

# Mavro The true British Amateur.

I only met Mavro once and I heartily wished that it had been under different circumstance!

In truth, at the time, I remember wishing that the ground would swallow me up, so great was my shame.

The story is as follows.

I was a callow young man of 27, who was just starting on a lifetime's adventure with Scotts. I knew "nought" but was dimly aware of my ignorance and so, to try and speed up the learning process, I took advice from those who seemed to be knowledgeable. It is, of course quite possible that I could have misunderstood the instructions I received, for who amongst us is perfect?

I had the TT Replica UE 7373 and following instructions blindly, had carried out certain "tuning" modifications. These resulted in the loss of most of the low and mid range torque for the dubious benefit of a little more power at high revs. It was an unhappy experiment. I had ignored the basic principle that one should never do anything without you understand the underlying logic and I paid the price!

Unlike a four stroke, where cams can be changed, the ports so altered are not so readily reverted to standard.

I was loaned a barrel and pistons that were truly impressive in their performance and these were in place when the bike was tested by Titch Allen in the "Second Vintage Roadtest Journal".

After my earlier disappointment, I was careful to begin to measure and record the port timings that gave the best results.

The crankcase had "Stuffers" fitted. These comprised aluminium pieces screwed into the crankcase mouth either side of the slot through which the con rod passed. The skirt of the piston to be just clear of a flange section of the stuffer at bottom dead centre.

The owner of the barrel and pistons then required their return and I confess that it was with great regret that I obliged.

Having had the chance to study the barrel and pistons and record salient details, I duly obtained another barrel and modified it in a similar way.

The new barrel and pistons were fitted and when rotated, all was perfect. It was the day before a Vintage Mallory race meeting about 1971/2.

At the meeting, I took the bike out for practice. It was like riding a road drill! The

hammering from the engine was awful! I could not imagine what dire problem would cause this.

At this moment, Titch Allen came up with another man, who he introduced as Mavro. Titch asked if Mavro could have a ride on UE7373, in the lunchtime parade. I should have declined, but in the face of Titch's most persuasive request and in the presence of the legendary Mavro, I agreed.

Mavro took the bike out for a few laps, returned it with courtesy and an enigmatic expression and left (fled?)

The expression said it all! My humiliation was complete!

When I got the bike home, out came the engine to be dismantled for examination.

There was a minute shiny surface on part of the bottom edge of the piston skirts, but with no swelling of the metal. There was a small evidence of partial contact on the flanges of the stuffers only, as the contact between the skirt of the piston and the stuffer flange had been just touching as the piston slightly rocked as the con rod changed its attitude.

It seemed inconceivable that so small a contact could cause so much hammering, but there was not other evidence to account for it. I guessed that the contact could not have been more than 0.002" and I measured the clearance when the motor was turned over to be 0.023" between skirt and stuffer flange. From this experience I discovered that the Scott crank / rod / piston assembly will stretch approximately 0.025" at again approximately 4500 rpm.

I removed 0.032" from the skirt of the piston and the bike was transformed!

After many years with Scotts I agree wholeheartedly with Mavro's philosophy. I would rather lose on a Scott than win on another make. When it is neither oppressively hot nor raining heavily, I like to put a striped woollen pullover over my leathers, in respect to Mavro, the true British Amateur.