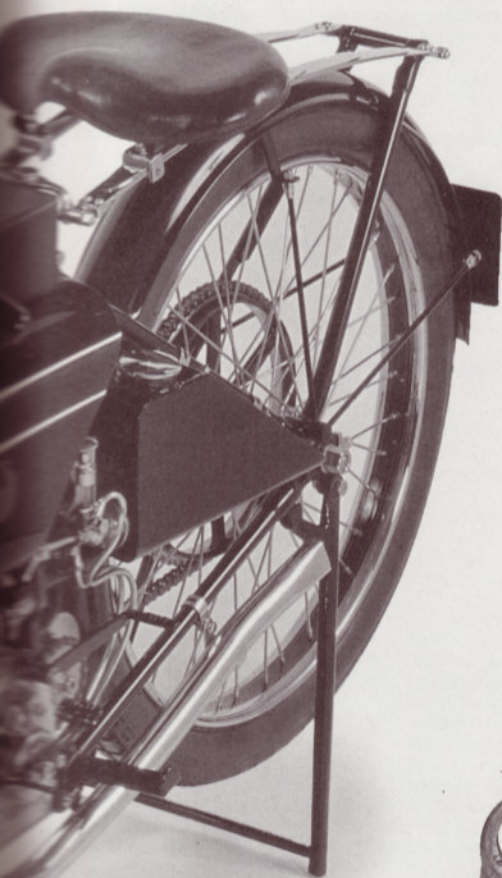


Works riders Tim Wood and Frank Applebee pose with a TT Scott on 14 May 1914.

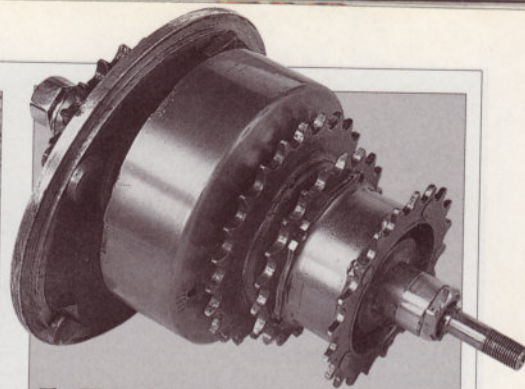
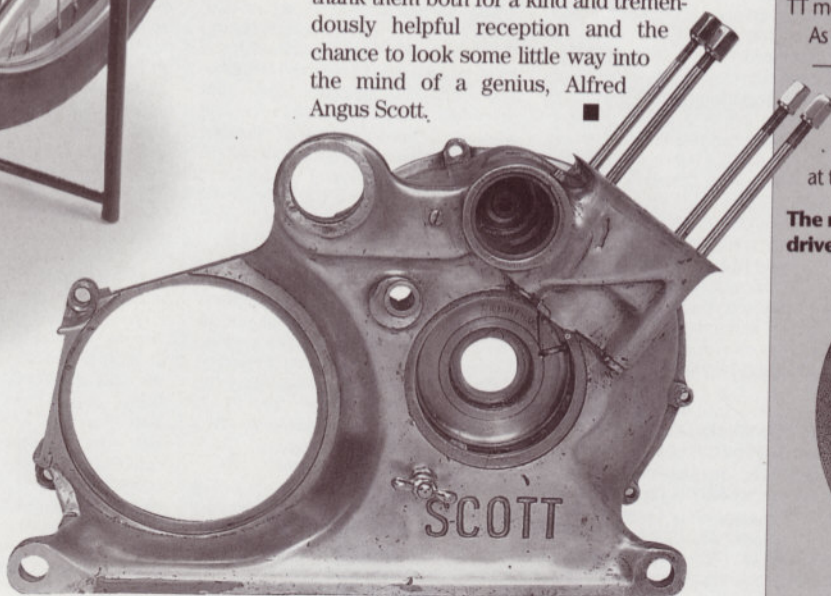
less to say, it was a sensation. Low slung, gracefully handsome and light at 215lb, the racer lived up fully to David Frank's work.

But, says he: "They claim that Scott intended marketing the TT model in 1915 but I can't believe it. It was far too delicate and complicated for the average motor cyclist of the time.' I'm inclined to agree, but if it had been introduced, Dave is sure that a fully rotating inlet valve would have been used. I feel that the layout was meant for a 3-speed epicyclic gearbox, rather as used by Granville Bradshaw in his 1915 "fore and aft" ABC.

Finally, some people may query the extensive use of nickel plating but both Dave and John Bentley assure me that those parts that are so treated showed definite traces of original plating. Though the machine is complete and could be started, Dave and John Bentley have agreed to delay this until new primary chains are to hand. Meanwhile, I'd like to thank them both for a kind and tremendously helpful reception and the chance to look some little way into the mind of a genius, Alfred Angus Scott. ■



Castings were re-welded by Ray Marriot before final machining by David Frank.



The TT model sports a two-speed gear unlike any other produced by Scott.

Gearbox

My first sight of the "gearbox" for the 1914 Scott convinced me that here was a piece of design that only made sense as a last minute lash-up to replace an earlier and probably more ambitious design.

It was my guess that Scott's original idea was for a three-speed epicyclic gearbox, something on the lines of the Wilson or ENV pre-selected system, driven by a single chain on the left hand side of the central flywheel. This would fit in with the eccentric primary chain adjustment, the rear chain being adjusted at the rear spindle. This would provide a box that could be in "unit", yet easily removable for maintenance and adjustment. Such a gearbox might have done away with the need for a conventional clutch, using the progressive grip of the pre-selector brake-bands.

That, of course, is sheer surmise, but that Scott had, in 1914, perceived the limitations of his all chain two-speed gear is a fact — born out by his applying for a patent (No.1293) on 26 January 1915 — and granted on 26 July.

This provided for a three (or four) speed gearbox with constant mesh involute-toothed pinions. There was no provision for a reverse gear, though the patent application specified "Connection with motor cars and motorcycles." Selection of gears was by sliding dogs and a novel design of cam plate ruled out the possibility of selecting more than one gear at a time.

I make absolutely no claim that this (very well thought out) gearbox had any direct link to the 1914 machine. But it certainly indicated the trend of Alfred Scott's thinking at the very time that the TT models were in the workshops.

As for the fragile two chain "gear" actually used — Scott must have had his fingers well and truly crossed! And what price fitting a third chain? Dave Frank confesses that two were nightmare enough, and the mind boggles at the thought of a third!

The massive, 14lb central flywheel with drive sprocket to gears on left.

