


myself with the rigid/girder machine. Paul Dobbs was in a lot of races so there was no chance of me getting out in the period races so I used it for the premier event, the Champion of Champions Handicap. As there was no lap time for me on the Scott, I was given a grid position further back than if I was on my Bantam (for which they did have a time). The Scott is an unusual machine to ride, nothing like a conventional two-stroke as it has no power band, more a torque band! Roger reckons it has a power band the shape of Table Mountain and it's true. The pulling power is immense and starts at 2000 rpm, peaking at 5500rpm. The rev figures are minimally more than a road going Scott so component life is great when compared to earlier racing Scotts where increased port duration and revs shortened big end life etc. Roger has managed to increase performance while maintaining the Scott's character, which makes it a pleasure to ride.

Lydden's straights are short and each corner fast and furious. It's top gear along the start-finish straight, top being fourth on this rare 30's box, of which only a handful were made (and the one's that were fitted were quickly replaced with the three-speed cluster that worked better). This four speeder, however, has been re-engineered by Roger and it works well but changes have to be methodical, feeling the gear lever into selection until it won't go any further. Charging into Pilgrim's Dip, braking slightly to steady the bike, it's down into third and power up the gradient banked to the right on the entry to Chesson's Drift – correctly named when riding the Scott. Perhaps because I'm not the regular pilot, Chesson's was the most difficult corner to get right – my head was shaking in my helmet and it was difficult to see where I was going, that's never happened to me on bikes with suspension! The corner was best taken as fast as possible with some rear wheel drift, thus avoiding running wide towards the grass on the outside. Away down Dover Slope it's flat out in top – but not for long before it's down to third, lean in and carry as much speed as you can round my favourite Devil's Elbow left-hander. If not, a change into second is necessary, then back into third – all the time spent with the clutch in, not driving, and remember gear changes are slow on this bike – that could be a second or so on your lap time. The bike is a little shaky on the exit but lines up perfectly for the uphill North Bend hairpin. The brakes are quite superb! Everything happens very quickly downhill to Paddock Bend and on the approach it's important to use the paddock entrance apron on the outside of the white line to maintain both line and speed. Paddock could be taken in top or third, I never actually decided which was the best option. To ride the Scott well needs thought, due to no suspension etc. In fairness, the bike never faltered but the wheels do need to be placed carefully on the entry to a corner.

To ride and race the Scott was, for me, a dream come true. I hope this encourages other Scott owners to dig out their bikes and into Vintage racing. Incidentally, at Lydden, the jam pot lid had been replaced by a pickled onion lid on which was scribed 'Quality Assured'. This epitomises Moss Engineering. May Roger's self admitted 'Glorious Obsession' continue to thrive. 

Words by Mike Powell

Photographs by Ross C.

SPECIFICATION

Engine:	Water-cooled two-stroke twin – Developed 1934 Power Plus DPY
Bore and Stroke:	76mm x 71.4mm
Capacity:	640cc
Output:	35bhp
Carburation:	Amal type TT 38mm bore
Transmission:	Scott 4-speed
Ignition:	Modern BT-H Magneto
Chassis:	Spondon built copy of Scott duplex.
Suspension:	Front: Webb middleweight girders. Rear: none
Brakes:	Seven-inch Moss copy of twin Webbs
Wheels:	Front: 21in x 3in. Rear: 19in x 3.25in
Tyres:	Front Avon Speedmaster. Rear: Avon GP
Wheelbase:	54in
Weight:	220lb
Owner:	Roger Moss, Leicester.

Paul Dobbs



All action style from Paul Dobbs. Paul's bikes will wear the number one plate for all VMCC Historic Racing events in 2006.

Paul Dobbs has been in many a publication lately with his riding antics both on the Scott and Neville Wooderson's Goldie (generally with the front wheel aviated).

Kiwi Paul hails from Bombay, a small place just south of Auckland. He started his racing career in 1991 on a Honda VFR400 and a hybrid Kawasaki KL500 two-stroke single in a Suzuki RGV frame. The following year, while campaigning an RS125 Honda he met Joey Dunlop (whom he beat a couple of times) Ian Lougher and Dennis McCullough, all of whom told him to get himself over to the Isle of Man.

In 1994 Paul went to Australia for a number of years and won the New South Wales 400cc F3 championship before coming over to the UK to concentrate on the TT. He persuaded the ACU to accept his entry, although he never competed in the Manx GP. Paul needed to race at the TT not the Manx because he needed prize/start money to offset his costs.

Neville Wooderson rode in the TT and Manx in the 50s, on a Goldie among other machines, and, being a friend of Paul's father, came over to Britain with Paul in 1999 to help him on his TT debut. Paul finished fastest newcomer and has returned to the Island every year since (except 2001). While in England Paul began testing bikes for the Triumph factory and continues to do so.

In 2003 Paul started riding the Scott for Roger and the Goldie for Neville, (incidentally Paul built this bike in 2002.) Paul's, wife Bridget and daughter Eaden (3) and Hillberry (1) are always about in the paddock making a family event of the racing.

Paul won the VMCC's Champion of Champion Series last year (2005) by a solitary point from Thunderbird riding Ben Graham. Paul will read this back in NZ, taking in some racing over the UK closed season, but will be back to do the TT on the new Triumph 675cc triple (go show 'em Dobsy – Ed) and an ABSAF Goldie built for the Manx and other international classic series. He will ride the Scott when commitments allow.