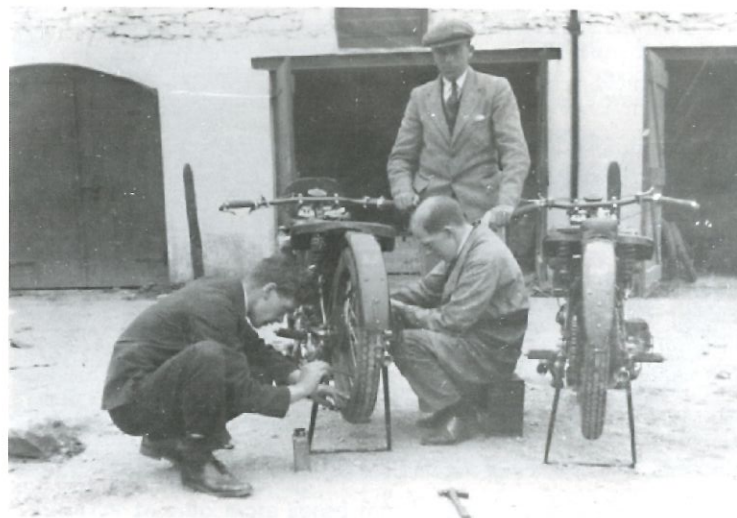
How else could these machines survive? How else could they have entered 1928 and 1929 TT machines in the 1930 TT as emergency replacements for the failed vertical-engined jobs? They were not 'scrapped'. They were RECYCLED!!

In following parts of this saga I will reveal details of the ongoing rebuild, some more photographs, and more general information. Please excuse me for not revealing full details of registration numbers with relevant frame and engine numbers at this instance as I wish to try and reclaim my original registration number before doing so.

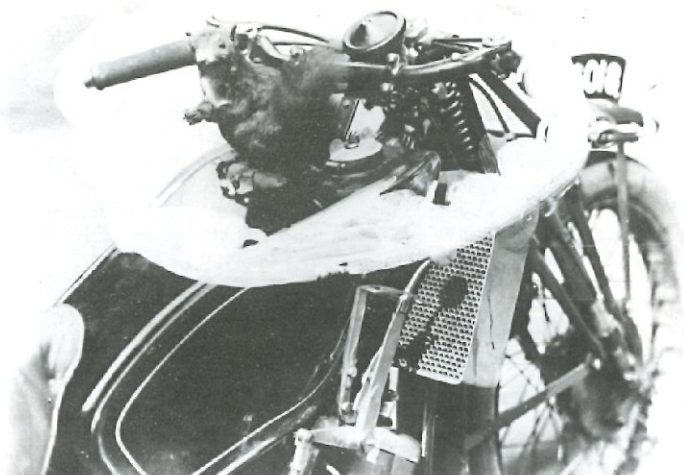
Brian Marshall.



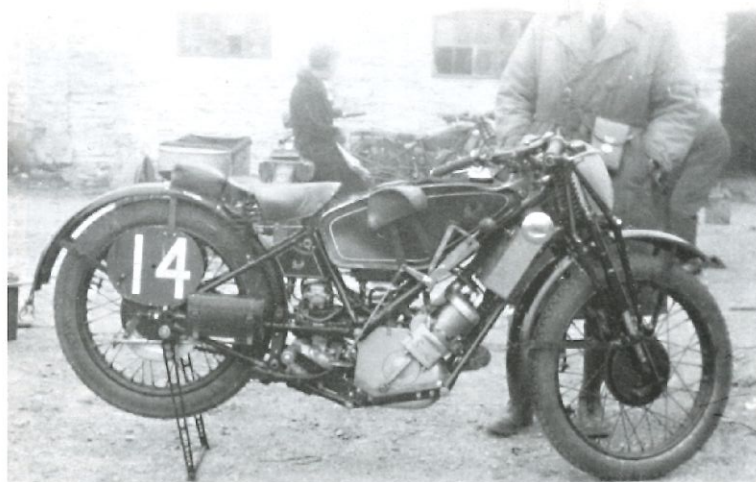
Ernie Mainwaring's bike, showing the odd fork dampers, alloy gear knob, 'bum pad' behind the saddle and big padded kneegrips. Photos taken of Mainwaring during the race show a clearly different machine wearing the 31 number. Skullduggery!



Jim Capstick and perhaps Allan Jefferies (?) fettling two of the the 1928 TT bikes. Note the extreme width of the handle-bars (34 inches!) and distinctly 'touring' size saddles.

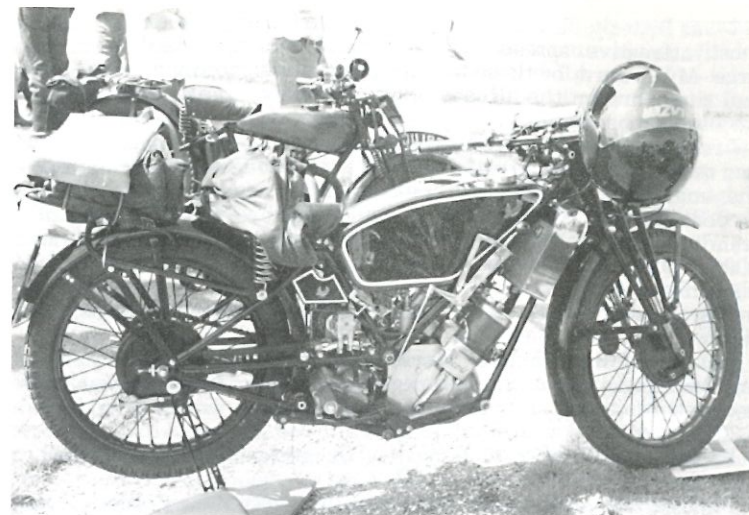


A 'doctored' photo from the album of the late Dennis Howare, that is a close-up of one of the 1928 TT bikes WW 6018. Not much to see that is different to a 1929 TT Replica, apart from the shape of the tank (and the stuffed squirrel!). No fork stabilisers and no kneegrips in this one.



Tommy Hatch's bike at Howstrake. A photograph plucked from Reg Summers' photo album by Reg in 1970, and used as a Christmas card (!) that he sent to John Hartshorne in 1970. John gave it to Brian Marshall for this article in 2006.

Note no fork stabilisers, strapped-on George Dance kneegrips and rear brake water-deflector plate.



Another 1928 TT survivor. This is Andrew Cunningham's TT6, taken at the 1998 Banbury Run.

SILK SCOTT PROJECT

In 1974 I bought a Ducati 750SS production racer and in mid year competed at Silverstone race meeting on it.

At this meeting a friend was competing with his 500cc Suzuki T500 air-cooled two-stroke twin that had been mildly tuned by Eddie Crooks. I was impressed with the Suzuki. It had a good spread of power for a schneule scavenge motor and the chassis was adequate, if a little short, high and heavy.

The following weekend, George Silk brought his young family to visit and brought the prototype Silk Scott on a trailer for me to have a trial ride. While a picnic was being laid out on the lawn, I headed out on the bike.

The route started with a hill, then a combination of 'S' bends, a downhill fast right hand curve and a section of snaking B road with a poor surface. After this initial section I said to myself "Nice bike Bob Stevenson (Spondon Engineering), pity about the engine!" The engine had been modified according to the wisdom of the period as applied to vintage racers.

In a bid to extract more power from the engine and remain competitive with contemporary sporting four strokes, the Scott factory had modified the engine in 1928. They reasoned that if they extended the stroke, this would prolong the period that the inlet ports were open and give enhanced charging.

In order to gain more speed for vintage racing in the 1970s, the practice was to enlarge the ports and modify the effective length of the inlet skirt to leave the inlet open longer. The transfer and exhaust were also opened up, the latter I remember to about 187 degrees!

As a new boy to Scotts and the racing scene, I took advice and modified the porting on my replica barrel accordingly.

I was bitterly disappointed with the results, as the engine lost its most attractive spread of torque and most of its bottom end urge. My reward for these losses was an ability to rev a little higher and thus shorten the already short life of the cranks. Like Fagin, I reviewed my situation!

I reasoned that the motor was strangled by a very small inlet duct and resolved to concentrate my efforts on getting as much mixture in the engine as possible, without making any significant changes to port timings. I found that I could improve the breathing of a standard Scott to achieve a 50% power uplift, but could achieve a 100% uplift with a revised but externally identical crankcase and an aluminium barrel.

The objective was to retain the very flat torque characteristics of the traditional Scott engine.

I do not claim to have a 'World Beater' or anything near it, but I have an engine that retains original characteristics but just more power throughout. The nearest I can describe would be to ride a 1,200cc Scott.

Back to the Silk Scott. I sold my Ducati last year and decided to use some of the cash to buy a Silk Scott.

I bought a bike that had been owned by both John Underhill and Roy Lambert. The whole idea was to keep the good bit — the bike, and replace the engine with one of mine.

Other mods planned are as follows. To discard the alternator on the LH crankcase door. This to be replaced by a series of magnets in a non-metallic ring fitted under the RH lip of the flywheel rim. A generating coil set would be mounted adjacent, as there is no mag chain to complicate matters.

The oil pump on the RH door I will discard and fit a simple dripper for the main bearings and let general engine lube be via petrol.

The ignition will be triggered by a pair of magnets incorporated into the flywheel assembly, so we end up with nothing on the doors and weight saved.

Some of this weight saving will go on making the flywheel heavier. The two-speeder is an excellent handler, but the three-speeder flywheel is half the weight of a two-speeder and stability and vibration are inferior for this reason.

Our race rider Paul Dobbs, whose weekday job is as a development rider for the Triumph Motorcycle Co, will sort out and optimise the chassis suspension.

Before we start the project, I decided to go a ride on my new acquisition. It would be good to get a 'Before and After' assessment. At the end of our lane there is an uphill right turn. It stalled. Start again and I found that plenty of revs were needed to get going. I rode along and would have enjoyed the light elegant handling, were it not for the vibration!

Any extended period of this would surely lead to "industrial white finger", which is a reportable industrial injury that can lead to nerve damage in the hands. I found that it would travel at 60 m.p.h. reasonably once my hands had gone numb, but that opening the throttle resulted in much inlet roar but little action. I tried changing down to see if it would like to rev. It would rev, but the vibration was very uncomfortable. I stopped at some traffic lights — it stalled and did not seem inclined to restart easily. For those not acquainted with the position of the Velo box in the Silk Scott, the kick starter is set

forward of the footrests and requires the rider to lean well forward over the bars and to kick backwards, just as a mule kicks, which I thought was appropriate. Finally it started and I prepared to start, apply revs and — what is that! Oh damn! The licence holder had come unscrewed with the vibration and a dozen or so old and new tax discs were blowing down the road. I employed some interesting Anglo-Saxon expletives while the tax discs were rounded up and refitted into their holder. OK, time to go home, I have had enough of this game. Two miles further and a direction indicator fell off from vibration, but in order to add interest it started to misfire on one pot and eventually would run only on one. I decided that I could make the few miles on one pot, but it was very lame and I reflected on the time I took my racer to a Vale of Belvoir run. I had not put in road plugs and pottered round with rather too much oil until we got back to the pub car park start finish venue. When I came to go home, a distance of about 15 miles, it only started on one pot. I could not be bothered to sort it out, so rode home on one pot. I remember it was doing 70 m.p.h. on one pot down the A46. What a difference!

The concept of a race-bred rolling chassis with a decent Scott motor is one that appeals to me. I do not need the 160 m.p.h. that my Honda will do, but prefer a light lithe bike with a strong flexible engine that owes its design features to one of my personal heroes.

To the previous owners of this bike. Please understand that I am not complaining about how it has been cared for. It is EXACTLY as I remember it and this example is in remarkable condition considering that it was made over 30 years ago, but then, perhaps on reflection, it has not been used so much! I understand that masochists are an endangered species nowadays!

Roger Moss.

Dear Roger,

Further to my article on the early Super Squirrel engines, here is the story of my first encounter with Y-7132.

During 1973 I was 'on with' my second Scott, built up from spares around a 1924 frame. I now had all the ingredients at hand, apart from an engine. The only engine available was my spare 1922 486cc Squirrel engine, so things were in the doldrums.

A pal visiting me told me that he had seen a Scott engine on a bench in a building close by his and the person to see was a Walter Brown, giving me the address and phone number.

"Yes, you can have the engine for a fiver, come over on Thursday, I think". So I went over to Castleford on my 1921 532cc Standard to see him. We left the bike at his home, driving a short distance to a lorry compound.

He unlocked the main gate, in I went, before HIM. I only walked a few yards when, in a sudden rush two large Alsatians were bounding towards me. More like Russian timber wolves. Someone had forgotten to lock the side fence door! At last the engine was revealed, like a 3³/₄ h.p. model with a water-cooled head. The engine appeared in good order, it turned over with a 'big-endish' play clunk. The other observation was that white lines had, with deliberation, painted on it markings: inlet, exhaust. The engine, prior to my intervention, was going to be sectioned for the engineering students at close by Whitwood Tech. 'Y' cut up a prefix 'Y' Scott engine? 'Y'! Money changed hands and the engine was mine. With the engine affixed to

the rear carrier, I reached home in next to no time, for now I'd two Scott engines propelling me, front and rear.

I quickly set about to recon the engine; the pistons were mint condition at +.040 o.s., cases O.K. As I found out later, the pistons were much newer, having the crowns fully radiussed.

The con-rods were sent off to Tom Ward, possibly the last work he did for me. T.B.W. told me exactly what it was AND the pistons were the wrong type for it anyway, giving rise to well below standard compression ratio.

So I built one piston crown up with Plastic Padding within $\frac{1}{16}$ " of the cylinder head, deflector shape, not unlike the 1921 486cc Squirrel, to suit the the square combustion chamber. Then I sent both pistons off to a chap called Hughes, Liselotte Welding Services, to put a large dollop of alloy weld on the crowns.

Back they came, within a fortnight. Mr. Hughes added that I was on a hiding to nothing, for the pistons were now out of balance AND more than likely the heat treatment impaired.

Still, I soldiered on, accurately 'enhanced' the deflector profile, checked port timing, added ported inlets, attention inlet passages — high polish to the engine internals.

Engine in place, the great day arrived, petrol and oil pipes affixed, mag timed, oil and petrol added. We had a heart beat, next regular breathing, four kicks it fired up to chronic spitting back. Advanced spark still spitting back, re-timed, re-timed again, re-timed AGAIN at $\frac{9}{16}$ " b.t.d.c. Yes, $\frac{9}{16}$ ". Now it was working something like, with the occasional crankcase door lifting explosion.

The test ride, having a 75T rear sprocket, revealed under-geared with the 22T f/dive rear sprocket. I fitted an ex-Ron Mainprize's 24T f/dive rear sprocket. Better. Another test ride, police intervention: rode through a built-up area at 61 m.p.h. I was let off, telling me I'd funny ideas about running in.

I took it over to the IoM and decided to open the taps up on a run round the TT course. It promptly nipped up short of the Ballacraigne Hotel. The engine freed, but noisy on the R.H. side. Later upon arriving home rings flashed over.

Cylinders removed, re-assembled it performed well in local rallies. One day in July a run out with my brother and friends to Northern Rally country, a fast run from Sutton Bank top to Helmsley, O.K. Slightly downhill recorded 82 m.p.h. I was taken seriously with Velocette Venoms and Malcolm from Mosecombe on his Goldie AND some contractors in a Ford Tranny who said their speedo was "off the clock" and asked what the — (I can't repeat) is IT? the following week, returning from work, it LOCKED UP SOLID — a car had to take to the grass to avoid mowing me down.

That was the last time the engine Y-7132 ran in its original 5.96 h.p. guise.

A chap from Sheffield listened most sympathetically to my tale of woe and offered me a very nice early small exhaust port stub (1925) 98cc barrel and pistons, with a life's guarantee. Since then the 24/5 Super Squirrel has given me endless pleasure. However, I'm hoping he honours the warranty in fully for that special one-off low flat, off-centre water dome has corroded beyond repair. Ken Lack, can you help?

Regards, Dave Frank.

Addendum: Petrol consumption was in the region of 39 m.p.g. — no

matter how you rode it, with its original, reconditioned AMAC 15 HYSP carb No. 35 main jet.

Other characteristics were that the exhaust tail pipe would 'blue' almost up to the footrests. You couldn't stand near the exhaust tail pipe for burning gases being expelled.

This, no doubt, would jaundice the purchase of this 'new' model. Hence the long production run of the 486cc Squirrel.

MAN'S GREATEST FOLLY

By Arthur Fogg

Man has committed or created many follies throughout his history on this planet. Many are transient such as wars but some have grown with permanence; such is the motor car!

With his undoubted intelligence and activity man has created a machine which today is a wonder of complication with remarkable properties and reliability. The car is durable in use as well as regards weather protection, is speedy and rides and handles with such capability that even grannies can drive quickly and safely. Not only is the car a wonder in itself but the means of creating it also pays high tribute to man's abilities so that cars are produced to-day in great numbers to be sold at remarkable prices.

So why regard the car as a folly?

Well! I submit that, in contrast to the efficient way in which the car is designed and produced, it is used by people in a disgracefully inefficient manner. Cars spend a very, very high proportion of the time in man's ownership out of use. They are either parked (I might almost say littered!), creating unsightly eyesores in cities, towns, villages and countryside, or garaged, or standing still in traffic jams. Then cars are designed to carry multiples of people, two, three or four or more. How often do you see a car being used to its full capacity? Not often. Most car journeys are made with only the driver's seat being occupied. So we have the situation where each person is travelling in a large lump of metal weighing anything up to two tons or more taking up to 20 or more feet of road space! We must be mad!

The car has fed man's desire to travel and explore so that a large proportion of people in the developed world, and a fast growing number in the so-called third world, have been attracted to this wonder machine, with the result that the roads are becoming choked with cars, particularly in the urban areas which have grown considerably over recent centuries. What ought to be a magic carpet for travel has become a nerve jangling liability as a result. Is it surprising that the phenomenon of road rage has emerged in recent times? We must be mad!

And what of the fuel that cars consume. Oil has become a major factor in the relationships of nations and as its availability inevitably falls these relationships will move into conflict. In the meantime the exhausts of the cars pour out noxious gases which cannot do our health much good and we are assured are contributing to a significant change in the world's climate. We must be mad!

To try and cope with the ever-increasing car population more roads have been built covering our country with tarmac. Many have despoiled beautiful parts of the countryside; remember Twyford Down? Where the roads have remained inadequate to cope with the volume of traffic the atmosphere is poisoned with the fumes of idling engines. Where some freedom of movement has been secured then

the noise of the traffic destroys the quiet, another form of pollution. We must be mad!

There is one aspect of owning a car that we seem to ignore is that buying it is the most efficient way we have of throwing our money away. If depreciation applied to our other major purchase, the house, to the same level as we accept for cars we would be 'up in arms'. In fact, that is what happened to many people in the 1990s and so caused a great deal of anguish. But we accept the situation when it applies to our 'dream' purchase. We must be mad!

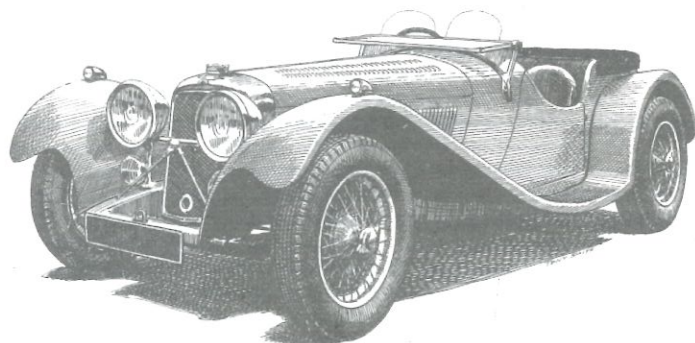
A much more important aspect of the car that we also tend to ignore is the carnage it has created on the roads. Over the 120 or so years the car has existed millions of people throughout the world have been killed or injured. If some other disaster such as a train crash occurs with a few fatalities the politicians and media rant away, handing out blame to all and sundry and vowing such an accident must never happen again. But do we behave in the same way when the annual statistics of killed and injured on the roads are revealed? Certainly not; few bother to comment. We must be mad!

The Health and Safety people (I nearly said police!) must be so pleased that the congestion on the roads has so reduced speeds and therefore the accident rate. They must gnash their teeth at the thought that on clear two-lane roads in U.K. we can legally hurtle towards each other a mere few feet apart at closing speeds of up to 120 m.p.h! And they have not been able to do anything to change that set-up. We must be mad!

You might ask me what I would do about the many trucks which run up and down our roads. Well, having spent a good portion of my working life making the things, I am afraid I must refrain from comment!

Do I have a solution to correct the folly of the car? Unfortunately no! I can only dream of my preferred solution, but I am afraid it will forever remain a dream. I would like to all cars removed from the earth. In their place I would arrange for the production of a modernised version of the 'Super Squirrel' in both two and three speed forms with a sidecar for use with either version, having a small range of alternative bodies available. With our production 'know how' and knowledge of modern materials and technology these could become long-life machines and cheap to own and run. Wouldn't it be a wonderful world!

Or would it become 'Fogg's Folly'?



Sorry Arthur - couldn't resist it! - Ed.

SOURCES OF SUPPLY

The Editor wants to expand this section over the next few issues, to include a fuller listing of all suppliers that offer parts or services specifically for Scotts. If you offer such a service or you know of anyone who is not listed, then please contact the Editor who will be happy include your details. There is not sufficient space in *Yowl* to include details of more general old bike part suppliers, details of which can be found in the mainstream old bike press.

The first port of call, of course, is the Club Spares Scheme. Gill can supply a full list of the parts they have available and she also has the latest information about new batches of parts that may be available from other suppliers.

The Spares Scheme parts list is available on the Club website www.scottownersclub.org

S.O.C. Spares Scheme — Gill Swan, Beiliglas, Myddfai, nr. Llandoverly, Carmarthenshire SA20 0QB, Tel. 01550 720628, gill@myddfai.com

Sam Pearce & Son Motorcycles — Unit 5, Stanley Lane, Bridgenorth, Shropshire. Tel 01746 762743 — Scott repairs and renovation, engine and gearbox rebuilds, new clutch plates available.

Ken Lack — 5 Norton Lees Square, Sheffield S8 8SP. Tel 0114 281 1250 — Engine and gearbox rebuilds, Scott girder fork repairs, has patterns for and stock of various aluminium castings, gearbox tray claps, many other parts.

Gerry Howard — Wissey View, Meadow Lane, North Pickenham, nr. Swaffham, Norfolk PE37 8LE. Tel 01760 440323 — Pilgrim pump and dripper renovations.

John Hodges — Beiliglas, Myddfai, nr. Llandoverly, Carmarthenshire SA20 0QB. Tel 01550 720628 — Replacement honeycomb radiators.

Barry D. Bassett — 141 Moat Avenue, Green Lane, Coventry CV3 6BW. Tel. 02476 418867 — Magneto and Dynamo restoration.

Paul Todd — Unit 71, City Business Park, Somerset Place, Stoke, Plymouth PL3 4BB. Tel. 01752 509994 — Magneto and dynamo repairs.

Michael Field — 431 Winchester Road, Bassett, Southampton SO16 7BL. Tel. 023803 15995 — Two-speeder side shields, standclips, engine and two-speeder gear repairs. Fieldmichaell@yahoo.com

Tim Sharp — 14 Hazel Beck, Cottingley Bridge, Bingley, Yorks. BD16 1LZ. Tel. 01274 567528 — Pistons, con-rods, ball-race steel bushes and head bearings, engine and gearbox rebuilds, exhaust systems.

Barry Jackson — 11 Binsted Close, Hampden Park, Eastbourne, Sussex BN22 9RT. Tel. 01323 500689 — Repro Andre steering dampers, Bentley & Draper fork stabilisers, Scott fork repairs.

Glyn Chambers — 48 Belmont Road, Hemel Hempstead, Herts. HP3 9NY — Wippermann magneto chain, Silkolene oil, carbide.

Dave Fisher, Moathouse Magnetos — Church Lane, Alderton, Towcester, Northants. NN12 7LP. Tel. 07740 984213 day, 01327 811671 eve, Fax 01327 811531 — Magneto and Magdyno sales, spares, part-ex and repair, comprehensive service.

Roger Moss — Moss Engineering, Fox Cottage, 33 Kings Lane, South Croxton, Leics. LE7 3RE. Tel. 01664 840215, rmoss115@hotmail.com, www.mossengineering.co.uk — Engine rebuilds and upgrades, full competition engines available.

Dave Brierley — 83 Forrester Green, Colerne, Chippenham SN14 8EA. Tel. 01225 742988 — Renolds chain, all sizes for Scotts.

Paul Casini — 8 High Street, Upper Tean, Stoke on Trent, Staffs. ST10 4PZ. Tel. 01538 722795 — Birmingham and late Shipley radiator repairs and refurbishment, Dowty fork seals.

Steve Enticott — PO Box 2390, Moorabbin, Victoria, 3189, Australia. sje@ciatax.com.au — Copy of *Scott Technicalities* on CD-ROM.

Geoff Lee — 'Arlyn', 4 Brickwall Lane, Ruislip, Middlesex HA4 8JX. Tel. 01895 471567 — various used small parts (not two-speed), send SAE for list.

Les Scott — 52 Kings Avenue, Tongham, Farnham, Surrey GU10 1AX. Tel. 01252 325781 — *Yowl* binders to take two volumes (24 issues). Prices £7.25 each (U.K.), £8.75 each (Europe, U.S.A.), £9.75 each (Australasia), all include postage. Cheques payable to Scott Owners' Club.