

# YOWL



FEBRUARY 2019



THE SCOTT OWNERS' CLUB JOURNAL

## Editor

May we extend a very warm welcome to all new SOC members, we hope you find much of interest in Yowl and encourage you to make use of the extended network of support which is available through the club website and beyond.

As most of you will be aware, there were problems with the last issue of Yowl in terms of distribution, and we were not entirely happy with the presentation of the last magazine. Since 2012, Yowl has been typeset, printed and distributed to a very high standard by Hawksworth Graphics who were a small family run business based in Uttroter. Unfortunately the family decided to pull out of the business and, while they managed to find a committed buyer who would ensure continuity of production, difficulties inevitably arose. Rowtype Printers of Stoke-on-Trent took over in early November and with much effort from all involved, the December issue was published. Alas, in their haste to send the magazine out on time around three hundred were not franked, and although replacements were sent to the affected members, many of us were eventually invited to pay a charge of £2.00 to Royal Mail for what would turn out to be the original copy. With no efficient method of contacting so many people we placed an announcement on the club website and Roger kindly sent an email to his contact list – we apologise to those of you who did not find out until it was too late.

We have not had the opportunity to get out and about much in the last couple of months though we did surprise Brian by attending two of his Eastern Section meetings in a row! Roger was well enough to come to the December meeting, where we took the opportunity to arrange a visit to his workshop so we could feature him in the next of our “Scott Sustenance” series. Further articles are in the planning stages, with Eddie Shermer next on the list.

In an effort to brighten up the winter months we have included accounts of activities that took place last year in the Czech Republic, Kent/Sussex and Northern Spain. There are some technical items on hubs and gaskets (Rob Collett began his “Phased Transfer” series back in 2008!), and a more nostalgic feature about one of Harry Greensmith's bikes. We note with sadness the passing in December 2018 of Roger King, and Roy Lambert who was Secretary of the Midland Section for a number of years.

Once again the Northern and Tyne Tees Sections already have plenty of events lined up for this year and thanks go to Martin Hodkin and Dave Hutchinson for their stellar efforts in organising them. The Scottish Section have some plans and we are looking forward to publishing an article about the Kop Hill Climb in the next issue. Please let us know of forthcoming events so we can put the details in Yowl.

The deadline for the next issue is 1st March. We are grateful for the encouragement we have received from many of you - so far the feedback has been very positive - but suggestions for improvement are also welcome. We are very much reliant upon your input, so please do keep sending your contributions in.

*Chris & Keith Dickinson*

**Front Cover:** An unusual colour scheme! see “Letters” page - Steve Gibbon

**Centre Spread:** Eddie Shermer tearing up the tarmac in the Picos, Spain - MCPiston Club

**Back Cover:** Martin Dasek at the Brno-Soběšice Hill Climb 2018 - Pavel Šimek (?)

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Technical articles express individual members experiences and do not constitute a formal Club recommendation.

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## Scott Sustenance – Service Providers

### 4. Roger Moss



Picture 1 : Roger Moss in his office

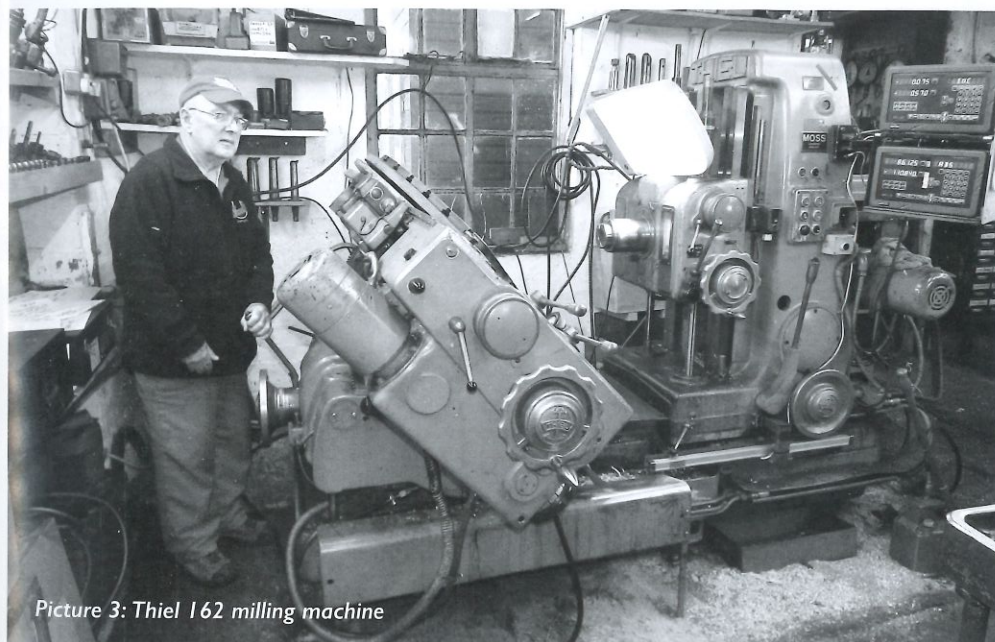
The fourth part of our series features the Club President, Roger Moss, who surely needs no introduction to our readers. There seems to be a bit of a theme with our Scott suppliers in that they appear to enjoy living somewhere out of the ordinary! Our destination was a lovely three-hundred year old cottage at the end of a road in the tiny village of South Croxton, which feels remarkably remote despite being close to Leicester. We were welcomed by Roger and his lovely wife Marina, who plied us with tea and biscuits by the side of the Rayburn while Roger entertained us with some anecdotes of his time in the engineering business. We did decide, however, that we would not like to get on the wrong side of Marina. The salesman who turned up whilst we were there, hoping to secure some work rendering the outside of the cottage, was promptly dispatched with a flea in his ear having been told in no uncertain terms that she was perfectly capable of doing that herself!

Roger spent a large proportion of his working life working for Moss Machine Tools which was the Leicester-based family business. This was a precision engineering company with around a hundred skilled engineers and all the machinery you could dream of. Roger moved us to his office (Picture 1) and talked us through some of the projects they had undertaken, illustrated with impressive footage of some of the manufacturing plant they constructed for the aerospace, automotive, defence and domestic appliance industries. It was during 1993 that Roger moved to South Croxton, after parting with both his former wife and the family firm, and equipped his two workshops so that he could continue earning a living. He is clearly used to working with heavy machinery but it was remarkable to learn he moved and set up the



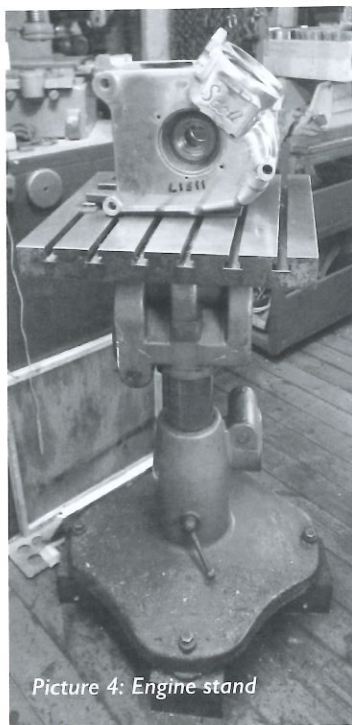
Picture 2: The main workshop

equipment pretty much by himself, except for the largest machine which son Richard helped with. The workshop design is excellent with overhead travelling cranes in both workshops for convenience (Picture 2). The machinery is several decades old but very adaptable.



Picture 3: Thiel 162 milling machine





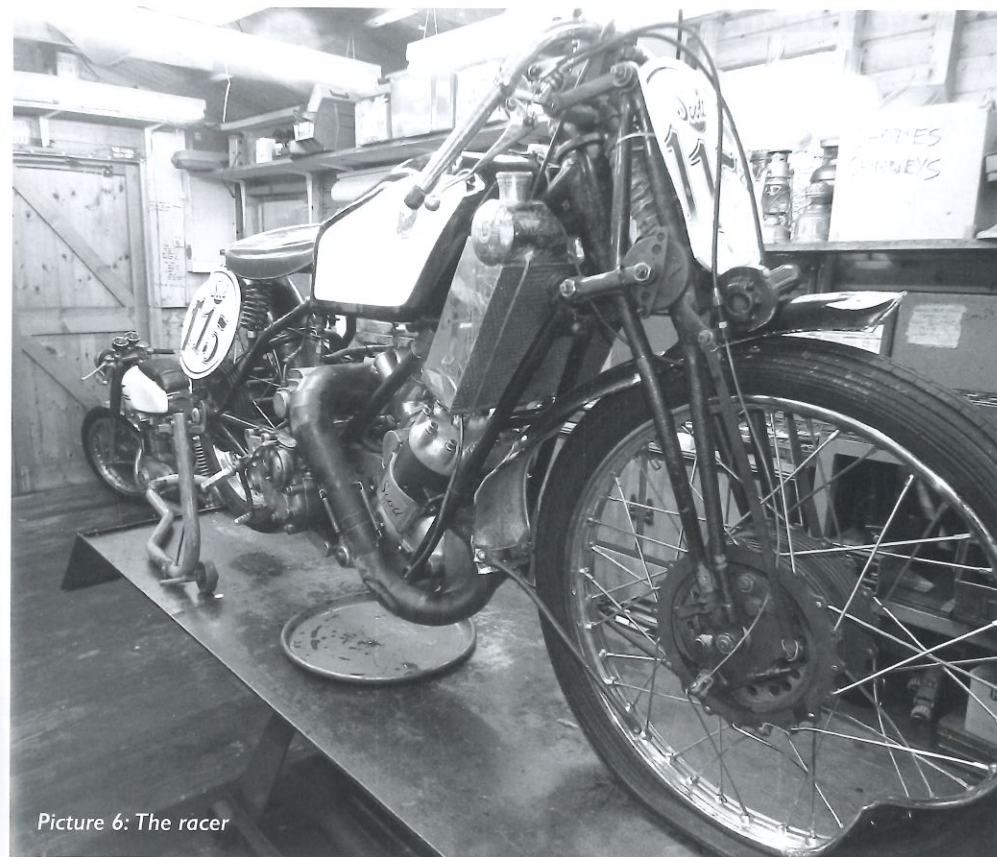
Picture 4: Engine stand

With encouragement from Richard, Roger turned his passion for Scotts into the core of his business and before long it became a full time job for him. After his retirement, designer Ted Hills spent a day a week working with Roger preparing a file of beautiful engineering drawings to aid remanufacture of parts. Roger is clearly equipped to tackle pretty much any job on our bikes and has two S&B lathes, Thiel 162 and 158 milling machines, Kearns "S" type boring machine, J&S 1314 grinding machine as well as welding equipment, a blasting cabinet and the biggest collection of precision measuring equipment we have ever seen! The crowning glory has to be the Thiel 162 that he uses mostly for reboring barrels - this is an extremely large and capable machine, with a massive powered tilting and rotary table (Picture 3). The smaller Kearns boring machine is mostly used for reboring cases for replacing crankcase cups. As might be expected, the engine stand is nothing ordinary but is a lovely balanced machine table that was originally used for building up bomb disposal robots for Northern Ireland (Picture 4).

The shelves around the workshops are groaning with the weight of spares including an impressive array of piston blanks, new cylinder heads and, best of all, new



Picture 5: New crankcases



Picture 6: The racer

crankcases awaiting final machining (Picture 5). Another batch of thirty crankshaft assemblies has been commissioned and whilst this is a significant financial outlay for him, Roger clearly feels it is necessary to keep our Scotts going for the foreseeable future.

Finally, this article would not be complete without a mention of Roger's much loved racer (Picture 6). At first sight it doesn't look too bad but a closer inspection revealed destroyed forks, mudguard and front wheel as well as many dents and bashes that are going to take a lot of time and money to fix - he does not yet know whether the frame sustained any damage in the impact. Naturally, he is determined to sort it out and we wish him luck with this. We are sure his many customers will be delighted to hear that he was well on the mend when we visited on December 13th and he is confident that he will be back in the workshop full-time by the middle of January next year. We thank him and Marina for their hospitality and offer our good wishes in clearing the backlog of work!

*Keith & Chris Dickinson*



## Managed Decline or Planned Future?

When I had my first Scott in 1967, replacement parts were difficult to obtain. The main problem is that the needs of the individual owner are often too small for spares be made economically by conventional engineering companies. Eddie Shermer, Richard Blackburn and myself have our facilities at home, as we could not afford the rental of even a modest business unit if we were to keep the costs of such small-scale manufacture within reasonable bounds. This type of "Cottage industry" also means that the funds to invest in making a new major component is often a step too far.

I shall never recoup the costs of design and metal dies for the piston project, but at least we can all now build engines with new pistons. My thoughts progress to cylinder barrels and I wonder how long it will be before the manufacture of these needs to be considered. I ask members to give their thoughts about the future requirements of spares in general, and barrels in particular. The drawings exist but pattern and batch machining costs are beyond the pocket of your existing suppliers. If it was considered that such components should be investigated, then we could discuss with the club management, if finance could be arranged.

I confess that I look with a certain amount of envy at the spares scheme of the Vincent Owners Club, which has ensured that the Vincent marque can be sustained indefinitely. I have asked David Holder if he has the dies to make DPY barrel castings and what quantity and price he would consider worthwhile to make a batch of barrels. I have patterns for 1928 / 1934 type non-detachable barrels and a small quantity of castings of these in both iron and aluminium. If anyone fancies a challenge, I can supply castings and drawings. As regards DPY type, then, as I was working in France when our old family business failed, I lost the DPY patterns I had and currently cannot afford to commission new patterns.

We have made good progress in our endeavours to give Scotts a future in recent times. We need you, the club members, to advise us where we should go next.

*Roger Moss*

## Membership Report - 2018

If you have renewed your membership for 2019, thank you. Your membership number is the first line of your Yowl envelope postal label and will be 2019 # xxx.

If you have paid subscriptions for future years in advance it will show as 2020 # xxx etc.

If my records show you have NOT renewed, there is a reminder with this issue of Yowl.

New membership cards will be included with April Yowl. They are not filled in, saving me and the printer a lot of time, and the Club some cash. Please write your name and membership number in the spaces provided.

Do you have any queries concerning your membership? If so, please contact me, my details are on the inside front cover of Yowl.

For the record the membership numbers in 2018 was steady at 682. Unfortunately so far nine members were reported to have passed away during 2018. There were sixteen amicable resignations, mainly due to problems associated with age or sale of machines, plus one other member who was unhappy with the Club. The membership numbers are for first named members, in addition we have 132 family members.

I wish you a happy and healthy New Year. Ride carefully.

*Richard Tann*  
*Membership Secretary*

## 1930 Scott Tourer Tale - Part One



This is a bike that I hadn't intended buying and definitely was not going to keep for very long. That was way back in 2006 and it is still in my stable and regularly used. I have had a 1927 3-speed Super bought as a totally worn out and sad case far more years ago than I care to remember but it is now around half a century. Now that Super has done everything ever asked of it and always, with a few minor exceptions, come back for more. There is still nothing like a ride out on it for bringing a smile back on your face no matter how down you might have been beforehand. The only thing was that I found this brilliant pillion rider who enjoyed sharing this weird pastime of riding old motorcycles in strange events and interesting places with me. This was something that the Super took in its stride but it did show up the inadequacies of its limited braking facilities. Plans were made to do a special Scott that would cater for a pillion from accumulated bits as our forefathers used to do in this Club of ours. However, while this was underway I heard on the grapevine that there was a modified Scott which needed a good home and wouldn't take much work to get it running. On making enquiries it turned out to be a one owner 1930 Tourer which had been family transport all its life and modified over the years to suit the owner's needs including a sprung rear end. The person who had found this old Scott said that if he kept it he would have to put it back to original specification which was quite possible as all the relevant parts were still there. He did appreciate that eradicating all the bike's history was perhaps not the best thing to do but needed to remove the temptation out of his reach. So a deal was struck.

Now this Scott had quite a story of its own. I have called it a Tourer because of the Webb forks and valanced mudguards but all the documentation refers to it as a Flyer. Perhaps others can say one way or another. There was a box of paperwork and some photos that came with the bike which told a tale of a machine that had been part of Harry Greensmith and his family's life since he bought it in 1930. Prior to this he had had an overhead valve Sunbeam which he bought new in January 1929 for £68 with full equipment. Then in July 1930 he part exchanged it for the Scott which cost him £65 secondhand with an allowance of only £35 on





Harry Greensmith and Old Faithful 2005

the Sunbeam. I am sure that most people in the Vintage scene today, given the choice, would plump for the Sunbeam but Harry then kept this Scott for the rest of his life. On one of the photos perhaps there is an explanation, it has the title of 'Old Faithful'!

I have put up these photos on Google Photos plus a few other more recent ones of it in use in my custody. The web address is <https://photos.app.goo.gl/rGVwtaNRYgsNCKKS8>

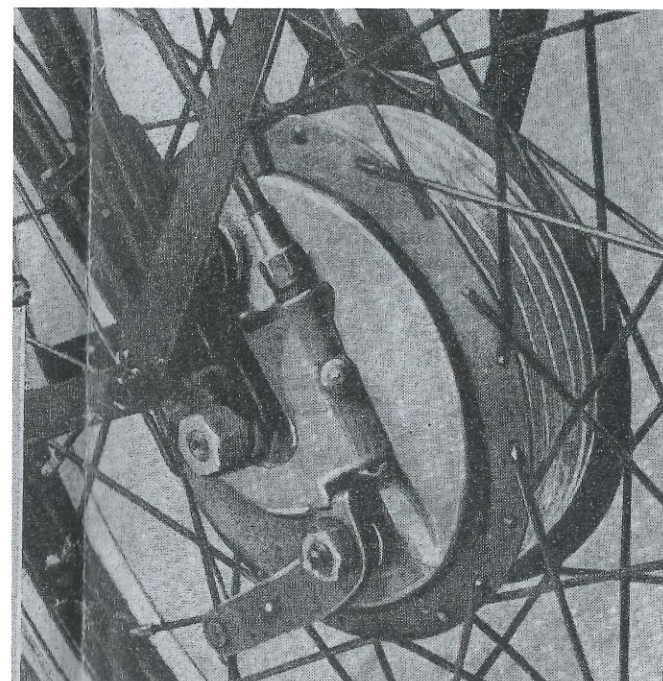
I have tried to put these in chronological order. I am sure the editors will pick what they consider the ones to best illustrate this article in Yowl. It is a pity that there are no early photos or ones from the later 50's and only one of the bike in 1962 after its major frame surgery. However the ones I have give the impression of a Scott with sidecar attached at the very heart of a family's life with trips out to a great variety of places in the north of England. I assume that the other bikes in Harry's collection, the Velo and Coventry Eagle, were his ride to work transport and the Scott with sidecar kept for family outings on weekends and holidays. Other items in the box of goodies included a diary of work done on the bike but only covered the few years between June 1948 - June 1958. However this did include the period that 'Old Faithful' had its main alterations including the frame conversion to a swinging arm rear suspension. It is recorded that he fitted a new speedo in June 1950 with zero mileage and the last recorded mileage of 29,671 miles was on June 2nd 1958 for the first outing with the new swingarm frame. Prior to this in 1955 Harry had replaced the original Webb front wheel with a Triumph one but it looks like the Triumph backplate turned out to be not suitable as he ended up using the Webb backplate with its speedo drive.

Talking of front wheel speedo drives, again amongst all Harry's leaflets there was an article on the prototype 1946 Shipley Scott showing off their newly designed wheel hubs. The photograph of the front wheel shows a speedo drive gearbox on the righthand brakeplate which I certainly have never seen mention of before.

Harry must certainly have used this machine quite extensively going by the number of tyres and chains he was going through over the few years that this record covers, although hauling a fully laden sidecar around is going to take it's toll on these I guess. Quite a few of the tyres were remoulds or part worn so I guess money may well have been a bit tight keeping the outfit on the road. There are receipts with Tom Ward's name on them going back to 1946. These early one's have a Hustler Road, Bradford address crossed out and the familiar Wilfred Street, Derby one substituted. Obviously Tom was also one for keeping an eye on the pennies and not throwing good stationery away in pursuit of public image as seems to be the case these days when changing company address or logo. Another interesting item in this hoard which literally had Tom Ward's stamp on it was an early sales leaflet for Loctite in the era of Douglas Kane (Sealants) Ltd. I guess he saw the usefulness of this revolutionary product very early on and was happy to promote it.

Harry did manage to break a crank which I thought was fairly rare on the shortstroke engine. His entry was 'due to driving on the tight big end bush in June, came home on one cylinder' He seemed well prepared for such eventualities as the bike was back on the road the next week having 'fitted a spare pair of cranks, no other parts renewed'. He must have had access to machining facilities if not his own as there is an entry regarding the Coventry Eagle stating 'bored out carb and made a new alloy slide to fit.' However he wasn't adverse to admitting when things went wrong, example 'fitted new front wheel bearings but damaged them in fitting'.

As an aside, I would like to see an option on the Club website for an historical set of photos for particular machines. I am sure that there are more bikes out there that have similar or more interesting stories to tell in pictures.



Jon Hodges



## Summer 2018 in Czech Republic

### Richard, Leon and Catrina visit in Dvůr Králové

The beginning of the August is always Brno GP together with very nice visitors of the Czech republic, Richard and Leon Blackburn, this year together with Catrina from Australia. They are always coming to Dvůr Králové to visit Pavel and Karel Šimek, and when I can, I take the bike and come to meet them as well and enjoy small Central Europe club meeting. I did the same this year. When I came to Šimek's house, Karel told me that something is dripping out of my Jawa. Oh, it's beer. Maybe some people would say that Czech two stroke bikes are lubricated by the beer instead of oil, unfortunately not. It was the beer I bought for Richard (as a big thanks for his help). But don't worry, just one bottle (out of full box) got a feeling it changed into the champagne. So there was still enough for the rest of the trip.

Anyway, Pavel, Richard, Leon and Catrina came a bit later, so we solved a few technical problems with Karel. Later we had nice evening with some food, beer (for me alcohol free as I had to go back to my home town, in Czech is zero alcohol tolerance). Richard also brought some parts for us and old Yowl magazines from Richard Tann. So big thanks for everything to Richard and Richard and for very nice visit here in Czech. Hope to see you (and other members as well) again.

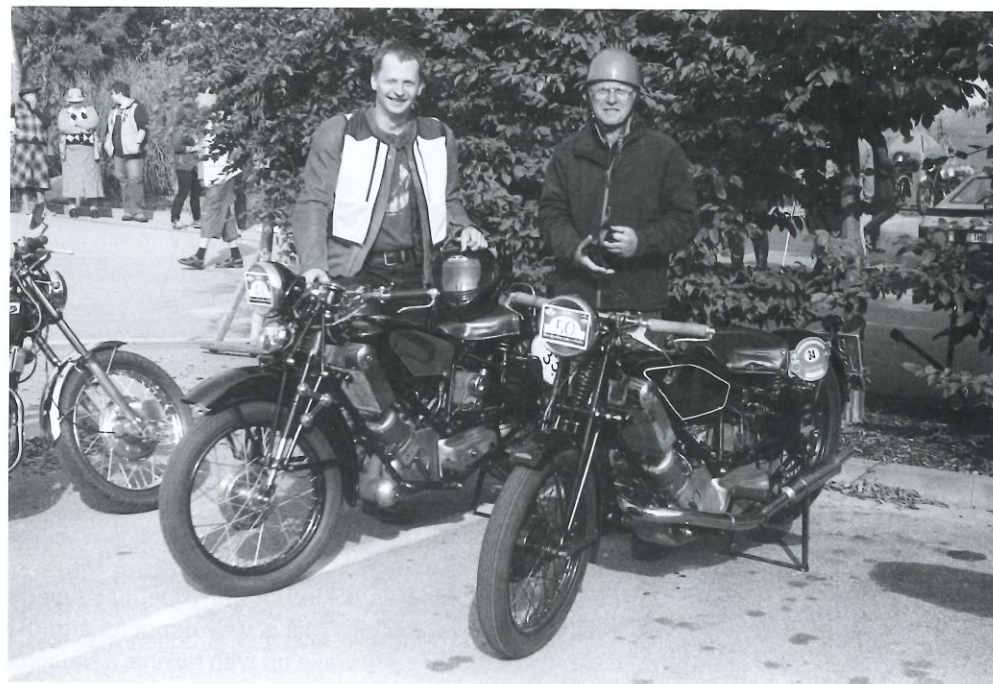
### "Dvůr wanders to Ratibořice"

Beginning of the August is every year reserved for traditional event of the Old racing club in Dvůr Králové nad Labem, Dvorské toulky do Ratibořic (Dvůr wanders to Ratibořice). This is relaxed event which originated as event "to calm down" after the Historic motorcycle road race (where Roger Moss participated in 2012, just a day of the first Scott TT win).

Day starts at the Dvůr Králové ZOO parking spot, where is always waiting coffee and cakes for the people coming from farther distance, as me on my Jawa 250 ccm (1953) and my friend with the war time German Triumph BD 250 (BTW, interesting bike with rotary valve, twin piston - one chamber). Karel Šimek was already waiting there with his 1930 Flying Squirrel. Event always starts with a trip to Safari. This is only for the cars, it's not allowed for the bikes, but there is always some place in some car to take the bikers inside. It's amazing to see all those cars in between of the "half wild" animals there. You just have to be careful not to boil the water, as happened to one Jaguar a couple of years ago.

Then started the journey to Ratibořice castle. I think Richard Blackburn could confirm you that the East Bohemia roads are just made for the vintage bikes, beautiful scenery, curvy roads, just amazing mountain landscape. I went in a group with Karel and except changing of the spark plugs at the place of the road construction and very long traffic lights there, we came safe to the lunch place. We got there traditional Slovakia food "halušky", alcohol free beer, some coffee and talks and continue to Ratibořice castle. This is beautiful empire castle, famous as near by was living authoress Božena Němcová (1820-1862) and the owner of that time, duchess Kateřina Vilemína Zaháňská (1781-1839) was important and very respected person of her period, castle was the place of the meeting of 3 emperors (Russian, Prussian and Austrian). Anyway, as the part of the meeting it's possible to make a tour in the castle.

Then was prize giving, Karel won the price for the best bike, so congratulations to him and his Scott. Every participant got also brass memorial badge which I designed already 5th year, so there is also small memory for the participants.



*Editor's note: The picture, taken by Martin on 1st October 2016 with his 1930 Leica camera, shows Pavel and Karel Šimek at the Dvůr Králové event "Before we empty our radiators"; there was no room to include it in the December 2016 issue of Yowl, where it is referenced on page 393.*

### Brno-Soběšice Hill Climb 2018

Last September Saturday is traditional historic vehicles event, hill climb Brno-Soběšice. Historic vehicle event held since 1974, follows up on the event held between 1924-1929. This seems to be very short tradition, but much more important than you would think, as since 1930 follows up Czechoslovakia Grand Prix at the Masaryk circuit, that time of course raced at the roads around Brno, now Brno GP at the modern Masaryk circuit. So this small hill climb was the beginning of this tradition.

Even if it was such a short period, it was famous and important race back in the 20's, as it was coming top car and motorcycle racers from Czechoslovakia and international racers were coming as well. To remember some names, Eliška Junková (internationally known as Elizabeth Junek) with Bugatti (best time in 1926), her husband Čeněk Junek with Bugatti, Cpt. Kučka with Brough Superior, Belgian racer Flintermann with FN, Swiss racer After with Motosacoche etc. Last name to say is Miloš Bondy who won this race with his compressor Bugatti 37A in 1928 and 1929, and this year was participating Mr Masojídek with this original famous car. Unfortunately there were no Scott entries back in the 20's.

This event is for pre 1939 cars and motorcycles + selected 4 stroke until 1965. This year should be big for the Scott group in Czech republic, as 4 Scotts should participate. Unfortunately I was first to drop off as my engine wasn't ready in time, Karel Šimek was



ill and Pavel Šimek had to solve some troubles at his job, so only Josef Vorel took his 1938 Flying Squirrel. Josef loaned me his Excelsior 500 SV from 1928, so I could participate in the event as well.

There is always very nice atmosphere, most of the people dressed in the period cloth, music of 20's and 30's, just perfect. Partly it's because of south Moravia is wine area

and the end of September is the time of "burčák". This is kind of pre-wine, juice made from the wine grapes, which just starts to contain alcohol. This is very dangerous drink, you have a feeling you drink just a juice, and suddenly you wake up with terrible headache and half of the evening forgotten (and you are scared to ask friends). This magic liquid was there thanks to our other Scott friend, Dana Nováková, who has the wine cellar in the south Moravia area, and she was selling also special Brno-Soběšice wine with the special label with painting from the event. Well, I think it's lucky that this event is on the closed track, I'm not sure if all riders would have zero alcohol...

And except this, I made memorial badge for this event as well, fifth year as well. It was nice to see when the organizer sent the photo of the collection of all five, nice to see it like this.

This summer I found some time to make one work just to enjoy it, so I made Scott badge and let it cast in brass. It's inspired by the Scott advertising from the front page of the club web site, so early 20's two speeder "flying" above the road with the Scott logo behind. I made few pieces now and will send them to Richard Blackburn, so you can find it at his web site soon and you can order it together with some other parts. And if there will be some interest, I can cast more pieces soon.

*Martin Dašek*



## Roy Lambert 1930 - 2018

It is with great sadness and regret that I inform the membership of the passing of Roy Lambert, who died on Sunday 16th December last year. A well known SOC figure for many years, Roy will be sadly missed and fondly remembered by friends and members alike.

A clever and skilful man, a true enthusiast, a good man who lived life to the full. The club is poorer for his passing.

Roy's roots lay in Lincolnshire, growing up in North Somercotes he attended Louth Grammar School and on leaving worked for the Yorkshire Electricity Board. He later transferred to join the Midland Electricity Board both in Redditch and Bromsgrove. National Service saw Roy join the Royal Engineers during the Suez Crisis where he oversaw the construction of the Fayid power station in the canal zone. On returning home following demobilisation Roy met Betty (Bett), his wife to be, and they married in 1957.



A family man above all, as well as a talented engineer, it was natural that he was drawn to all things mechanical and his passion for motorcycles grew from this. Roy was a man who got things done and made things happen rather than sitting back, and unselfishly gave his time to a variety of clubs and organisations. Active in the Scott Club and long term Secretary of the Midland Section he will be remembered by many for his running of the annual Stanford Hall Rally. As well as being a full time member of the SOC, Roy was also Chairman of the VMCC Worcester Section, Secretary of the local Velo Club, active member of the British Two Stroke Club and mainstay of the Canal Zone Veterans Association. A busy but happy man! His interests were indeed many - official Time Keeper for the British Water Ski Federation, and builder of two boats to enjoy on the River Avon with the family to name just two.

Over the years Roy had many motorcycles, but his clear favourite was his 1930 Two Speeder, KW 8500, which he rode in thirty Banbury Runs. He also found time to act as Time Keeper in this event.

Our heartfelt condolences go to daughter Anne and son John for their sad loss. We'll all miss him.

*Mike Reynolds*  
Midland Section Chairman







*Editors note: This is the latest in a series of articles on the phase transfer 4 cylinder "Square 4" Scott engine and bike. Previous articles have appeared in Dec 2008, Feb 2009 and Feb 2011 (phase transfer theory), Feb 2011 (engine assembly) and Dec 2014 (bike assembly and trial runs). If any member would like to read the earlier articles but does not have the appropriate Yowls then please contact the editors.*

## Phased Transfer Progress Report - March 2018

Following on from my previous report in October 2014, further work has been carried out, during and after a series of test runs mainly around Leicestershire.

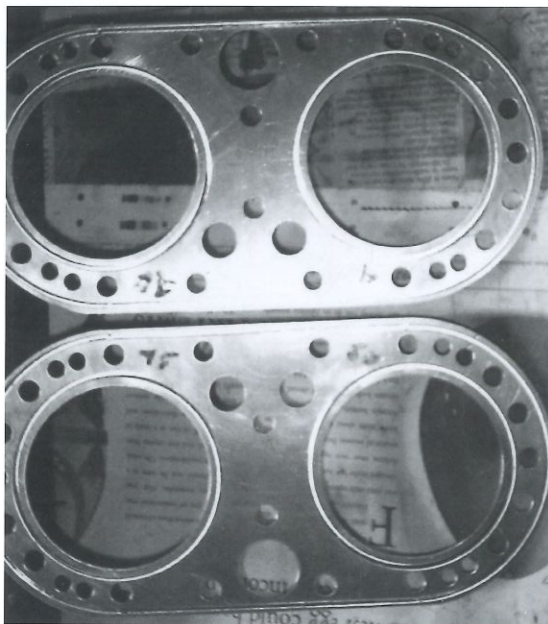
Continual problems with the coolant system occupied most of our time, all resulting in overheating after prolonged running. Our first attempt was to up the operating cap pressure from 7psi to 14psi gauge, thus increasing the boiling point from the normal 100 °C to approximately 120 °C, which would increase the difference between the temperature of the radiator surface and that of the surrounding air by a further 20 °C. This will result in a greater amount of heat being extracted per unit area, per unit time.

Further, the ratio of antifreeze was also increased from 33% to 70%, which raises the boiling point by a further 12 °C. Some improvement was observed, but our difficulties were not over!

As coolant loss from the expansion tank continued to occur we decided to increase its volume, and in addition we fitted radiator cowls to avoid air spillage around the radiator when in motion. These have the effect of directing the cooling air into the radiator matrix. Again slight improvement but the main problems of air in the system, coolant loss and oily/greasy deposits in the coolant continued. We should have been warned by the aforementioned.

Finally, after further thought Fred suggested that the circulation rate of the entire system was too slow, and that by passing the coolant faster through the radiators in a given time, we would achieve the desired result. So, how to do it? A drastic design change!

As you are probably aware from previous articles we are using an electric 12V water pump, the same as we used on the various sleeve valve engines in the past, so we removed same from the 500cc water cooled sleeve valve two stroke. We fitted the two pumps side by side above the transfer passages between the cylinder blocks and cross-linked them so that they feed both radiators, and should one fail then the other will suffice at a reduced flow rate, thus providing a failsafe, get home system! It worked well, but our old bogeys were still with us. However, help and/or 'Divine Intervention' stepped in, in the form of failure, they say you learn



more from failure than success and here is the proof.

One day I was attempting a start up prior to going on a run, when, surprise surprise, it failed to start, a thing it had never done before no matter how badly it had run! I continued to press the starter button for some time whilst choking the carburettors and operating the twist grip as one does. Eventually I stopped trying and for some odd reason removed the radiator cap, to discover to my astonishment that the coolant level had risen up the filler tube by several inches, the engine still being stone cold!

Now, when this has happened before with the engine running, it is to be expected, as the heat obviously expands the coolant, so no notice was taken of it, but this time? The penny finally dropped! It had to be compressed air from the piston action in the cylinders entering the coolant system via faulty cylinder head gasket/sealing.

A strip-down and examination of the head gaskets revealed 'mottled' leakage areas on both sides of the gaskets, but most particularly on the side which has the rolled-over lip around the combustion chambers, and also has 'Made in England' and 'SE10014-1' stamped on them. Further examination of new unused gaskets show that the fire ring around the combustion chambers is not sufficiently raised in order to provide a compression seal on both sides when the cylinder head is tightened down. This meant that the sealing on both sides is relying entirely on the flatness of the mating surfaces and the compressive force of the cylinder head bolts/studs.

Modern head gaskets have raised rings around all cylinder, water passages and securing bolts, etc. i.e. anywhere where there could be a possible leak path. I realise that in the case of the Scott engine, this is not possible, due to the closeness of the sixteen head bolt holes and adjacent water passages etc, but it certainly could and should be done around the cylinder bores, the high pressure areas. A sealant 'goo' of the Wellseal or silicone type, plus flatness of compression force will suffice for the coolant low pressure areas. I also realise that this is an extremely complex and specialised subject, and that many firms offer solutions, and the use of copper/asbestos gaskets is perhaps a trifle old fashioned nowadays!

Now, you are asking: - why does none of this apply to my Scott? Why do I not suffer from:-

- a) Air in the system
- b) Water loss
- c) Oily deposits in the coolant
- d) Bad starting due to water on the spark plugs

The answer is that you do, but you do not notice it! (except possibly c) and d)). In the case of a) and b), any compressed air pumped from the cylinder rises and immediately disappears out of the filler vent pipe as the radiator sits directly above the engine, but with my low side positioned radiator, it rises to the highest point i.e. the inter-connecting pipes between engine and radiators etc. It continues to accumulate and expand due to heat when the engine is running, eventually forcing the coolant out through the pressure cap and expelling the contents along the pipe into the expansion tank, pressurising this and forcing the contents out of the overflow pipe, at the same time causing the pumps to cavitate whilst operating in air/vacuum, with inevitable results, as for points c) and d).

Depending on how badly your Scott gasket is leaking, or not if you are lucky, or the gasket goo is holding, will show some discolouration of the coolant. I am willing to bet that some of the difficult starting, or starting on one cylinder, with the other coming in after a few seconds due to compression/heat vapourising the water off the plug points, has been noticed by some owners. Now, what to do about it? Well, after some more thought, several options were possible: -



- a) Fit the older non-detachable barrel heads, this would entail much crankcase machining work etc and I am not sure about the cylinder centres distance - not a serious option.
- b) New re-designed gaskets with raised lip for the fire ring around the cylinders - an expensive solution, even if a firm could be found to take it on at a reasonable price.
- c) Solid copper-annealed gaskets - these were made and tried with no real improvement, it appears that the annealed copper cannot be softened enough over this large area to create an effective seal.
- d) Various schemes, involving a fire ring of the 'Wills' ring type, a rectangular shield, or 'Viton' O ring backed up by a modified normal copper asbestos gasket were drawn up - but all involved the machining of a groove in either the cylinder barrels or heads, or both. Once this is done, whether the result is a success or not, the aforementioned components are scrap for normal use! A further negative, as if we didn't have enough already, was the price of 'Wills' rings at approximately £100 each, and we needed four off!
- e) The final scheme adopted after much more thought was an aluminium plate of 3mm thickness with suitable grooves machined in both sides.

The idea of using high temperature 'Viton' O rings was used by Yamaha on various versions of their two strokes, including the racers.

So, the plates were machined with 1mm depth x 1.25mm width grooves, to accept the 1.50mm 'Viton' O ring as recommended by Dowty. We would have liked to have had a larger ring, say 2.0mm section, but there just isn't enough room, especially the outer ones threading their way between the fixing bolt holes, water passages and outside profile of the gasket, plus the increased groove depth, cutting it in half. However, a disadvantage, if it is seen as such, is the reduction in compression ratio from 11:1 with the normal copper asbestos gasket compressed to 2mm, as compared to 10:1 with the 3mm plate, using Moss cylinder heads.

However, this is easily rectified if required, by skimming 1mm off the head, although I personally do not like too high a ratio for road going machines, and I have noticed no difference in performance so far!

To complete the issue we fitted copper washers on the cylinder head bolts and smeared silicone gasket goo over the rest of the plate to deal with any low pressure leakage of coolant. The O rings were supplied by Rondama Ltd of Loughborough, and sizes were standard 82x1.5mm (eight off) and 180x1.5mm (four off).

The standard rings only cost about a pound each but the specials had to be made, as this large diameter is not standard in this ring section, consequently they cost about seven pounds per ring - the total therefore being under forty pounds, not unreasonable!

How does it all stack up? Well, it starts more easily, doesn't seem to require so much choke, and so far we haven't lost any coolant - I can see this if it happens by looking at any coolant flow through the transparent neoprene pipe between radiators and expansion tank, as I ride along. Only a few short runs had been done at the end of last year (2017), about ten miles each around my test route, not too far to push home if failure occurs.

It seems not unreasonable to suggest, after more comprehensive testing, that if other Scott owners are having this kind of trouble, the solution could be extended, to having some firm with C.N.C. machining, run off a batch of plates - well it's a thought!

*R. Collett & A. A. White*

## A Squirrel in the Mix

In 2017, I entered Sunbeam MCC's 'Romney Marsh Run', a romp around the flat farmland and quiet forgotten villages of coastal Kent. The event is open to all makes of veteran and pre-1930 bikes.

Last year, 2018, my wife needed the car (with tow hitch), so I decided to ride from Brighton to St. Mary in the Marsh, a distance of some sixty two miles. What's the worst that could happen...a breakdown, and a tiresome wait for a breakdown truck courtesy of Carole Nash? My intention was to follow the coastal roads through to Hastings and then hope that my vestigial memory would kick in and carry me through to Rye and then onto Brookland, Brezett and finally St. Mary in the Marsh. Just before Hastings there was a notice announcing closed roads at Hastings. The diversions pushed me about eight miles north and I eventually reached the destination twenty minutes later than intended.



Entering the car park of the Star Inn (once home to Noel Coward and children's author Edith Nesbit) I was greeted by the bark of bikes being started and a gentle haze of blue smoke. The Sunbeam MCC has a broad mix of bikes. In the pub garden were two Leon Bollee's, one of which was ticking over, seemingly at about 30rpm. There was a 1902 'Quadrant' (apparently rescued from a skip in 1957) ... some immaculately restored veteran Triumphs, a very tasty early 'HRD', and a couple of lightweight - ahem - highly patinated machines that look like they were also 'rescued'.

At 11 o'clock approximately fifty bikes started up in the crowded forecourt with the oldest bikes making their way out onto the road first. How can I describe the noise? A mix of sedate thumps from some of the older bikes, the high pitch snarl of a few race bred hi-compression engines and the unmistakable crackle of a Scott engine. 'No battle plan survives contact with



the enemy' ... and so it proved as I made my way out into the road... my route sheet billowed out and became tattered in seconds and my minicam decided to flop down and stare at the front wheel. Hey ho... let's just follow the bike in front or look out for the signs - blue L's and Red R's.

The route organised by Julie Diplock was delightful. Dinky little roads with grass down the middle, occasional wide sweeping bends and nice straight sections following canals. This area really feels cut off from the rest of Southern England, and best of all seems to have very few cars! Landmarks along the way included Lympne and Stutfall Castle, ruined churches, The Royal Military canal and a Battle of Britain memorial on the spot where a pilot was killed in action. My Flyer behaved perfectly, burbling away politely behind the older bikes on the small twisty roads, and then picking up its skirts and joining the faster bikes when the roads opened up. The fifty-odd mile route seemed to be ending all too quickly... and then... the little blue and red signs disappeared and I found myself in a farm courtyard! Must have lost concentration and missed a card. Plan B was a satnav pulled out of a backpack and connected to a mini battery hidden in a toolbox. After five minutes I was back on track and the pub was seen about 500 yards away. The satnav was hastily tucked away (it wouldn't look right to arrive back with a satnav would it?) and the ride completed.

Later, pint in hand, I was talking to Judy Westacott who rode the only other Scott on the run. She mentioned that her Flyer used to always leak oil onto the clutch and she couldn't find any type of washer that would prevent the oil seeping through (my bike tends to do this as well). Her solution was to have a side stand mounted on the 'wrong' side so that her bike tips t'other way and oil is not sitting against the felt washer/clutch side ... apparently 'jobs a goodun' ... no more sloppy clutch.

For the return journey to Brighton I opted to use a slightly more northern route, passing Battle, Herstmonceux and Lewes with gentle twisty roads through the woods allowing a comfortable forty to fifty mph. I arrived back without bum ache and all potholes avoided. Nigh on 200 miles covered and the bike behaved faultlessly.

So if there any any southern Scott riders out there why not enter the Romney Marsh run this year as a visitor? Sun guaranteed!

*Nick Goodwin*

## NOTICE

The Annual General Meeting of the Scott Owners' Club Limited will take place on

**Saturday 13 April 2019 commencing at 11.00 am at:**

**Coventry Transport Museum,  
Millennium Place,  
Hales Street,  
Coventry CV1 1JD**

Any member wishing to move a resolution at the meeting should provide notice to the Club Secretary in the manner required by Article 39 of the Club's Articles of Association. All members of the Committee are deemed to have resigned immediately prior to AGM so that all places are available to be filled by resolution of the members at the meeting. The position of Treasurer remains open. The Committee is always interested to hear from any members who would be prepared to assist with the management of the Club either by appointment to the vacant positions or generally.

## Reliability & Carburation - Personal Experiences

An old chestnut of a question, borne out of the individual nature of Scotts, has prompted me to commit my thoughts to paper! I was recently asked, not for the first time, if Scotts were reliable, practical motorcycles. This brought out my usual positive reply, stating that my aim with all the Scotts I used to own, was that they should have the quality of "rideability" - my word to encompass easy starting with reliability and pleasure in the riding.

For some years now with modern resins for magneto rewinds, "shellacitis" is no longer a problem; also, although this is a road I never went down, many are finding modern electronics can make for even simpler reliability.



However, looking back, my late father, Arthur, was always singing the praises of Scotting, after courting my late mother Violet before the war on a 1929 TT Rep. which acquired a sidecar in 1945 when I came on the scene. It remained our un-questioningly reliable family transport throughout my childhood. We thought nothing in the 1950's of loading up a trailer with heavy camping gear to journey from Sheffield to Cornwall for holidays. My Dad's last Scott was a 1947 Flyer, on the back of which I used to ride pillion when we attended Annual Gatherings at Evesham. It therefore mystified my Dad, when he spectated at an Abbotsholme Annual Gathering to see Scotts off on a Saturday ride-out, that a van followed behind in case of any breakdowns!

Back in the 1990's, having experience only of 3 speeders, I was inspired to learn from the late Chris Boorman of Kent that he was confident to ride his 1926 2 Speeder up to the Vale of Belvoir run in 1993 and into central London on weekdays. Such practicality led to my purchase of TK 5209, the 498cc 2 Speed Super, pictured in Flotsam & Jetsam in the Yowl of December 2018. I found it to be satisfactory for cold starts & running but very temperamental for hot re-starts on it's 2 jet 1 1/4 inch Binks carburettor, for which I had a very limited range of jets. At that time the SOC Spares were held locally, so I was allowed to root through a tray of miscellaneous bits to build up a complete Amal 276 on a smaller (one & an eighth inch O.D.) stub. I bought a range of new jets & throttle slides for experimentation



until I found the most reliable running, hot & cold starting with a number 3 cutaway throttle slide and 160 jet, delivering up to 55 mpg. Pleasingly, a subsequent visit to the VMCC Library to examine the Scott Works Despatch Records revealed that I had unknowingly returned TK 5209 back to the type of carb. fitted when new. Later, at a Stanford Hall SOC Annual Gathering, Glyn Chambers spotted the change on his old bike, so by way of explanation, it was petrol on, flood the carb., choke, then only one prod on the kick start for the cold engine to burst into life! Glyn seemed very impressed, so I didn't spoil the moment by admitting that it usually took TWO prods. A long time ago, but they say that confession is good for the soul eh?

Although Amals have always been my favoured carbs. on Scotts, a word in support of Binks. The 1913 veteran Scott FH 2939 that I owned for 10 years had a 3 jet Binks which had been well sorted by previous owner, the late Keith Rhodes, so I left it alone. Very easy to start from cold, if flooded & well choked, it was a delight to ride, delivering up to 40 mpg, but with bicycle standard brakes which were pretty useless in rain I never regarded it as a practical steed for modern roads, but there again, with all his exploits on his veterans, Eric Alderson might well disagree!

A final word on reliability - congratulations to Eddie Shermer & Will Sleddon for flying the Scott flag in Spain!

*David J. Waring*

## Enfield Rear Hub

From Eric Siddall's piece on page 440 of the December 2018 issue, it is clear that "my informant" about Eric's incident didn't give me the full story, and in any event the incorrect fixing bolts would not have been apparent on the scene of the mishap, revealing themselves post-mortem. So I hope that this article will go fully into the problems, and also explain how to remedy them and reassemble the hub and sprocket assembly.

The Enfield Hub Company was part of the Royal Enfield conglomerate, and their cush-drive rear hubs were used by several different motorcycle companies, including Scott, Brough Superior, Coventry Eagle, Panther, Norton, etc., plus of course Royal Enfield themselves. The hub and sprocket assembly had one significant weakness, the three-bolt ring holding the sprocket in place, but allowing its movement within the six rubber inserts. What was OK for perhaps a plodding 350cc machine, was certainly not OK for a rip-snorting 1000cc ohv vee-twin, and problems soon became apparent, as the retaining rings would bend, distort, and break. Take a look at my photos and you will see how the factory tried to overcome the problem. In Picture 1, you will see one ring that someone without access to welding facilities or enough cash, has rivetted a repair plate over a break. Then a thicker, stronger ring was introduced, and also rings with the three bolts/studs welded into place. The problem wasn't fully sorted until a much thicker, wider, and stronger ring was introduced, as shown nearest my camera in the same picture.

All versions except those with the studs/bolts welded in place need the special shouldered bolts as in Picture 2. The shoulder means that the retaining nut can be fully tightened yet still

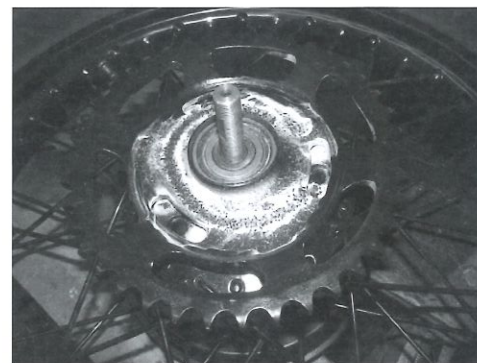
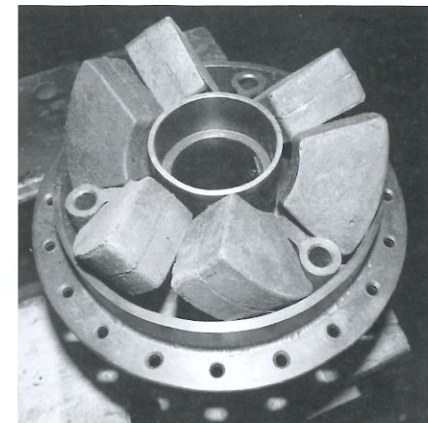


allows the movement of the sprocket within the cush-rubbers. This is the one place on a Scott where I use spring washers as a belt-and-braces measure to resist any tendency for the nuts to loosen off.

Now moving on to assembly.... The new rubbers **MUST** be assembled into the hub as per Picture 3, set at an angle so that there is an open vee shape between each pair. Next smear plenty of white grease, tyre-fitter's lubricant, or lanolin, on both sides of the three vanes of the sprocket as shown in Picture 4. Do not use ordinary grease as it will damage the rubber. Then creep up on the hub, holding the sprocket firmly in both hands, and in one swift movement, no dithering about, push the sprocket down into place. I hereby give my permission to stand on the sprocket to help it on its way if it is reluctant to go fully into place. "He who hesitates is lost" in this procedure !! In truth, one or more of the rubbers may slip down out of the vee position on your first attempt, thus needing repositioning and a second attempt to install the sprocket. That "one swift movement" is vital.

Next job is your chosen sprocket retaining ring, thoroughly checked for straightness and freedom from cracks. Same grease again, this time on the face of the hub where the ring will sit (see Picture 5), and put the ring in place followed by the three retaining studs/bolts, spring washer, and as deep a hex nut as the bolt will accept. Tighten the nuts carefully, not easy when reaching through the spokes. Job done! (Picture 6).

*Brian Marshall*





## Scotts in the Picos Part One - Eddie's Story

A 2018 New Year resolution to get out of the workshop and put more miles in on the Scott led to a decision to sign up for the Moto Piston club's Picos de Europa rally last September. Son Robert agreed to accompany me, and plans were made. The build of a second Scott for Rob to ride was completed and with the bike registered, several shake down rides were undertaken. A fault with the new BTH electronic mag set us back, eventually it turned out to be an internal short. My own trusty bike was treated to a new front wheel with a double sided brake, hopefully providing an improvement on the original that quickly faded on long downhills, of which I anticipated a few in the Picos. To get match fit the VMCC Scarborough week was completed. A full week of one hundred mile plus days around the North Yorkshire moors proved a good test of man and machine. This may have been the last time this event will take place due to expansion plans being proposed by the camp site used, but if it does take place next year I shall definitely sign up. This week was closely followed by the Pennine Way run. Starting in Edale this two day ride, a biannual event, finishes close to Hadrian's Wall, another well organised run. Up to this point I reckon to have put in around 1300 miles on the Scott this season.



Morini 3 1/2 as the second bike, there not being time to build up the confidence in the newly completed Scott mount.

With both bikes loaded in the van, together with all the gear and tools, the adventure began. An uneventful trip to the ferry and crossing from Portsmouth to Santander saw us arrive at the hotel on Saturday evening. We were met by an efficient team waiting to book us in. The street was full of vans and trailers with bikes being unloaded and excited chatter about the week ahead, and with many of the participants having taken part previously there were old friends to catch up with as well as new ones to make. The next morning, what I am sure would normally be a quiet Sunday morning, was filled with the noise and smoke of revving engines as everyone was keen to get away on the first run. Today a ride to Potes, where our bags had been transported, for a three night stay in a hotel there. Our first taste of the week to come, once out of town, excellent roads with long sweeping curves, coastal views to the right and mountains to the left and not a pothole in sight, wonderful! The combination of clear tulip map and direction arrows at junctions made for relaxed riding. With myself on the Scott and Rob on the Morini we made good progress. A well organised lunch stop saw our first introduction

to the meat and potatoes diet that was to be our staple for the week, and with all meals part of the deal we were to eat well during our stay. A full breakfast, followed by a sandwich (large chunk of baguette) mid morning, a three course lunch around mid afternoon and a three course evening meal saw all participants gain a few pounds during the week. After lunch we wound our way up into the mountains with tighter and tighter curves and



deepening canyons, with the final road into Potes hanging to the edge of a deep canyon with sheer rock wall on one side and river on the other. Monday morning dawned cold and damp with a light drizzle in the air. This cleared a little on our drop down into Potes from our stay at The Parador in Fuente Dé, only to return as we climbed up to 5000ft during the morning ride. This was the only time in the week that waterproofs were required, the rest of our time seeing clear blue skies and comfortable riding temperatures. Tuesday saw another exploration of the spectacular roads through the hills around Potes with a ride back to Santander on Wednesday. It was good to meet up with Will Sleddon on the Tuesday. Will had ridden from his home in Chester to Plymouth to catch the ferry on his '29 hand change flyer, carrying all his gear for the week plus tools, spares and a tent [Will's report appeared in Yowl, December 2018].

Aggravation of the nerve damage, as a result of the long days in the saddle with the attendant vibration, saw me unfortunately ditch out of the Thursday ride so it is up to son Rob to describe this side of things, and his report on the 5000 Curves will follow in the April 2019 issue of Yowl.

With each of the six days normal riding averaging about 160 miles and the 5000 curves 320, MFO 163 (Scotty) covered 1280 miles. Very few of these miles were covered on straight flat roads. Mostly the going consisted of the twistiest tarmac you could ever wish to encounter, with the majority of it in very good condition with hardly a pothole to be seen. The biggest concern being not to meet a cow with large horns just round the bend, or worse, the fresh deposits they tend to leave just were you don't want them. Both the Morini and the Scott performed excellently for the whole trip, never missing a beat. The Scott broke a K/Start return spring but a short bungee soon fixed this. The primary chain needed adjusting and will need replacing over the winter, but I was very pleased with Scotty's performance and as one of the oldest bikes on the rally it left a lot of the others in the shade. With Will's bike, the oldest, also performing well, a good show was put on by the Scott contingent and both machines certainly drew a lot of interest from the crowds.

A huge thank you must go to the Moto Piston boys. The organisation was excellent, good routes, well signed and manned by marshals where necessary. There was excellent food at all the stops with quick and friendly service. I believe that a Brum Scott owner attended the Indianos rally the week after this, and it would be interesting to compare notes for future reference. Perhaps in future years a Scott group could join forces to share transport etc?

Eddie Shermer



## Harry Saunder

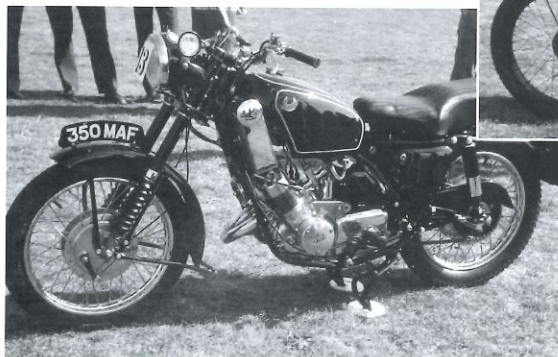
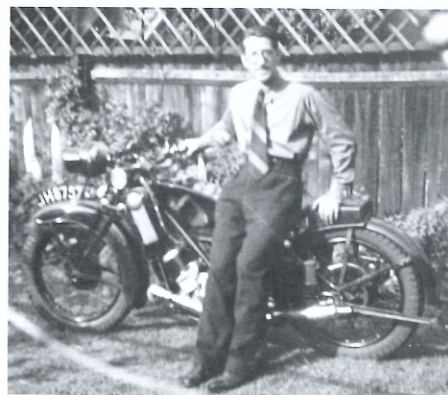
Recently I was pleased to meet Charles Saunder, who loaned me these photographs showing his uncle Harry Saunder from Surrey, a keen Scott owner and rider.

Two monochrome photos show a two speeder (?) MT 3839, first registered May 1929, 498cc purported to be taken on tour to Germany in the late 1930's. The bike is known to the DVLA, but only sparse details are shown.



The third photo shows JH 8757, a war-time shot, but this bike is not registered on the DVLA database.

In addition Harry apparently took these colour slides dated Oct 1975 showing various machines

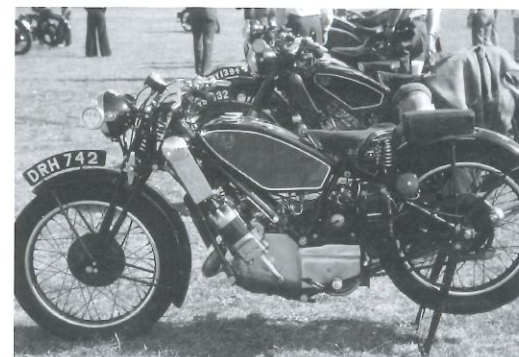


- NP 4841 - first reg. Sept 1924, two speeder 596cc, not taxed since 2002.
- 350 MAF - first reg. July 1961, Brum, 600cc, not taxed since 1979.

- MYX 864 D - first reg. May 1966, very interesting Brum special. Glyn Chambers referred me to "The First Scott Scene" where it is featured. Four bearing crank in a Clubmans Special 600cc motor. Reed valves, twin carbs, pressure lubrication, AMC chaincase, a BSA 4 speed gearbox, and twin exhausts. Each of the Mackay Automotives dual front brakes has four leading shoes! Not taxed since 1978.



- LMF 813 - first reg. May 1941, Peter Waring's unusual grey 1931 F/S, 596cc. Also featured in The First Scott Scene. Not taxed since 1992.



- DRH 742 - first reg. Oct 1937, 596cc. also featured in The First Scott Scene. Not taxed since 1982.
- LGT 32 - late Shipley, no details found.



- KEC 1 N - first reg. July 1975, Silk 656cc, not taxed since 1986.

All registration information is from the DVLA vehicle details database, but the Club and members might know more. Very sad to note that apparently not one of these lovely machines is still on the road.



## Scottish Scott Scene - Mid-Winter 2018

The end of the riding season in 2018 brings about AGMs, mince pies and planning for 2019. Already meetings have taken place in preparation for the issue of the Scottish Events booklet, covering vehicle gatherings the length and breadth of the country.

Not many One Make clubs in Scotland have been large enough to support their own events. Hence the Rudge Owners and Scott Owners joined forces under Frazer Riech's stewardship many years ago. This was the beginning of the Crawford Luncheon meetings, which has now expanded to host owners of motorcycles throughout the south of Scotland and northern England.

During the month we learnt of the passing of long time Scottish Scott exponent Ronnie Williams. As a clubman he campaigned his Scotts on road and track, with much success and in this role had been our only link with Phil Smith of BSF, Balerno. This link enabled Ronnie to obtain competition spares for his racing from the ill-fated Major Iremonger-Watts IOM MGP 1947 project, which Ronnie kept to this day.

In recent years Ronnie had experienced ill health but had attended our Section meetings to the best of his ability. He had been an SOC member over many years; but fifty years ago. Locally Ronnie attended the Clyde Valley VMCC meetings where he gave a presentation on his activity with the Scott motorcycle. In addition he was a regular at the Crawford Village monthly luncheon gatherings where he enjoyed meeting up with other competitive riders of days gone by. Ronnie was a sociable member whom we shall all miss. In later times Ronnie devoted energy to being a real entertainer as a clown, which profession is followed by Ian, his son.

The November SOC Section meeting welcomed eight members to lunch on a cold, wet day, hence four wheels were the chosen transport. The loss of Ronnie Williams was to the fore with several members attending his funeral. As I was south in Cheshire, a visit to the Green Spark Plug Company facilitated the purchase of KLG long reach ML50 Plugs. These have been tried and tested by the Morgan Trike racing group. The recent loss of R.E. Bayliss was also noted by some of the section members, who had known him over many years as a real Scott enthusiast.

In preparation for the forthcoming Season's Section activity, George Millar advised he had booked a stand in the Vintage/Classic bike hall at the Edinburgh-Ingliston Motorcycle show in March.

December began cold and wet turning to frost and fog on the M6, with white mountains through the passes of the Lake District. This weather remained for the 'Le Jog' End to End car rally, which passed our close vicinity in the second weekend. The reason to mention this is to record the Scott Champion Trials Rider Roger Tushingham driving a 1966 MGB GT. This is a reliability trial of seventy-one cars pre 1986. Roger was assisted by his navigator Amy, who by all accounts gained an award.

Mid-month, members of the Crawford luncheon group enjoyed their Christmas Lunch. A total of fifteen attended on a day of low cloud, rain and sunshine, appropriately all travelling on four wheels. The main subjects of discussion were the 2019 luncheon dates list; VMCC events in Scotland and Northern England; the auto-jumble in Lanark Market in February; the Ingliston Motorcycle Show in March all prior to the riding season; plus the evergreen Ethanol problems.

The only White Christmas this year is the low temps providing white frost.  
Best Wishes and travel safely to all.

*Paul Rickards*

## News from South Croxton

I am slowly regaining strength after my injuries and finally can manage a full day in my workshop.

Today I have been reviewing how to set up and produce first locations on two new high strength crankcases. It is quite a mental juggling act to make a plan that makes full use, not only of your machinery, but also of measuring and general equipment you have squirrelled away over a long life in engineering. The first operation is to put in fixing and location holes so the cases will fit securely on a master base plate. Once that is achieved, everything else is plan sailing, providing you keep your wits about you!

My poor bike needs new forks and I can see some frame distortion. The truth is that having lost three months work and other expenses, I cannot afford to repair it in the near future. This does prey on my mind, as I will be 78 in February and although in spirit, I am far from finished, looking forward to spirited riding, but the reality is that every year that passes cannot be lived twice. Survival comes first in life, so this boy has got to get his head down and get some engines out. I am ready to assemble an engine for Roy Abbott in Australia, but I am waiting for the return of the flywheel which is being engraved 360 degrees by my friend Mr Robinson. I am very lucky in having the services of some real traditional craftsmen - old dogs who have learned a few tricks during their lives. One such dear friend is making some new hardwood patterns for DPY barrels. They are a thing of beauty and a joy to behold.

Sincere thanks to all who sent kind wishes for my recovery and Kindest Regards to all kindred Spirits.

*Roger Moss*

## Letters

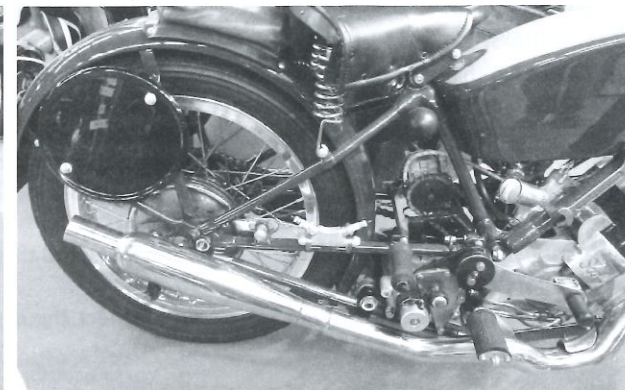
Dear Editors,

Just in case you are short of items for the next Yowl I attach a few photographs of an interesting Scott taken at the end of November when I visited the "Salon Moto Legende" show in Paris. This is an annual classic bike show along the lines of our Stafford show, albeit perhaps a bit smaller.

The pictured Scott was on a stand by itself with no information as to exactly what it is.

You will note that besides the 'green' colour scheme, it has a number of other unusual/non-standard features, e.g. exhaust system, twin carbs, natty spare plug carrier, alloy rims, TLS front brake.

*Steve Gibbon*





Dear Editors,

Referring to Will's report on riding the Picos de Europa rally (Yowl December 2018) I met this remarkable new member at the Shuttleworth Annual Gathering in July - he was about to leave for home around 3pm and when I queried the 'early' departure he said he had to get back to Chester! That's a distance of over 160 miles...320 miles in the day. I was flabbergasted. A short while later Chairman Lewis came round enquiring about mileages ridden to the rally but Will was long gone. Somebody else got the "longest distance award" having ridden about twenty miles if memory serves. Took me back to the very early days of the Club when most members rode their Scotts on a daily basis and long runs were more common. Lofty Avis for instance, thought nothing of leaving work at Southend on a Friday afternoon and riding overnight to Cornwall, returning on Sunday - running repairs as required, on the road. Different times of course but some more fresh blood like Will's would do wonders for the Club.

And while we're looking at December 2018, doesn't Sheelagh Neal still look absolutely fabulous on her Dad's sprinter!!

*Mike Fennell*

Dear Editors,

Perhaps someone has access to manufacturing information about the Silk 700s external gear change configuration - mine is a 1979. Essentially, one end of the left side foot-lever is brazed to the end of a cross-shaft which passes through the frame to where its squared right hand end attaches to the gearbox linkage. The opposite corners of the squared end are disposed vertically and horizontally, and it follows that for making the brazed connection a specific setup angle is required between the foot-lever and the vertical axis of the square on the end of the shaft - it looks to be somewhere between 85 and 95 degrees.

In the present case a contretemps with a concrete road median, best forgotten, broke the original brazed connection and the subsequent repair was made at an unworkable angle. Can anyone tell me what the correct angle is?

Yes, it could be approximated by guesswork, or by heating and bending the foot lever, and indeed there is a small amount of adjustment at the gearbox for personal tuning. But as this is the second shot at fixing it I would rather the job is done accurately, especially since there are so few of these bikes around. This is the only one in the country, I think.

If you can help, kindly email [tootleheight@shaw.ca](mailto:tootleheight@shaw.ca) or phone 1-604-542-6333 collect.

*Tom White, Vancouver*

Dear Editors,

May I take this opportunity to thank yourselves for inserting my appeal for a cylinder head gasket for my Silk 700S in Yowl, and to thank those knowledgeable members of the SOC in directing me to a source of supply for this item. Stephanie and I are looking forward to improving on the six hundred miles travelled on this machine since its acquisition last July, but the winter road salt will need to have been washed away before this happens. There is just too much alloy to clean and polish!

A happy and enjoyable New Year to all members and their partners, and we hope to attend some Scott events in 2019.

Now with the head-steady removed do I inspect the clutch? Decisions, decisions...

*Des Wilkey*



