

# Transport of delight

The vagaries of fate, have, in recent years, changed my lifestyle from one of financial adequacy and frustration, to one of economy and relative contentment. The one main drawback has been the difficulty of funding racing the Scott.

Realising that the years are galloping by, I decided that I could wait for “a bright tomorrow” no longer.

I had long ago decided that, if I had no control over the ageing processes of the body, I definitely had the decision as to whether I allowed my mind to age or not! I decided that I would not grow old gracefully! Disgracefully would do just fine!

The sheer zest I get from racing my Scott is magical. It is like a very dear friend and we gallop together in delighted harmony. As a racer, I have three minor inconveniences. No talent, No courage and non binocular vision, that makes judging the braking point for a fast approaching corner, a fascinating lottery. Given these factors, the bike has to be good to make up for the rider! About three years ago, I had the Scott on a Dyno. It recorded 35.5 bhp at the back wheel. Not earth shattering, but adequate, taking into account that the Dyno. was accurate and the bike has a deflector piston engine on pump fuel. Those who are familiar with the vintage racing scene will know that almost all successful vintage racing bikes have been on alcohol for years. I had used a Krober rev counter for many years. This took its signal from the earthing screw on the BTH magneto. In recent years the readings had become increasingly erratic, so before submitting to the Dyno. I sent the Krober for an overhaul. It was returned with the report that it was functioning perfectly. I refitted it to the Scott and took it for Dyno testing. The Krober was as erratic as before and Dave Holmes, a tuner and engineer of the finest calibre, used the rev counter on the Dyno. As I remember, there was also evidence of clutch slip.

The clutch slip was cured by making a new clutch release mechanism that would handle higher spring pressures and a clutch overhaul. The erratic rev counter bothered me, so I made up a test rig and proved that the BTH mag was producing sparks at erratic timing when the revs exceeded 3000. The mag was rebuilt with new bearings and cam ring, whilst all other components were selected for quality and accuracy. I then managed to get the mag to perform correctly up to 4000 but above that the spark timing again became erratic. I realised that in use these problems were not obvious, but that an erratic spark must effect optimum performance. I decided to address this problem by building a modern PVL self-generating ignition set into a BTH mag body. I run it at twice engine speed, i.e. up to 12500rpm and it fires via a twin output coil, so that sparks are delivered at both top and bottom of the stroke on both cylinders. These mods, together with some frame mods and better tyres, have made a good bike noticeably better.

I decided to enter the VMCC meeting at Ty Croes in Anglesey. I had never been there before and the results were not spectacular. The track was bumpy, which does not suit my Scott, but the main problem was that many of the corners were of the “over the hill and out of sight” variety. The circuit was comparatively plain and featureless, so given

that there were no trackside distance marker boards for the corners, this made judging braking distances very difficult to do in any safety at speed. I did however meet some fellow Scott owners who were delighted to see this, the sole Scott entered.

The next meeting was the Beezumph track day and rally. This is organised by the Triumph and BSA Triple Owners Club for their members, but any British bike is also welcome (Especially Scotts). It is a most blissfully friendly event and has been the highlight of my year for several years past. I thrash the bike round the most excellent Cadwell full circuit, with all the confidence of one who has raced there since 1970. The spectacle of a (nominally) 1934 rigid girder forked Scott with its ecstatic "mature" rider, mixing it successfully with a host of Triples, that were the bike to beat in production racing in the 70's, is the cabaret of the event! We have been awarded "Best competition machine" twice and "Man of the Meeting" once. This year I encouraged the zestful Ted Parkin to partake of this motorcycling feast and he made the epic trip from Moray to participate. It was a rare treat to see my old TT Replica ridden so crisply and effectively. Many were heard to observe that maybe bikes had not advanced as far as they had believed from the vintage period, not if these Scotts were anything to go by!

The next meeting of note, was at Lydden near Dover. I had never been to Lydden either, but upon walking the circuit the evening before, I realised that many of the corners were very similar to others that I was familiar with at other circuits. A second big bonus, was that I could see all round most of the corners, giving me more confidence in my distance judgement.

I had several exhilarating rides in company with the leaders. After one such race, a friend came to tell me that a younger rider, who was second in the VMCC riders championship, had confessed that he had been stuck behind an old guy on a Scott and couldn't get by him. He asked, "Should I feel ashamed!" My friend chuckled and remarked that Roger had been around for some years but had competed rarely of late but seemed to be regaining his form! At this meeting I was delighted to meet Charles Windsor again with his unique Stobart TT bike. He took this out for a gallop in the parade. This gave the spectators the chance to see a genuine TT Scott and a machine modified, sympathetically, I hope, for vintage racing, at the same event.

Without us, there would have been no Scotts present and mine has been the only Scott at all of the VMCC meeting I have attended. One is struck by the genuine pleasure that so many spectators derive from seeing a Scott used in spirited competition.

The final meeting was at Cadwell short circuit, where we again had excellent rides for good placings. Having lead one race for some while, the most successful current vintage rider of a large capacity dope burning Norton came and looked hard at my mechanical friend and said "that thing's a bloody rocketship! It may not take me to the moon, but it takes me on flights of delight that more than make up for the difficulties that must form part of the lives of everyone.

Next year I will be sixty and I have resolved to compete at as many meetings as I can manage. I will also refit the George Brown type dustbin fairing, for another attempt at setting a recorded flying kilo speed that will stop the four stroke brigade from looking so

very smug.