

1913 TT winner Tim Wood's engine used two spark plugs per cylinder and a gear driven rotary valve.



long leaf springs.

Three machines were built to be ridden by Tim Wood, Frank Applebee and R W Lovegrove. They were sensational in practice and the handling and speed of the Scotts astonished everyone.

Whether it was sheer coincidence, or a case of several great minds thinking alike, entries for the 1914 TT exhibited a lot more novelty. For perhaps the first time, specially built racers, rather than modified standard machines, were conspicuous. So much so that the 1915 regulations required all entries to be firmly based on production machines — though this race never took place.

A feature that distinguished the 1914 races was the compulsory wearing of ACU approved safety helmets. As the 1913 winner, Tim Wood pushed off first and at the end of the first lap led by two minutes from Adamson's Rudge. At the start of lap three he had three minutes' lead, but had a brief stop to change a plug, allowing Harry Collier's Matchless to lead by 1/4th of a second.

Such was the Scott's acceleration, handling and speed that within a lap, Wood had 1 min 25 sec lead over Collier. Alas, on lap five, he

retired at Union Mills due to the failure of the much vaunted German magneto. He had set the fastest lap of the race from a standing start at 53.23 mph. Frank Applebee ran a good race, but had some unspecified problem on the fifth lap which took him 75 min 24 sec to complete, against his best of 46 min 46 sec. He finished 25th.

Lovegrove was well up at all times, and started the first lap in sixth place. He then had to change plugs several times, and as though that were not enough, the rear chain broke a quarter of a mile from the finish, which dropped him to 18th. The race was won by Cyril Pullin on a single cylinder Rudge Multi at 49.5 mph. Gold medals were awarded on time to 17 finishers. Lovegrove missed one of these by less than a minute.

Alfred Scott failed to secure a Senior TT hat trick, his dearest wish. Nevertheless, liberated by the new factory, sales soared to an unheard of 1659 machines in 1914 — over three times the average of the previous three years.

Scott never won another Senior TT. Alfred Scott's energies were drawn aside in his enthusiasm for his famous — or notorious? — Scott Sociable three wheeler. He withdrew

## What it feels like to ride a Scott Racer

Our representative's experience of the most interesting machine in the TT

Mr Alfred Scott asked us if we would like to try the new Scott racer, which needless to say, we accepted with pleasure and sped off towards Keppel Gate, kicking in the high gear after a couple of hundred yards. It engaged smoothly, and there appears to be no need to lift the exhaust for changing.

The wonderful springing of the saddle, which is hung on long flat springs, at once made itself apparent. It is impossible to get jerked off the saddle, as, owing to the action of the springs, it would be more correct to say that the rider's body gently follows it up and down over the worst undulations and bumps.

The new position of the tank, set squarely low down in the centre of the machine, and the toolbag, which is fitted on top of it, afford support to the rider's calves and thighs. We found the foot operated oiler quite easy to manipulate, and once on the open road towards Hilberly and Cregny-Baa there was a chance to open the machine up.

There is no jerk or thud when the Scott picks up. The pressure of wind and the fleeting telegraph poles are the only outward signs of speed till one finds it is necessary to start slowing up for a corner some 150 yards before reaching it. Arrived at Keppel Gate, we turned round by the little stone hut and came down the Mountain all out.

This short burst made one realize of what sinew and nerve the TT riders must be made, for we had to hang on like grim death, though the machine steered perfectly, and we felt as comfortable and at home on it going at 60 miles an hour as in an armchair. The road is so bumpy that all one's energies are taken up in watching the course.

The low gear pulled the machine up pretty well at Cregny-Baa, but the grating of the soles of our boots on the road showed that we were quite far enough over on the bend. Down Hilberly it was a case of hanging on all out, but there was never any doubt about the rider having perfect control of the machine, and we returned it to Mr Scott with the wish that it was ours for a thousand miles instead of ten.

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from his own company in 1918 and a new firm, the Scott Motor Cycle Co Ltd, was formed in June 1919. Tim Wood was now competition manager and designer, but Scotts did not return to the Isle of Man until 1921. ■

Next month: TT Replicas and Scott racers leave a smoke trail to 1930.

Crash helmets were compulsory for the 1914 TT. Tim Wood (51) pushes off to set a new lap record from a standing start.

