

Summarising the final days of practising, *The Motor Cycle* again printed: "Scott (3) - Fast, certainly, but said to be lacking in road-holding qualities - perhaps a rumour born of hope in other quarters. Two star riders and one stayer."

Of the 57 entries in the 1927 Senior, Mainwaring was No:1 Langman No:3 and Langton (now definitely promoted, so that Milnes had to wait for another year) No:34. 1927 was the first year that the riding order was determined by drawing lots which is how Ernie Mainwaring found himself on the premier starting square. Ahead lay seven laps and some mixed fortune. Stanley Woods set up a record lap before going out on lap 5 leaving the race to Alec Bennett, also Norton mounted.

The Scotts?

The Motor Cycle once more - "Bad luck followed the Scotts, which by right should have finished high up. Mainwaring was lying fifth when he ran out of petrol on the seventh lap, through a defective float chamber. Langton too had to retire owing to petrol shortage, his saddle having punctured the tank."

Langman went out early on with engine or gear trouble and, later, Mainwaring's fuel problem was put down to tank puncturing, just as with Langton. The special fabricated saddle brackets being the culprits; bending and piercing both tanks. Mainwaring made by far the most promising showing, moving up to 5th on the leaderboard on lap 6 with his best lap (his 4th) in 33m 58s - 65.21 mph. This however was well off the pace and with Woods recording Fastest Lap in 31m 54s - 70.90 mph before retiring, it was obvious that the four-stroke brigade had upped the stakes yet again this year.

The equipe scuttled back to Shipley and yet another rethink for the next year. At least two of the T.T. machines were brought out again, as recalled elsewhere in this piece, when the company assisted riders in the Amateur races, but otherwise the 1927 experimental models were not persevered with further. □

THREE of everything

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obvious from the photos taken at the 1927 T.T. (and from our accompanying text) that these specials originally had a strengthened Super Squirrel type fork, with exposed central spring. Where these forks went to, isn't known, but it could be that they were replaced on all the surviving T.T. machines sometime late in 1927. Eight Scott riders made an appearance in the Amateur T.T. during September of that year and two of them - Stables and Lomas - were handed ex-1927 T.T. specials to ride in the race (Shamateurism?) One of these now sported the braced Flying Squirrel fork, but the one to be ridden by Lomas retained the special Super fork. In the race, Lomas was put out when this broke at Hillberry. Possibly,

that was the end for all of them and hence the reason for their absence from the remains with which Bob began his task. The second exception? Read the reason for the retirements of Mainwaring and Langton and you will understand why Bob just had to redesign the saddle mounting bracket - his definitely won't collapse onto the tanks!

The mammoth task has now been completed in full and to such effect that Bob Brougham was presented with a prestigious Special Achievement Award by the Scott Owners Club in 1998 for his endeavours in ensuring that these historic machines will once again Yowl for the pleasure of future enthusiasts and, probably, for all time.

Bob Brougham sits proudly on one third of his handiwork, with the Scott Owners' Club's Special Achievement Award, so richly deserved.

