

scott e-newsletter



For a global grouping of Scott lovers

A subscriber profile 1.

A subscriber profile 2.

A technical case study

Lifestyle section.

Technical tips

Scott's in competition.

Question and answer section.

Subscriber soapbox.

For Sale Section

Supplier lists.

Book Review

Disclaimer

Please note Steven Enticott's new email address is

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The man on the right asked if it would turn over.



The Scott e-newsletter

Produced by Steven Enticott and Roger Moss as a private non profit making project. It is intended for all who have an interest in Scott motorcycles, their variants and their history. The objective of this free monthly newsletter by email is to promote a sense friendship, fellowship and objective mutual help and interest, using modern communication technology.

This newsletter is not connected with “The Scott Owners Club” or any of its sections. We do, however recommend membership of the SOC to those with serious long term Scott interests. Roger Moss and Steven Enticott are both members.

We are very happy indeed to receive your suggestions and especially your contributions to improve and develop this newsletter. In truth, if you like the concept, please help with the contributions, as the organisers will find it difficult to continue to supply regular new copy unaided. Help us to help you!

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To receive your free newsletter, send us stories for publication, feedback, support or simply to be taken of the list contact Steven Enticott at **steven@enticott.com.au**

To send technical copy please contact Roger Moss at **roger@mossengineering.co.uk**

A Touch Of Insanity?

The insanity in question is the love of most things to-do with the automotive and motor cycle industry for the first sixty or so years of the last century, this I inherited from my dad listening to his stories of his motor cycles and cars of his youth. In particular his first bike which was an Indian which was for some reason fitted with a JAP power unit, this he used for every day transport also racing at weekends on the sands of his home in Morton. He also owned a Scott for a short period which he always regretted selling just because of fashionable trends. As it happens dad also had a rather quirky car for its time which was also made in Yorkshire like the Scott this was a Jowett Javelin.

My first recollection of a Scott was in a private collection in Liverpool and from that day I think I was hooked, by the red barrels that had an almost glass like appearance and that shiny radiator.

In the early 80's I quite fancied having a go at restoring an old sports car maybe a MG TF or something similar but this proved to be beyond my budget. As luck would have it mum's car failed its M.O.T and was beyond economical repair, so I used it as a donor car to make a fun vehicle for use off road. As time went on it developed in to a full road- going car that took over 7 year's to complete.



Dave Boston with finished car project.

After this bout of insanity dad and I started to look for another project this time a motor cycle in particular a Scott, this proved to be elusive due to rising prices and investors snapping up machines at over inflated prices .

Sanity returned? And in the 90's I got married and started a family and unfortunately also lost my dad. After being made redundant on the same day as the birth of my second child and having a brief spell of unemployment which seemed like an eternity I gained employment at Airbus formerly known as British Aerospace. Normality resumed and on looking through the small adds in the classic bike guide I saw for sale a 1947 Scott HKF291 at North Leicesiter Motor cycles which got the better of me. It had won a number of Trophy's one of which was a trophy for magazines choice trophy for the earliest machine taking part and the engine had been overhauled by a respected Scott expert.

The forks on the bike had been converted from oleomatic to springs. When going over bumps it would start an uncontrollable chain reaction which was like trying to control a pogo stick on speed if you could imagine such a thing. The logical solution to this as I thought was to top up the fork oil, this done I took the bike for a spin around the block and the handling appeared much better for a short period. On returning home I was wearing a good 60% of the oil I had put in the forks. On closer inspection the balance pipe that joins the right stanchion to the left had been cut and the holes plugged with wood screws. Due to family commitments the bike was put on the back burner until such time as I could source a replacement set of forks which I got from a small add in the Scott owner's magazine. These were worn but in original condition so after re hard chroming and new bushes all of which was carried out by a company called Ride on Fit forx who have done a excellent job and after the outer tubes were re painted and reassembled all is as it should be in the handling department now it was just a case of getting the bike through its M O T.

On the pre MOT check all was not well, the fuel tank had a leak which has been temporarily cured with sealant until such time as I can afford restoration to the tank which was to be this coming winter. It is now ready for its M O T. Second pre M O T check forks ok tank ok electrics non existent, I tried to trace the fault myself and opened yet another can of worms underneath copious amounts of insulation tape there was a good number of bodged repairs yet again the poor old Scott was put on the back burner until I could afford a complete rewire by Ferret's custom electrickery.

Ferret's have done an excellent job and rewired her back to her original Lucas colours.

M O T time again this time she passed Hooray I hear you say well not for long. In my ignorance I thought all old bikes vibrated but if this was smooth as silk Scott I would hate to ride an old four stroke they must have been truly horrendous. Then one bright day I decided to take her to work to show her off, big mistake. After finding my lock purchasing a new rucksack and being smug in the knowledge of nothing else could go wrong off I went to work. Passing a wagon doing approximately 60 miles per hour and the ride went extremely smooth no vibration for a split second then there was an awful noise as something in the engine decided to let go just what at that point I did not know. Head bowed I phoned my wife for help. A few phone calls later help arrive in the form of my friend Vaughan trailer in tow. Four hours after departing I arrived back at home feeling some what deflated. Confused angry upset ticked off hurt gutted destroyed and generally peed off.

On removal of the left hand crank case door there was but just one of the big end rollers left in place and on closer investigation the rest had made a bid for freedom through the crank case wall. After a few days of self pity I plucked up the courage to phone Roger Moss and seek his expert advice. The engine is now in Roger's capable hands and hopefully on the road to a full recovery.

On delivering the engine to Roger he spent many hours talking me through what he did to dismantle the engine and various problems that can be caused by well meaning but ill advised people and as a consequence some of the awful sites he has seen mine being one of the worst and Roger is to make a case study of my poor engine (edition 2 & 3.) Before leaving Roger kindly gave me a go down the lane on his machine which was truly awesome. Roger assures me he can get mine as good as if not better than the day it left the Shipley factory some 58 years ago.

Whilst Roger has the engine I shall take the time to investigate the gearboxes severe incontinence and its proliferation of neutrals at least two per gear. This I 'm sure is down to wear in the positive stop mechanism (any advise would be most helpful).

In conclusion I believe everything happens for a reason and in my case after meeting with Roger my belief in the Scott motor cycle being something special is now reaffirmed. I am now

determined to learn as much as I possibly can to enable me to maintain all his hard work for many years to come.

I in no way wish to imply any impropriety or unprofessional behaviour by North Leicester Motor Cycles who sold HKF291 in good faith believing it to be a good unrestored example.

A subscriber profile 2

Jeff Meehan

Part two of Jeff's story follows, truly a fascinating read, thanks Jeff.

That the VHA would lead me into so many unexpected situations was astounding. It was, for those of a technical mind, the first all aluminium Ariel. A 500cc single that had some sporting pretensions fitted originally in a plunger frame I updated the plot by installing it in a later swinging arm type and enhanced the motor by fitting later 'Scrambles' type cams and having particular care taken with the balance factor and the high compression piston that I managed to find.

It was a Jeykle and Hyde machine that would allow top gear to plonk down to twenty odd miles per hour but would, if you used the acceleration through the gears, live with quite a lot of bikes like Hondas and Yamahas that always sounded as though they were going a lot faster. It was however in handling that it excelled. The Ariel frame although heavy was capable of holding a line at fairly extreme angles and as the Avon TT 100 tyre had just come on the market it provided me with a bike that could pass most others on the bendy bits even if they did come past on the next straight.



SLG 76H in full touring mode

It was though in touring that the bike really excelled and for the first time I became embroiled in a club. And what a club it turned out to be. The Ariel Owners was I suppose at that time typical of many other one make club with a limited appeal and a very limited agenda. When a new group daring to call itself the 'Mighty Lancashire Branch' came onto the scene it certainly stirred things up. We issued a challenge to all comers "That nobody else could enjoy themselves as much as us"

If anyone reading this can remember attending any of the clubs functions back in the early seventies I am convinced that they would have to agree that we were never even remotely challenged. We attended all the rallies, organised runs, put on shows, marshalled and exhibited at local events and in general threw ourselves wholeheartedly into anything that involved riding our bikes. A particularly evocative photograph follows from 1973. Taken at our Christmas dinner it shows not only Maureen and two of the committee but also at my side the famous Blaster Bates as our guest of honour. Blaster was so taken with our club that he not only did the night and gave a short talk for free but if you look at the acknowledgements on his last two records you will find that they were both recorded at '**The Ariel Owners Club**'



Unfortunately the club fell victim to its own success people could not have this much fun and keep it to themselves and as word spread locally more and more of them wanted to join. The strict 'must have an Ariel' condition was diluted to 'would like to have an Ariel' and then further weakened to allow anything on two wheels providing they knew someone in the club.

*Another interesting photograph
of another benefit of being in the Ariel Owners at that time.*



Oulton Park 1971

One of the club members bought, together with loads and loads of spares, the ex works racing Ariel Arrow that was sixth in the TT. I was able to arrange a track day at Oulton Park and it was quite an experience to ride such a famous machine. As you can see from the reflections on the photo it was a very wet day and seconds later I was off the track and on the grass.

Actually it was the excursion into the agricultural parts of the park that could have been the spark that started me off into trials but before that could occur I had to have a last fling with road bikes.

If I could have been asked to design my ideal road going machine it would have multiple cylinders for smoothness, a flexible power range from say twenty to one hundred and twenty miles per hour. All combined with a very light weight, impeccable handling and good brakes and guess what I found that someone was making just such a machine.

Two brothers George and Tim Healey were already campaigning a supercharged Square Four that had taught them a lot about where the weakness of the original design could be improved

to give a colossal increase in power over the original. This obsession with Square fours and the need to buy second hand machines to provide donor parts had another side that was imaginative and marketable.

They had taken a standard engine, improved the oil flow, added an oil cooler, fitted a mildly tuned camshaft and most revolutionary installed it into a Fritz Egli designed frame that meant that the whole plot was nearly fifteen kilograms lighter than the Honda 250cc.

This phenomenal machine was called appropriately enough a Healey and in total only seven were ever built. There were various options available from frame kits through to full machines but the business was only run as a sideline to the brothers real money provider, a haulage and furniture removal business.

The work ethic was that when there was little work on the haulage side they could, instead of being idle, gainfully employ one two or even three people to build Healey's. It was however a recipe for disaster in that it was impossible to give any meaningful dates for delivery of the bikes and most people gave up the dream and with their returned deposit went out and bought something more easily acquired. I was not so easily discouraged and twenty-three months after the originally promised delivery date picked up **RDM 997P** seen below.



The year was 1976 and I did really have a ball with this bike. It lived up to all my expectations and in several aspects exceeded them. It did however have a couple of drawbacks that detracted from its everyday use. The mirror finished aluminium cases were a bugger to keep clean in summer and in winter the amount of salt on the road meant that the bike had to be washed down after

every trip. The second fault was those beautiful exhaust pipes were so thin that they had started to rust through from the insides after less than eighteen months.

Before taking delivery I had several test rides to evaluate different configurations of the bike that had been specified by other purchasers and this was an early opportunity to try out the new fangled disc brakes that were becoming standard on Japanese machines. I must admit that I did not like them then as the early models had both a 'wooden' feel at high speed and as I found out to my cost, the effect like stuffing a crowbar through the spokes at low speed on loose surfaces.

I was through these rides able to give the Healey brothers feedback on the various set ups that

they tried but after nearly coming to grief on a gravel car park I decided to specify drum brakes for my bike. The problem was that when I tried the front brake out on the Healey's test machine was that it was too powerful compared to the back brake and in order to provide a better brake

at the back they had to buy in two Laverda 350cc front brakes and cut and weld them together to form a double sides twin leading shoe that matched to performance of the front much better. After waiting so long to acquire my near ideal bike you may wonder why I sold it, the answer is back to the - I like a challenge - statement at the beginning of this piece. In the late seventies I had 'inherited' in payment for helping with a Triumph Bonneville rebuild, a box of bits that when assembled proved to be a Greeves Scottish trials machine.

The challenge was not the assembly but the riding especially for someone with no sense of balance; poor throttle control and most importantly no judgement at all in picking the people to ride with and learn! The following pictures show how near success was always swiftly followed by ignominious defeat but 'mates' kept encouraging me and I fell into the trap of joining them in a competitive event.



**'Position normal' Summer
1975 Greeves Scottish**

Jeff Meehan - jeff.meehan@ntlworld

This ends part 2 of Jeff's tale – subsequent parts will follow in the coming eNewsletter months.



A technical case study

After the storm!

In our August newsletter, I presented a case study of a catastrophic engine failure that, unusually, was not caused by a crank failure. I decided to follow this up with a general description of how this problem is resolved. In doing this, it is inevitable that I include details of our plant and equipment. I realise that this might invite the criticism that this is in pursuit of our own financial interest, but as I have a clear conscience that my intention is to inform, rather than exploit, I will proceed and say no more on this subject

**Pic of Dave Boston's
broken crankcase before welding**



The other editors note – *I'll speak for Roger on this as he has received some unfair criticism in the past about "doing things in his own financial interest" no one in the Scott world comes close to the unpaid "Scott" work this man does. Anyone who has shot at him is running their own agenda. It does seem crazy that a paragraph or two is needed on this subject however I'll go into bat for my little buddy and say that this newsletter is just another fine example of Roger's freely given efforts, non profit being the key word. Lets leave it there I am sure that readers of this newsletter recognise the proud non profit status of this publication and in no way is Roger's services promoted other than incidentally, in fact take any of his articles or tips to any other engineer/mechanic in the world and let them use it, knowing the amount of effort Roger puts in he would probably help out your engineer as well!. Crazy, just crazy.*

You may recall that the LH crank chamber had a large hole in its top side. This needed expert welding. In engineering, we get to know those who are not only knowledgeable in their chosen field, but truly talented. We are lucky to have such a man in our area. It is no surprise to see

priceless historic vehicle engine components from far and wide when I visit. He will repair what might in other hands be irreparable. As one of you might need such a service one day, I will give you the contact details now.

A J Sosbe Co.

Factory No 6

Highfields North Ind Est.

Maidstone Road

Leicester LE2 0BA UK

Tel UK 0116 262 6492

The real art is to be sure that the component is pre heated evenly before welding and that after welding, the cooling is controlled to prevent the stresses caused by the contraction during cooling causing more cracking. Now see the result after welding



**Pic of case after
welding**

The welding repair having been completed, we must now consider the consequences. When any welding is carried out, there is distortion. There are many Scott crankcases that have been repaired by welding following a crank breakage. Most are just used again as they are, but if they are measured, the following will be discovered. The barrel seating face will be warped. The main bearing cup seating will be out of correct alignment.

This means that the main bearing rollers will not be running on a true face, but on a face that , at one position slopes to the right, and at another to the left. The main bearing gland is held in position by its fit on the stem of the crank and is pushed against the rear gland seating face of the cup bearing by its spring. Consider, however the conflict when the cup and thus gland

seating face, is twisted by welding distortion, so that it is at an angle to its true position. The gland can not seat correctly as it is held in a different attitude by the stem of the crank.

This condition is not exactly easy to address. Where do we have a good face to sit on to carry out corrective machining on the casting. We must remake good location faces and so have made a location and machining fixture that locates on the mouths of the two main bearing cups, using location pieces with a small taper..

**Pic of case being
re machined**



The crankcase can now be carefully clamped and then the barrel seating face skimmed to restore flatness and truth to the main bearings. Whilst in this position, two small location faces are machined on the section that the transfer port cover bridges over each side. We now have a seating face and axis alignment faces for any further operations.

We now move to another machine where the crankcase is clamped to its cylinder mounting face and seated against special alignment pieces to be sure that the main bearing cups are aligned with the machine axis. We can now “Clock” the cups, giving special attention to the gland face alignment where it is adjacent to any welding. Any errors can now be corrected by grinding the cup bearing diameter and / or gland face in situ, using a planetary grinding arrangement. Oversize main bearing rings are made to suit any oversize.

**Pic of main bearing cups
being re ground in situ**



Lifestyle section

I remember many years ago in my teens I had just put a scratch on one of the beloved motorcycles, being very disappointed and carrying on a bit about it one of my motorcycling colleges looked at me, shrugged his shoulders and said “oh well we buy them to ride them”

How true his words were, sometimes we get a little protective of our motorcycles, but one can be a little bit overprotective and not actually use the things they were designed for.

Just go back through the book of Scott by Jeff Clew and look at how Scott's were used, trials no less & dirt biking, not too many good sealed roads a pretty harsh life for a Scott back then.

I was lucky in a way my Scott was bought from someone who had had the engine done and only the tank was re-painted, everything else is pretty much original. He road the bike plenty and was quite keen when he sold it to me that I would be the type that would ride it too and I do. I love to ride my Scot even if it is only a half dozen times a year it gives me great pleasure. Maybe later in life, when time is a bit more prevalent I will re-do the cosmetics, my only fear is that I will then become protective of it.

I'm sure there is a balance somewhere, we buy them, restore them, inherit them, so logically one must ride them as bikes beg to be ridden. Just riding a motorcycle, any motorcycle gives the purest pleasure, pretty simple stuff really.

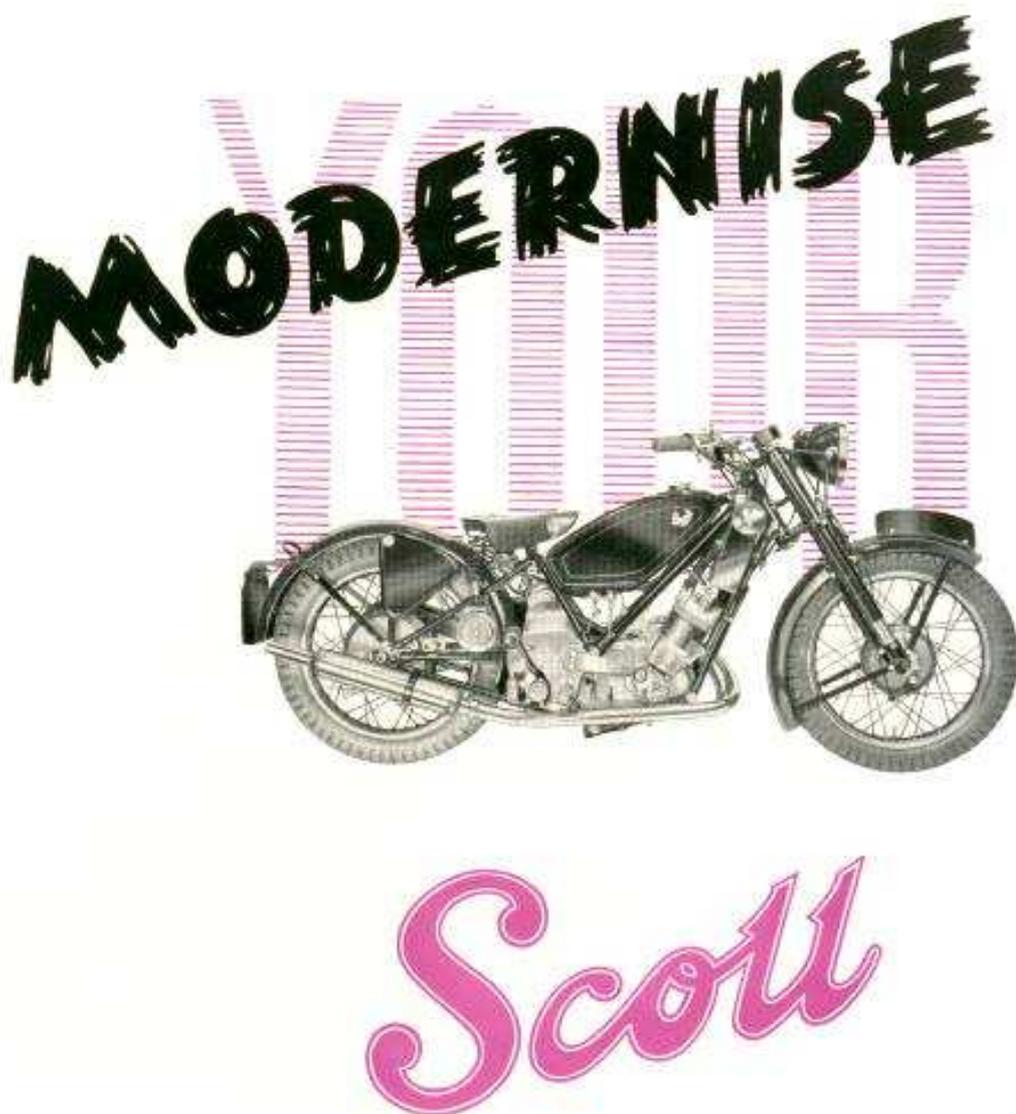
Ride bike = happy

Steven Enticott

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Technical tips

Thanks to Alexander Helfrich for sending this in – We love this sort of publication, I urge readers to keep sending them in and we will continue to share them around, happy reading.



The Scott-Dowty 'Oleomatic' Fork

AND TWIN BRAKE FRONT WHEEL



FRONT FORK.—Scott-Dowty "Oleomatic" Telescopic, giving six inches of progressive air springing with constant oil damping. Individual adjustment for any riding condition—solo, pillion or side-car. Adjustable friction type steering damper. The fork can be assembled immediately in the frame of any Flyer-Tourer or Replica Model, which is at present fitted with ball races in the steering head. Frames fitted with taper roller bearings require special adaptor rings. Type must be stated.

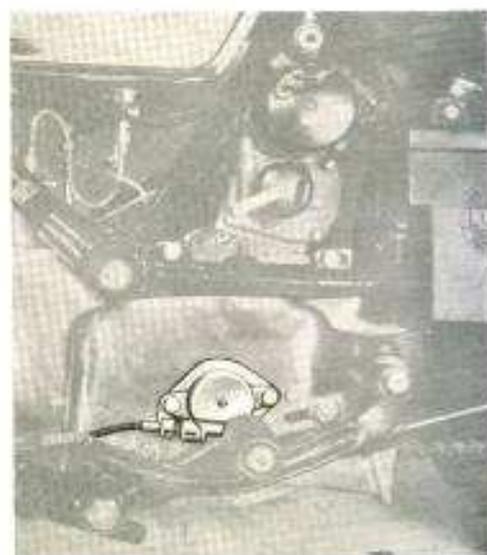
FRONT WHEEL.—Hub shell of light alloy deeply finned for cooling. Ball journal bearings. Twin six-inch brakes, one each side of hub, balanced by compensating mechanism neatly housed on front guard. Chromium-plated rim to take 26 x 3.25 tyre.

SPEEDOMETER DRIVE.—Spiral gear drive in light alloy casing for mounting on gearbox output shaft. The main gear replaces existing driving sprocket lock nut. Full length cable from drive to handlebar.

Note.—This drive is suitable only for Smith's speedometer heads, types S491/1/L for 21T and S433/1/L or M115 as fitted prior to 1946 for 19T driving sprockets, due to variation in ratio.

FRONT GUARD.—Latest pattern as illustrated. Complete with fixing stays, brake balancer box and cables.

PRICE.—Conversion set complete, inclusive of "Oleomatic" forks, headlamp stays as illustrated, front wheel complete, less tyre and tube, speedometer gearbox and gears with full-length speedometer cable only, and new type front guard complete—ready for assembly, **£38/10/0** ex works.



The Scott-Dowty 'Oleomatic' Fork

AND CONVERSION OF ENFIELD TYPE WHEEL

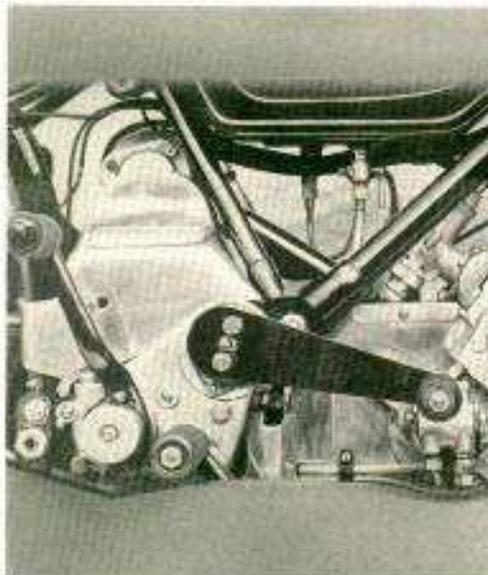
ENFIELD TYPE FRONT HUB AND BRAKE.—

The existing hub can be modified by replacement of various parts necessary to accommodate the Scott-Dowty front fork, either by your local Scott Service Agent or by our Service Department. The replacements consist of internal distance pieces, brake plate, bolts, fulcrum, lever and special spindle bolt and nut, etc. An extra long cable to suit Smith's speedometer head only can be supplied.



PRICE.—Scott-Dowty "Oleomatic" front fork, complete with headlamp stays, as illustrated, and conversion of your existing Enfield type front hub: **£23 10 0** ex works.

FOOT-OPERATED GEAR CHANGE.—A certain and simple means of rapidly changing gear without risk of damage to the transmission. Depressing the lever makes one change up, and lifting the lever one change down only. The lever, on being released,



returns immediately to the central position, which is adjustable to the rider's convenience. No alterations required other than removal of hand-change and replacement of existing gearbox end cover by one supplied, which will accept ball race, kickstarter boss, etc., from the existing cover.

PRICE.—Footchange set complete with new pattern gearbox end cover casting: **£10 0 0** ex works.

An alternative footchange conversion set, with bracket for fitting on existing gearbox end cover, is obtainable. Price **£6 15 0** ex works.

Results of little end alignment errors



Consequences of little end alignment faults. Alignment should be within 0.001" measured both sides of the rod little end, in two axis to check both parallelism and twist. Rod with "blue" little end measured

Parallel 0.006"

Twist 0.001"

Little end has tried to run at an angle and will wag sideways in use along the gudgeon pin. The rod big end bearing has been rocking sideways in use making the rollers barrel shaped and wearing the rod track convex. Rod with "blue" big end measured

Parallel 0.001"

Twist 0.006"

Twist causes the piston to try to travel up and down its bore like a corkscrew.

In trying to do this alternating right hand then left hand helical action, it is reacting against the big end bearing. The big end is being subjected to an alternating twisting load which causes heavy friction between the rod sides and the big end roller plates.

Result, power loss, rapid wear to sides of rod big end, heat tempering and softening the hardness of the BE track. Convex track, blue and barrel shaped rollers.

A blue appearance denotes heavy friction due to inaccuracy.

Inaccuracy causes rapid wear, loss of power and smoothness.

This engine had done only 1000 miles since being reconditioned. Please note that the photo was taken AFTER big end bearing tracks had been restored by honing

Scott's in competition.

The "Radical Scott Racer"

Ted Parkin

To me Scott's are evocative, romantic, idiosyncratic and open to engineering interpretation. So! After a full year campaigning the Gander Scott I had a long think about of my vintage sidecar future.

A new bike could be made reasonably competitive with the Moss engine and a bit of "Blue Sky" thinking. This idea prompted by a long chat with younger vintage (*under 30*) sidecar racer and Stan Dibben (*Eric Oliver's passenger. 81 years young*) at Cadders last month.

The thinking goes along these lines:

1. Powerful engine.
2. Low C of G
3. Attention to detail

So! Here is the plan!

1. The new Moss engine is well under way which should give 50BHP at the crank.
2. The intention is to manufacture everything as low as possible above a line between the centre line of the wheel spindles. This means that the driver sits within the frame diamond with the fuel tank in the two speeder oil tank position. Hand change. (*Which I feel is more within the spirit of the rules*) Girder forks. Twin Scott brakes which work!. A new lighter passenger!
3. Incorporate new technologies within the basic ethos and design.

To this end I had a long look at John Underhill's Scott books. The 1914 racer had pannier tanks. Fuel pump actuated by the seat. Petroil. Rotary valves etc. In short. Forward thinking. So! I had a long look at modern racing catalogues and found a light weight alloy petrol tank almost the same dimensions as a 2 speeder oil tank which was readily available. This was obtained and fitted.

The new engine carb would protrude 3" above the frame tubes. No problem! I will construct a "hammock" type seat which will allow the carb to breath. Petroil lubrication together with "steam engine drippers" a la Clive Waye and Chris Williams.

The "Gander Scott" strutted Webb forks with the new Scott double brakes. I have considered (*and will probably incorporate*) the Rudge system of coupled brakes to "Keep Things Simple" which allows me to concentrate on the racing.

So there we have it. A new sidecar racer. Will it work? No idea mate! But it seems sensible and logical to me! Its within the rules. Looks period. Will not cost a lot and will give us loads of fun. It moves Scott's forward. Creates interest and injects interest within the sidecar fraternity.

And a lighter passenger? my daughter Tina has agreed to do the VMCC championship in 2006. We can't wait!



Question and answer section.

This month's tip deals with a bike that has been left for a while and just won't start...We have all been there before...!

Hi Stephanie

- 1) If bike has not been used for a while, drain and refill with fresh petrol
- 2) Check there is a spark by removing spark plugs and laying them on top of aluminium water cover on top of engine with leads attached. Kick over, does it spark?
- 3) Are the plugs contaminated with oil so they will not spark. If so clean and start again
If the bike was running when last used, it should run again unless it has been stored in damp conditions that have adversely affected the magneto.

When you have checked all these things, and cleaned out residue of oil from crank chambers. (Note if your machine has drain bolts underneath the crank chambers, then perhaps it is not necessary to remove side doors to drain down oil residue)

Now open the throttle, spray in some WD 40 - for about 4 seconds, now try to start.

Dear Stephanie

Reading your message again, I wondered if I had given you enough information, but the problems you describe can emanate from a variety of individual causes as well as plain old fashioned wear.

The tip to spray in WD 40 (or Easystart) is usually a good indicator.

If you have checked the mag, have a spark, have fresh fuel and spray in the WD 40, it should start. If it does not, then it is likely to be ignition problems.

You must then ask if it did actually run last time out, or was there a problem that might have called forth some adjustments that did not bring the hoped for success. In short, did it actually go or has it had settings altered.

The more likely result is that it will fire and run for a few seconds then die. In other words, it will run briefly on the WD40 but not on the supply of fuel from the carburettor.

If you put the bike on its stand, engage top gear and pull the rear wheel round, is the resistance equal from both cylinders?

If you are not experienced with these machines, then someone local might be able to help. There is no substitute for actually hearing or seeing it. The SOC does not permit the location of members to be disclosed, but I have my own records, so if you tell me your approximate location, I could see who is nearest if you wish.

The statement, "It will not start" is not really enough to enable one to pinpoint the cause. Often there are other factors that might be relevant, but not remarked on.

Dear Roger

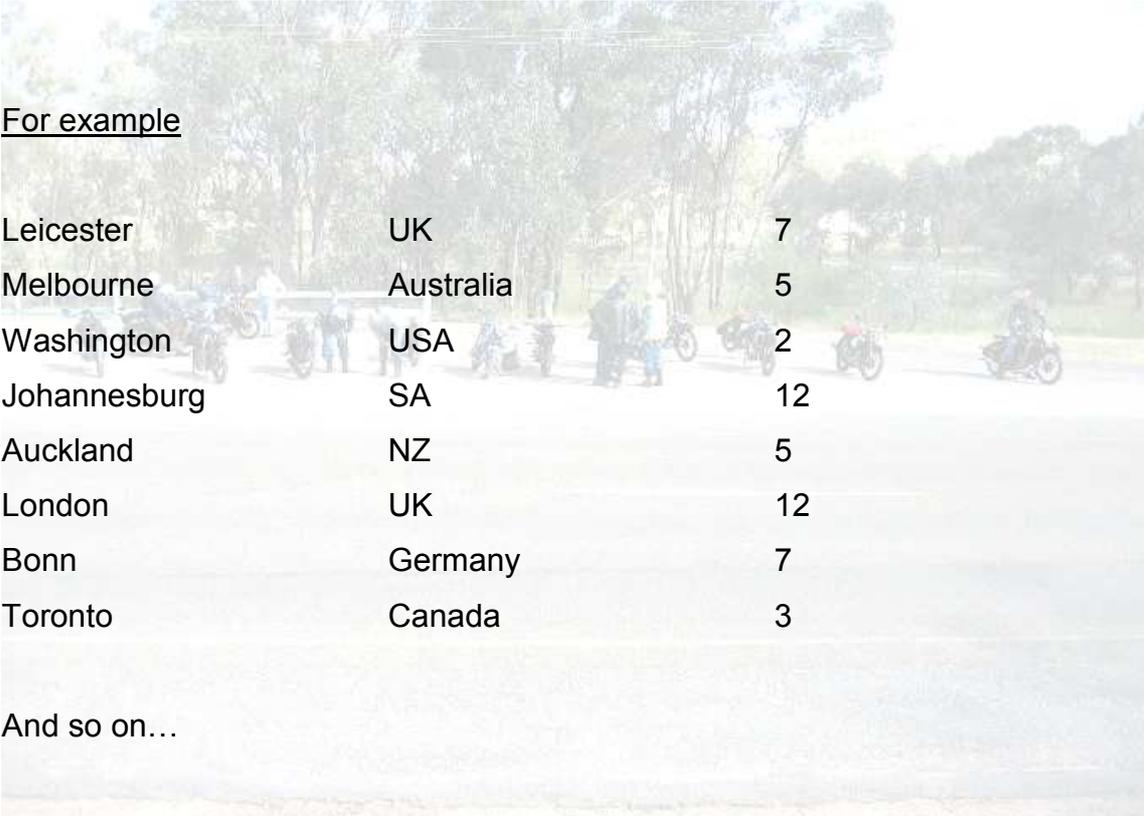
Derek and I have been completely astonished and delighted by the response to our emails to yourself and to Steve Enticott. Thank you so much - it is very heartening to see how the technology we have today can unite and assist us in dealing with machinery from 75 years ago. Both the e-newsletter and your website are superb.

We have all heard of the stock exchange, but now get ready for the...

“Scott Exchange”

So what is the Scott Exchange? It is simply a list of the number of Scott newsletter receivers from each city.

For example



Leicester	UK	7
Melbourne	Australia	5
Washington	USA	2
Johannesburg	SA	12
Auckland	NZ	5
London	UK	12
Bonn	Germany	7
Toronto	Canada	3

And so on...

Here is our rock solid guarantee - “No ones personal details will ever be published or given out to anyone ever, without your expressed permission”

So this is how the *Scott Exchange* works: A new member joins our group and wants to become involved with others in their area lets say Bonn in Germany. The new member sends us an email introducing themselves, we would then email this request out to our Bonn based subscribers and it is then up to those subscribers to make contact with the new member – Pretty simple really and safe.

The Scott exchange takes the stress out of publishing details and keeps bike security at 100%. As you already trust us with your email address simply adding your city with us is no bother, the trust you place with us will always be honoured.

Please send an email back to steven@enticott.com.au with just your city and we will match this up with your email address (no email address will ever be published) and we start the tally. Let us build real “Scott” friendships.

For Sale Section

Advertisements run for two issues.

1950 SCOTT FLYING SQUIRREL - In good condition sympathetically restored still has its original paint on the frame engine rebuilt by Tim Sharp. New rims tyres etc. Only 1000 miles since rebuild. T&T £3750

Economical, comfortable, reliable G3LS 1953 – Fully restored all receipts T&T £2200

SUNBEAM MODEL 2 - Sporting Side valve, untouched condition, mechanically sorted new big end, spindles, cables, tyres etc. T&T £3650.

Selling them because I need to move house. All good bikes...

Kind Regards Tim Jackson timread@readjacko.wanadoo.co.uk
S.Yorks – can deliver
TEL. 01302 883062.

Wanted – 1929 2 speed Super Squirrel Frame with Sidecar mounts – contact Tony Edmonds on 03 – 9786 1626 (Melbourne Australia) or simply email me - steven@enticott.com.au and I will pass on details.

Kick start springs-\$20, Stainless dog bone dampers engraved-\$80 set, Ribbed brake drums alaTT Rep or plain \$300, Sprockets dished \$300. Looking for 1920 Motor can swap other bits let me know your needs. Terry Doyle, Melbourne Australia tdoyle@alphalink.com.au

Terry has been unwell and his email account is full – so if it bounces back, just send it to steven@enticott.com.au and I will make contact. Terry is fast recovering

Supplier lists.

Magnetos New Self generating electronic. Vintage appearance
BT-H Magnetos Ltd Leicestershire UK
<http://www.bt-h.biz/index2.htm>

Magnetos Rebuilder and spares BTH Lucas etc.
Independent Ignition Supplies
<http://www.magneto.co.uk/>

Special ignition systems
Rex Caunt Racing
<http://www.rexcauntracing.com/>

Spark Plugs
NGK Co We use NGK spark plugs in our racer with complete confidence. Check out this website for info
http://www.ngksparkplugs.com/techinfo/spark_plugs/techtips.asp?nav=31000&country=US
And this one for the UK
<http://www.ngkntk.co.uk/>

Rev Counters Electronic. "Scitsu" Pick up from HT lead. Vintage in appearance, works with mags.
Dawson Harmsworth Ltd.
PO Box 3606
Sheffield S6 2YZ
Tel UK 0114 233 7460

Scott big end roller plates
Laurie Erwood (SOC member)
laurieandval@erwood208.fsnet.co.uk

Tyres, oil, all types of accessories
Ken Inwood. Hersham Racing Service
173 Hersham Road,
Hersham Nr Walton on Thames
Surrey
Tel UK 01932 229 547

Amal Spares plus Classic British Bike Spares
Hitchcocks Motorcycles
www.hitchcocksmotorcycles.com

Scott Radiators New and repair
John Hodges Darrad Radiators
darad@myddfai.com

Dynomometer setting up and tuning

Dave Holmes Operating a dyno is not enough. For good setting up you need a water brake dyno and a really skilled engine specialist who can interpret the readings. Absolutely the best way to set up any engine. Coventry UK

dholmes@250mov.freemove.co.uk

Control Cables

T Johnson (Cables) G.B.

cableman@btinternet.com

Hard Chrome plating including bores

Michrome Electro Plating Coventry UK

www.michrome.co.uk

Engineering Patterns for quality replacement castings. Melton Mowbray UK

Tony Pacey (Tony has made my patterns for 35 years – says it all!)

james.pacey1@ntlworld.com

Brake Linings, Clutch linings, British bike spares.

Supreme Motorcycles Earl Shilton UK

<http://www.suprememotorcycles.co.uk/about.htm>

Authentication of Scott Motorcycles by SOC Registrar. Send details and photo by post with SAE

John Underhill Leicester UK

John Underhill

74 Greengate Lane,

Birstall,

Leicester. LE4 3DL

UK

Aluminium Castings. Top quality floor moulding in high strength aluminium. Heads, barrels, cases etc.

Accrite Aluminium Ltd.

Unit 10, South Leicester Ind Est

Beverage Lane, Ellistown,

Leicester LE67 1EU

Tel UK 01530 263 038

Iron Castings including Malleable iron brake drums etc

<https://www.castmetalsfederation.com/home.asp>

Metalcast (Bilston) Ltd

93 Wolverhampton Street

Bilston WV14 0LU -UK

Piston Rings Made to order

Phil Daintree

22 Hawkstone Road

Whitefield, Manchester N45 7PJ - UK

Tel UK 0161 766 4487

Engraving Leicester UK (engraves degree graduations on our flywheels and crank screws)
Robinson Engraving
15 Ruskin Avenue,
Syston,
Leics, LE7 2BY – UK Tel UK 0116 260 5998

Scott Owners Club Spares Scheme (Please note the SOC Spares Scheme can only sell to SOC members)
<http://scottownersclub.org/spares/>

Scott Engine and transmission rebuilding Specialist in 2 speed gears
Ken Lack
5 Norton Lees Square
Sheffield S8 8SP - UK
Tel UK 0114 281 1250

Scott Engine and Transmission rebuilding
Tim Sharp
14 Hazel Beck,
Cottingley Bridge,
Bingley,
Yorks. BD16 1LZ - UK
Tel UK 01274 567 528

Scott Engine and Transmission rebuilding
Sam Pearce Motorcycles
www.sampearce-scott.co.uk

Scott Engine and Transmission rebuilding, New sports engines etc. Any challenging engineering project.
Scott technical information on website
Moss Engineering
www.mossengineering.co.uk

Aluminium Castings (not high strength alloys) Covers, guards etc often from existing pattern without new pattern by skilled 3 man foundry. Used by Ken Lack and myself for years.
Victoria Street Foundry Ltd.
Syston
Leics LE7 8LF
UK
Tel UK 0116 260 8100

Technicalities on CD – Bill Jamieson’s compilation of technical articles
steven@enticott.com.au

Book Review

“To Make a better Mousetrap” a biography of Rex Macandless.

It is a biography of Rex Macandless, best known as the inventor of the motorbike frame that became known as the featherbed.



The story goes from the childhood events that helped to further mould a character that nature had already decreed as difficult. It tells of racing, of developing frames, the relationship with Joe Craig. It tells

of the rift between Rex and Triumph, without which, Triumph might have had the Featherbed frame rather than Norton. We read of four wheel drive racing cars and off road vehicles . The development of a lightweight autogyro.

We read of characters involved such as, Artie Bell, Fred Dixon, Tom Rolt, Joe Craig, Harry Ferguson and many others. The account clearly illustrates the great natural understanding and ability of Rex Macandless to solve difficult and complex engineering problems with simplicity

and elegance and yet his difficult character traits tried the patience of even his closest friends until he drove them away and died a bitter and lonely man.

Perhaps in today's society he would have been judged as suffering from a form of autism. The book size – I can not quote as I have loaned out my copy to a good friend who knew the likes of Artie Bell etc.

It is a good size book with pages of about A4 with good hard covers and plenty of unique photos. It reminded me of the "Proper Books" we used to have, when "Made in England" was a statement of quality.

The Author is R L Jennings, who worked with Rex Macandless as a design engineer and thus most of the information and photos are from first hand experience.

The book is published by R L Jennings publishing and costs £20

It's reference No. is ISBN 0-9534628-1-1

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