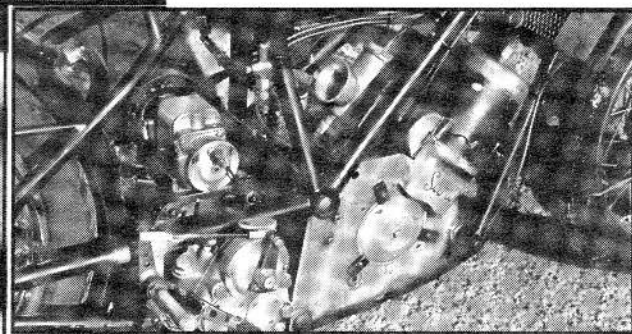
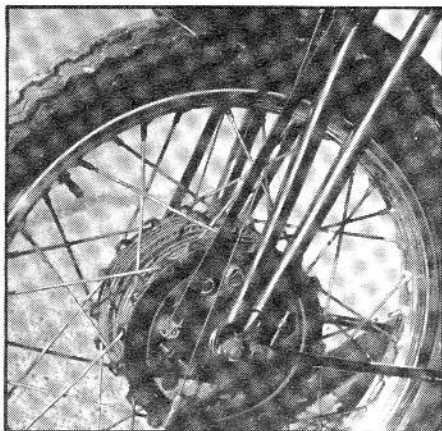


Below: Weak magneto chain and is replaced for every meeting.



Below: The Webb girders perform well, even with the extra stresses imposed by modern tyres.



## Specification

Engine	.....water-cooled two-stroke twin
Bore x stroke	.....75 x 71.4mm
Capacity	.....650cc
Compression ratio	.....9:1
Carburation	.....38mm Amal (see text)
Ignition	.....BTH magneto
Weight	.....269lb
Frame	.....triangulated duplex
Suspension (front)	.....Webb girder forks
(rear)	.....rigid
Brakes (front)	.....twin 8in s/s
(rear)	.....9in s/s
Wheels (front)	.....3.00 x 19
(rear)	.....3.00 x 19
Top speed	.....110mph
Year	.....1930
Owner	.....Roger Moss, Leicester.

cemented oil patches, the rear end let go when it hit a bump, but I managed to cope with the ensuing slide.

Roger Moss identifies this as one of the Spondon-built frame's drawbacks: 'Having to take the bottom frame rails out of the original chassis, as everyone does, to improve the ground clearance, results in a less rigid frame. Because mine kept breaking I got Spondon to build a welded-up version, but it's so much stiffer than the original that now I find I can't keep up with Chris Williams on Dave Lecoq's bike on a damp or slippery track, because with a rigid rear end the frame just won't absorb the bumps.' He's right!

Much the most outstanding features of the Scott's handling, however, are the brakes. Made by Moss himself to exact original pattern, they're smooth, progressive and strong, and the back-to-back twin front units didn't show a trace of fade during the course of my 15 lap stint, even as I began to gain confidence and braked later each lap for the hairpin. The Scott would simply fly round that tight corner, thanks to its easy steering lock, good low-down power and confident balance: it was never necessary to slip the light-action standard clutch to drive out smoothly, so wide is the usable power band. The gearbox needs a firm stab, though.

I found as I started to press on with the bike that the rear wheel would start to hop before reaching the limit of adhesion — a useful safety margin provided you pay attention to the warning signs. And in the performance stakes the Moss-tuned engine proved well able to keep up with the aforementioned 250LC Yamaha before its rider's journey of discovery. No wonder Chris Williams on the Clive Waye machine was able to embarrass modern racers in open events of the late sixties. On its showing at Mallory, Roger Moss's Scott, for all its vintage period design precepts, is not only king of the VMCC pre-1931 vintage class, but also on a par in terms of performance with post-war classic racers of more established track pedigree.

'til my extremities got used to the vibration — or numbed! Problem is that the Scott engine is basically unbalanced, and while at touring or normal fast road speeds the engine's smoothness is legendary, the imbalance becomes apparent at racing's peak revs.

A similar problem surrounds the BTH magneto, sitting atop the gearbox and chain-driven at engine speed off the clutch. While the mag itself has been completely reliable, the Scott eats the pushbike-type chains for dinner, unaccustomed as they are to whizzing round the sprocket at up to 6,000rpm. Roger installs a fresh chain for each meeting, and has to use the riveted type for any degree of reliability.

Roger Moss is a good five inches shorter than me, and since the Scott is tailored to suit him, I not surprisingly found it a little cramped to start with. The footrests are very high and I never could sit properly on the sprung saddle due to the length of my legs. The ultra-dropped Brooklands-type bars force a chin-down, elbows-in riding style, and the bike's slim profile and racy appearance give it a lean and aggressive stance that is entirely in keeping with its performance.

For the Moss Scott really does perform. Once you wind the engine up towards peak revs and manage to learn to live with the vibration, it picks up its skirts and flies. And much to my surprise

the handling was fully up to the performance, though at first it seemed frightening to a non-vintage racer. The trick is to run the modern 19in TT100 tyres at very low pressure — probably low enough to give Dunlop technicians a heart attack! 19psi in the front and 20 in the rear cover give some degree of suspension, enabling you to skip and hop over Mallory's bumps on the rigid rear end.

At the same time the sticky modern tyre compound places substantial pressure of both a lateral and vertical nature on the Webb racing girder forks. All I can say is that now I know why Webbs are so highly thought of, since they absorbed this punishment manfully and though the bike twisted and bucked, especially coming out of Gerards over the ripples, it never threatened to get out of hand. Shifting my weight onto the footrests improved the ride as well, letting my legs act as shock absorbers and allowing the Scott to buck and bronc beneath me. It all seemed controllable though, and without a steering damper fitted either, since Moss reckons it's best to let the bike have its head. Certainly, the trick seemed to be to keep the throttle rolled on hard and leave the handling to sort itself out; the only nail-biting moment was when I got forced off line to avoid an LC Yamaha headbanger who decided to inspect the piles of old tyres at the Esses more closely. Pushed on to the biggest of the