

**WOT!!!!!!!!!!!!!!**

**March Already!!!!!!!!!!!!!!**

**Almost time to go Racing  
again!!!!!!**

**Goody Goody!!!!!!!!!!!!!!**

*But while we are waiting  
here is the latest Edition of  
the Scott Online  
Newsletter!*

# Edz Bit!

As the weather has warmed and the snow has gone. I turned my thoughts back towards the MGP (Moss/Gander/Parkin) Scott.

It was REALLY good to be back on the bike again and (Whisper this!) it seems to be running fine.



Laura Stockley (BA Hons) and Scott fan!

In this issue various communications via the web. Many thanks to all those far flung enthusiasts who keep us going. Any more articles out there? Bring them on!!!!!!!!!!!!!!!!!!!!

EJP

[editorejp@live.co.uk](mailto:editorejp@live.co.uk)

# Disclaimer

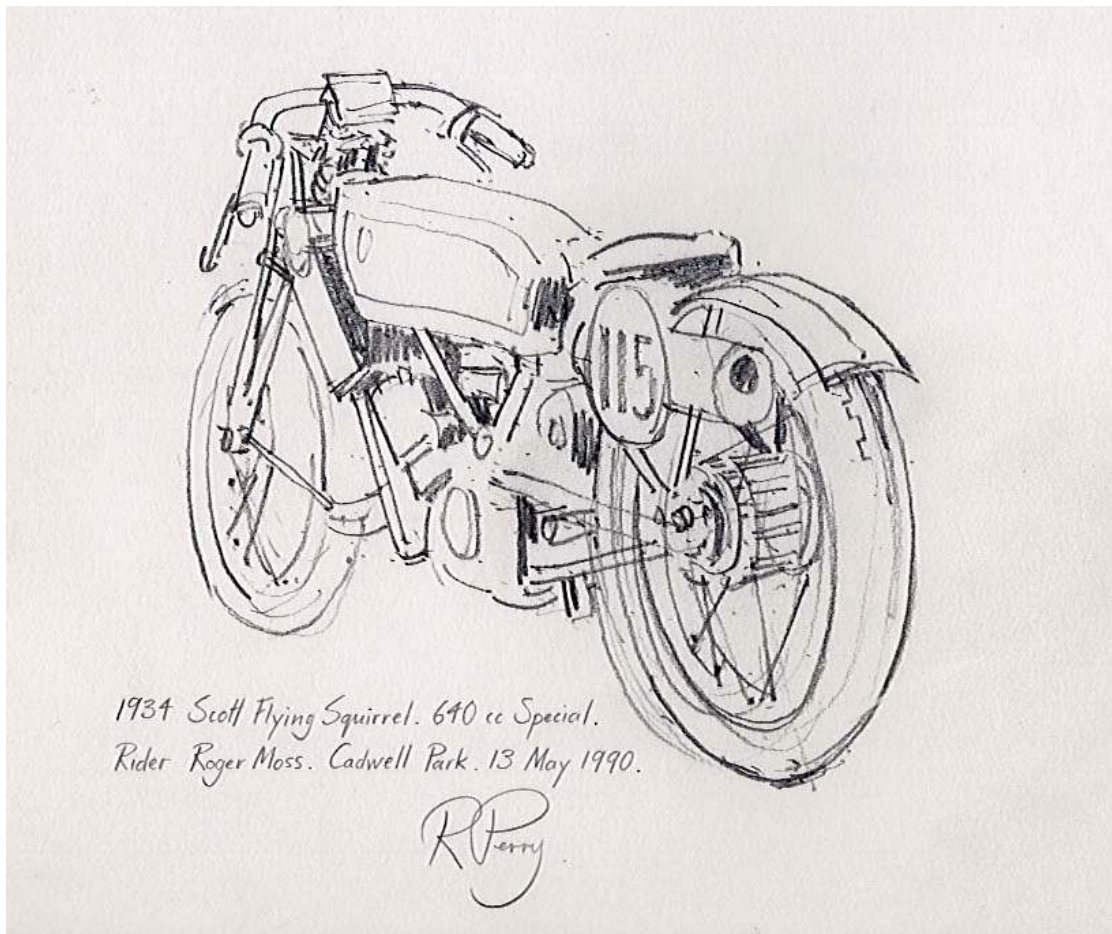
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## From Roger Moss

A good few years ago, at Cadwell, I noticed a man standing looking at my Scott with a sketch pad in his hand.

He came over and presented me with the attached sketch

Roger



## Scotland Vol 2

### Chapter Seven. (Part One)

#### Two Speeder

I'm into a whole new ball game here. You can't write about these bikes like the later models.

So here goes.

Early in my motorcycling career I saw a couple of two speeders racing. Was captivated by the colours and noise but mainly by the delicacy of the design. Here was something (*In the words of Monty Python*) completely different. In fact to have designed something like this the designer must have had amazing amounts of self confidence, contempt for the norm and vision. A revolutionary perhaps?

I know next to nothing about A.A.Scott apart from bits and pieces gleaned from the motorcycle press over the years and would not dare to pontificate on or try and explain the thinking behind these machines. However. I do know a good design when I see one and small engines giving lots of power in a triangulated chassis is my kind of bike. "If it looks right it is right" may be a platitude but in the case of the Two Speeder never was a truer word spoken. So with this in mind I tried, in 1986, the most delectable mid twenties two speeder you have ever seen. This thing was a sculpture. Fabulous enamel, perfect nickel, catalogue specification and one of the slowest machines I had ever had the misfortune to ride! This after I had read that riding one of these bikes you could expect incredible acceleration, smoothness and superb handling. So disappointment was great in the extreme! (*And at the £6500 asking price, even more so!*)

I now think that this bike was only running on one cylinder!

Still the longing continued. Cash was missing however and anyway living in this part of the UK the chances of trying one was remote, so it would have to be buying on spec and seeing if it lived up to the hype.

By the late 1990's prices had dropped so that even someone with not a lot of cash could squeeze the budget and buy something to rebuild. And a two speeder, even an expensive one, was a lot of bike for the money! Dreams, I have always thought, are worth pursuing!

Now read on!

My list of least favorite letters to receive runs as follows:

- 1 Solicitors
- 2 Taxmen
- 3 Junk mail
- 4 Raffle tickets

Not that we usually have a choice of course as, in this village, we only get one mail delivery per day. The time of delivery varying between 10AM and 3PM depending on when the Post Office decide to drop off the letters for our local postie to deliver, on what the weather is like or how many cups of tea Dave is offered during his round.

Suffice it to say that our post is rather erratic!

So it was quite a surprise when I get a rap at the door around 9.30 AM and there stands Dave with a most impressive looking Recorded Delivery letter. Light yellow manila, looks heavy and important. I sign for it and repair to the deep recesses of our cottage to tear it open.

*Abercrombie, Tappet and Small*  
*Solicitor at Law*  
*Edinburgh*

It is embossed in a rather fetching dark blue enamel in the top left hand corner while my name and address is neatly scribed in copperplate handwriting on the front! I'm intimidated already and with trembling hands pick up the silver handled letter opener which, fortuitously, has been resting on the antique side table for the last 20 years awaiting such an occasion!

Inside, neatly folded, is a fetchingly contrasting A4 dark yellow page reading as follows;

Dear Sir,

We are executors for the late Stanley Albert \*\*\*\*\*, and are instructed to inform you that the said Stanley Albert \*\*\*\*\* has, in his will, left you the sum of £\*\*\*\*. This amount to be used, *"as you see fit but mainly to have fun"*.

If you would be good enough to forward to this address your bank details *blah blah blah blah*.

Stanley Albert Who?

The only Stan I remember was a chap I used to go to rallies with in Germany. He came over in April and stayed till the late Autumn. But this would have been in 1978 and he was 60 odd then. Must be around 83 now!

And he was.

Was because he had just died, in some luxury, at a nursing home on the outskirts of Edinburgh still talking bikes and remembering his old pals. So there I was in the embarrassing position of being given enough cash to complete the set and get a two speeder.

Old Bike Mart again! (*I'm going to ask for a years free subscription to this publication with all this advertising I give them!*) Hoped for the best but feared the worst! One for sale down south (*of course!*).

The master plan was to get to Winchester. Have a damn good check over, ride the bike and do a Flyer, riding it from its former home to Hopeman over a couple of days calling in on friends. Meantime. Scotland was experiencing real Arctic weather conditions, rain, snow, sleet and high winds while the South of England basked in sunshine. Winchester beckoned and British Rail got me there. I'm an impulsive sort of person. Emotions sway me and mean a lot. I actually get the green light in my head when something is meant to be and the green light shone bright and strong on first sight.

Romance. Thirty years in one ownership. As correct as can be. In "Riders Concours" condition. Starts second kick. How can you refuse? I didn't

fight it, just relaxed, laid back and thought of England! (*And the ride home!*) Money changed hands sadly as the owner said good-bye with tears in his eyes to his bike. He had put all his experience and considerable skill into the restoration, ridden it in many VMCC trials all over the country. This purchase was not however such a gamble as I had taken out a little insurance beforehand and checked with a member of the SOC who told me that this was a "good one". Good enough for a two speed novice like me! I enjoyed a restful night and an excellent breakfast, courtesy of the seller, eaten under an oil painting of the bike. (*See what I mean about romance!*)



Business taken care of we part after a hasty lesson on how to ride it. He makes it seem so easy. Fits him like an old glove. I hope I don't blow this!

And ironically enough, when I start up, hit Low and sail away a farting noise comes from the bike! (*Blow, geddit!*)

The crankcase door seal is quickly replaced and I am on my way. What a prat I am! I stumble in the bottom drawer of two speeder lore. Grabbing a



non existent clutch and hitting the gears instead of the brake! After an hour I am half a mile away and cannot get it to run right! A call to the vendor, who comes out straight away and rescues me, loads the bike on his trailer and whisks me back to his home. We check everything, tighten a few bits and pieces then he goes for a ride. Smooth take off. Into high gear and I am left wondering how to retrieve the situation. Embarrassing in the extreme!

The vendor however is of the old school and offers to cancel the deal and refund the money if I find that the bike is not for me. I do consider this but am determined to get to grips with the thing. After all it's only 600 miles back to Scotland and I must be able to sort out a pip-squeak like this in that distance! So I decline his offer with diplomacy and steel myself for a tough learning curve!

Second good-bye! Check that we are fueled and oiled and try to remember where to put my feet. Mobile phone charged up and away to our fate!

I wobble out of Winchester the traffic quite light. I still cannot get to terms with it so jump and fart my way eastwards. It seems to be carburation causing the trouble but the vendor had no trouble! *"Do come along Ted! Start from first principals!"* So I throttle down and try to remember Carburetor Lesson 3a (*section 6 sub paragraph 4b*) Operating of. Now what did he say about lever position? And which lever is the choke?

The day is going to be a scorcher and here am I trying to get this bike to run cleanly. Not the best of conditions. Temperature and temper rising in equal proportions. I persevere and by dint of experimentation and a couple of mobile calls to the vendor, hit on a reasonable compromise. At least we can exceed 30 mph! Actually we can exceed 60 if I open the throttle wide and here was a clue.

Smooth power at high openings. Mixture and fuel flow. Got it! I remember talking to Owen Tyler at Blairgowrie one year about carbs and why lots of Scott riders fitted early AMAC's. He told me that the Binks carbs **could** be made to give a good performance but it was a fine line between success and failure. That was why you saw lots of early 3 jet Bink's in good condition. Most of the riders bought them or had them fitted as original equipment, found out about the problems and threw them in the drawer!

No choice for us however and I can at least keep going. A job for later!

Towards the New Forest we purr our merry way. Balancing the carb and the engine running as it should. Lots to learn and lots to remember.

For example:

1.

Very early 3 Jet Bink's have 5000 different settings for different conditions and when you have mastered the first 3000 you have to dial in the effect of the auxiliary air lever on the side. Which, according to no less an authority than Mr Binks himself, (*Handy hints on the use of my perfect carburetor, sounds like a Conservative Cabinet Minister doesn't it!*) tells me it can be used as an air brake when going downhill. **(What!)**

I'll just settle for getting the engine to run!

2.

Drip the oil at 'X' drips per minute, but not too fast or you will have plug oiling problems and not too slow or you will experience a seizure!

Oh Yes! and the oil drippers face forwards so you have to lean over them to see what is happening, touching the top of the plug leads (*shock horror!*) therefore losing sight of the road and traffic at the same time. And we are not talking Scottish roads and traffic flow here where the odd Morris Thousand might pass your isolated cottage on a serene Wednesday afternoon. We are talking Yuppie lifestyle! Porches, Lotus, Subarus etc. Mobile phones to the ears and speed! This is a recipe for Mild Paranoia!

3.

The powerful front anchor (*2 push bike brake blocks*) will stop you quite well if you politely ask them 3 days in advance and make an appointment. Thank goodness the rear has a Tom Ward Conversion and locks the rear wheel with gusto!

Good job I came prepared with three stout pairs of Grandmothers Safety Knickers.

So! All in all. Pretty exciting really!

Oh Yes! Almost forgot! To make things even more interesting it is the hottest day of the year, a Public Holiday and the Animal Liberation Front have just liberated 3000 mink forty miles ahead!

**I can just sense it's not going to be my day.**

But by now it is stinking hot and I worry about the engine. Making sure that there is loads of oil splashing about I try to relax. The handling is good and if I give the bike a handful of throttle it picks up its skirts and accelerates well for 1920. A fast 20 miles flashes past and I see a bit of steam coming from the vicinity of the radiator so stop for a rest and a looksee. (*Mobile phone call to the vendor, who by now wishes he had never heard of me I am sure! but he is a gentleman and still talks politely*) Can't see any water in the rad and no houses in the vicinity either but I do have a bottle of caramel flavored water. (*Don't ask me why*) So I wait awhile to let the engine cool down and pour it in. No problems and the smell of roasting caramel adds a certain style to the overall impression of an eccentric bike!

New Forest looms and my worst nightmare.

Traffic!

Loads and loads and loads of it. Solid as a rock in Lyndhurst and what is more there isn't even room for a slim Scott to trickle quietly through! Both mine and the bikes' temperatures rise until it would be sheer madness to keep going. So I stop the bike and push it through. Now, on a solo you are limited with luggage space and as it gets hotter and hotter the layers come off until I am pushing in 'T' shirt and jeans. All the riding gear perched precariously on the handlebars, strapped to the carrier and draped around the engine and tanks until we look like a traveling bag lady on tour. Not the most salubrious of impressions to give to an already sceptical public!

We press on through the throng. Even the pavements are full! What's going on here! Oh Yes! Bank Holiday. Well I'll tell you that it is a three mile push to get to the other side of town. I'm hot. Pissed off and really ready for a rest but decide to hit the New Forest for a bit of solitude.

But it's a joke chaps! The New Forest is almost as crowded as Lyndhurst but at least we are mobile and I am getting quite used to the idiosyncratic behavior of the bike until a teensy weensy faint echo of enjoyment creeps tentatively into my subconscious. I feed it, it likes me and stays.

Trying various carb, ignition and choke setting I find at long last a happy medium that keeps the engine on song for almost a whole minute at a time so things are looking up as my temperature and temper subside to normal values. The speed rises as we flash through the forest. Even the tourists are thinner on the ground. A summer afternoon swishing through the forests of Merrie England. Bank left, bank right until I see a 'Ford' sign. Sharp left hand bend, the ford is nearer than I thought and we are still well heeled over.

No problem for a Scott.

As a dozen mink scuttle right to left. I wobble. I don't want to run over these things but I also don't fancy getting to know the extremely sharp teeth of a lately stir crazy male mink and his harem so commit myself to holding the line. Two juvenile mink run under the wheels, I hear a soft squashy noise and a high pitched scream. The front wheel brakes away just as we enter the ford. Too fast, too fast.

I'm thrown off in a flash (*warm water, strange that you have the time to notice these things isn't it!*) as the bike hits a boulder and flicks to the right, carb lever well open, the engine running and revving nicely for the first time today, just at the moment when you could do with it stalling of course! And as I watch, the carb bellmouth tips into the water. She stops in an instant, the ingested water forming a solid hydraulic lock.

### **Thanks a bunch A.L.F! The shortest trip to Scotland in history!**

The engine has stopped but the screaming continues. Two small mink are inside the flywheel! One has no back end to it's body and the other is missing it's left front leg. A couple of motorists have stopped and one is an animal lover who foolishly puts his hand in the engine, quickly withdrawing it as flashing needle sharp teeth lash out in agony. The screaming runs down like an electric motor being switched off. One dead from shock the other going quiet from loss of blood.

A taste of freedom?

A.L.F.

Animal Lovers?

**Sure!**

**EJP**

From: Christian Treiber [mailto:V1@reichenbergflug.de]  
Sent: 20 October 2010 18:45  
To: roger@mossengineering.co.uk  
Subject: SOC Forum and a 1937 Scott

A few weeks ago I made a dream come true ,. I bought a Scott from 1937 from a man name Peter Hughes from Cornwall .

In the early 80éís , I saw here in Germany oldtimer bike races in Hockenheim .

My father has a Rudge 250 cc full radial TT replica ,.

So we went to all races ,

But the winning bikes were most the scott !

At this time I want a scott.

so now It is. !

The bike was "fully restored " but never driven !

So I had to make the clutch and carburator . and the pump setup .

I registered an account in the Forum , but I wait since 28.09.2010 that the account is active.

( I saw there is many trouble with spam " new Members "

At the last weekend I filled out the writing for Membership in the SOC.

Also I paid through paypal .

Hope that I can write in the forum in near future .

So this is why I mail you .

My radiator has over 20 small wholes , and in half day it losses 2/3 of water .

I need a new one or a repair.



From: Brufsup@aol.com [mailto:Brufsup@aol.com]  
Sent: 05 October 2010 19:26  
To: roger@mossengineering.co.uk  
Subject: Re: Belated Scott Newsletter

Hello Roger,

My name is Nick Poll. I'm a English Scott owner living in south west France. Thanks for compiling and sending the Scott Newsletter. It's much appreciated. I haven't used my Scott for over a year, but must make the effort more next yer. The trouble living here is there is no one else around with the same hobby. If I go out with one of my old bikes or cars I feel like "Billy no mates ". UK is far better for our hobby. The Scott TT rep shares a garage with other vehicles in it's class. Photos attached. Thanks for all the work you do for the Scott world. ( I must renew my club membership ).        regards, Nick Poll.



# Greetings from Cape Town

This is special birthday greeting - slightly in advance I know.

I trust you will have a happy and memorable day to celebrate your 70 th.  
Let's hope you continue to have good health in the coming 10+ years.

Bill & Edith Hoskin - in the Fairest Cape

The DSC03570 piccy is my Rep (when I collected it) displayed with a board covered with all the bikes registration discs since 1929 !

Who is the young man in the other piccy - Scott\_test ?

A quote on the same page

"Though generally resembling Flyer models, the TT Replicas had such go-faster goodies as big-bore Siamese exhaust, cylinder-wall oiling with feed at rear of block, quick fillers on tank, and ribbed rear brake drum. Inverted levers are confusing for one works clutch whilst what looks like clutch lever operates the auxiliary oiling system. Front fork has telescopic action like early Scotts but is heavily braced for racing. This Scott is a 1929 example but actually left the Shipley factory in October 1928. Owner Roger Moss tops up the radiator."

*(This is a quote from Titch Allen's road test of UE. Rogers old TT Rep,*





*now cherished by me. Ted.)*



*(And a young Mr Moss I believe!)*

Hello Ted,

This is my recently re-furbished Scott, the ex Jim Dale bike featured in a previous issue, I only managed a few running in miles before the snow and ice came, but it shows lots of promise. Many thanks due to Roger, rebore and modified Silk pistons, and much advice on porting mods, Eddie, for help in keeping the oil in the gearbox, and Graham, for sending

parts promptly across the water to Fife.

As an aside, I spoke to a fellow glider pilot at the gliding club recently, a retired minister, he knew I messed around with old bikes, and asked what I

was presently working on, I don't suppose you have heard of a Scott, says I,

never heard of them, I have owned two and a Silk, said he, and went on to tell me as a student he travelled back and forth from Edinburgh to Cambridge

on a Birmingham model, and that his father had owned a three cylinder model

before the war, he also said he still had some literature and kindly made me

a present of a mint Book of the Scott and spares list.

Kind Regards.

Harry Fleming.



## Dear Pete

I must have missed this one

I was away over Christmas and the start of the New Year visiting Marina's

daughter and her Grandchildren

The children are great collectors, but as things that interest us are beyond their financial reach, they collect other things.

In this case they collect diseases and kindly shared the Swine Flu with me as a Christmas present

I tried to look grateful, --- I really did, but I am not sure how convincing it was.

The bikes look great and I doff my cap to you!

My Scott is in many pieces, but the intention is to build it better than ever

I new cylinder block and pistons, reworked brakes etc

Of course we know that whatever changes we do will bring changing temperatures, burning speeds etc and so I am not so foolish as to expect it will then need some resetting before we get reliability.

I am researching production of pistons which is very interesting, but for a modest one man business, the cost implications are a bit daunting.

I was presented with a birthday cake at the recent VMCC Racing Section BHR

dinner made by the lady in the red dress who marshalls at the meetings

I send my very Kindest Regards to you and your good lady (please remind me

so I can add her name to my records and not feel stupid)

Roger

-----Original Message-----

From: Peter Gagan [mailto:petegagan@blaze.ca]

Sent: 05 January 2011 00:34

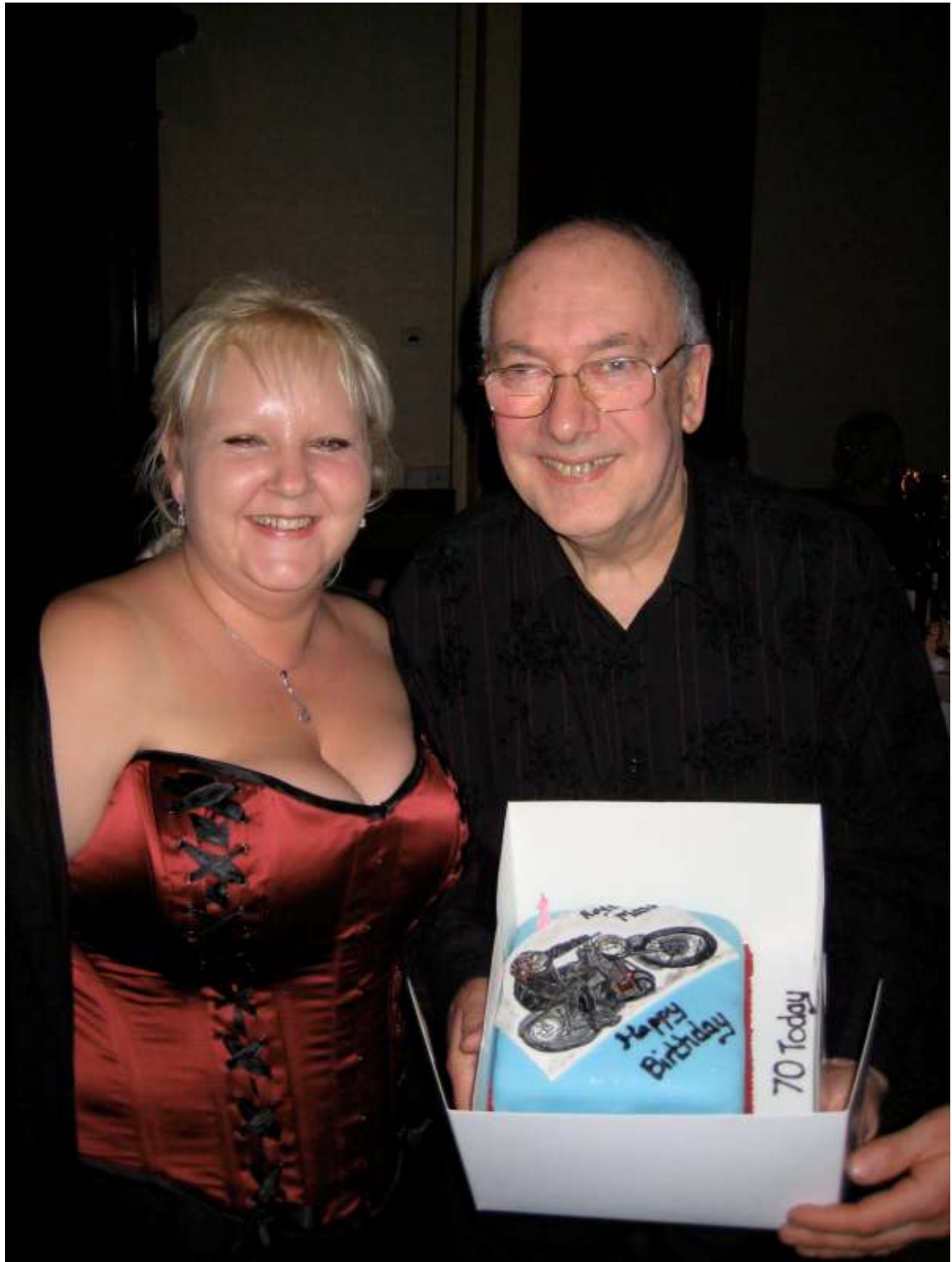
To: Roger Moss

Subject: TT

Hi Roger:

I thought you might be interested in the attached "press release".  
Pass it around to anyone who you think might be interested. As you can see,  
I'm fishing for sponsors, but I think like most worthy efforts, it will end up being self motivated and self financed. It's no big deal, because I can always sell the bike afterwards, as I still have a few toys left.  
Speaking of other toys, I've just finished the Pierce 4, (1911 also), apart from the mag which is being rewound. I suspect the handling will be as peculiar as the looks of it. Should be fun. It was made in Buffalo NY by the Pierce Arrow car company. It displaces 750 ccs., and has a  
two speed gearbox and shaft drive. An FN 4 provided inspiration for the design. Cylinders are "T" head type- two camshafts with valves on opposite  
sides of the piston in sidevalve fashion- not a bad concept, really, being cross flow, but compression raising is rather limited. Called the "vibrationless motorcycle" by its builders, it should provide elegant cruising for an elderly bloke.  
Pete  
Pete





From: Paul Schaa [mailto:pschaa@accompacting.com]  
Sent: 09 February 2011 19:14  
To: 'Roger Moss'  
Subject: RE: Scott

Hi Roger:

Think I am ready to gut the Scott. Any suggestions on getting the motor and tranny out so I can send them over to you. Been looking at it, scratching my head a bit, thinking there must be a trick to it. So before getting the scalpels out, thought I would ask for a little advice.

Thanks

Paul

Sent: 28 July 2010 21:29  
To: 'Roger Moss'  
Subject: RE: Scott

Good luck on your racing this weekend... Did a quick check on Castor oil over here...only food grade available, can't get the weight. I will be going to the UK in September, think I will pick up a quart or two. I will run the mineral in the meantime.

Thanks for all your help....you are the man (that is a compliment over here)

One thing I have learned owning a company in the UK, we are two countries divided by a common language..hehe

Good luck out there

Paul

From: Roger Moss [mailto:rmoss115@btinternet.com]  
Sent: Wednesday, July 28, 2010 1:14 PM  
To: Paul Schaa

Subject: Scott

Hi Paul

A good plan, you will get to know the bike.

As carb is at angle, needle drags in needle jet and tends to wear it oval after a while

Take off bottom of carb and the brass main jet is screwed into the bottom of the needle jet

Needle jet is 106

Main jet 190

Take out main jet and look thro hole

You will see if it is badly oval

If so, they can be got.

I have a fancy engineers microscope and can check these easily

I am not surprised it made smoke. The oil tends to drain down

I usually take out the drain bolts underneath 7/16" BSW and drain down before starting if the bike has been standing above a week

Obviously if it has been standing a while, better to drain gas tank and refill

Oils. Castor is a vegetable bean oil and not compatible with mineral oil.

I think for your convenience, use a straight mineral non detergent oil SAE 40 or 50

Add about 125ML (cc) of oil to each gallon of fuel in the tank

The Pilgrim pump should be set to give 6 gulps and one drop of oil should drop on the 7th gulp

Just stop after the first mile and check the Pilgrim pump is still working.

My procedure was to wind open the pump adjustment when I first started it to blow out any air and get the oil flowing, then to turn down to the original setting and just watch for a minute to see the oil was being metered at a reasonably consistent rate

The Pilgrim Pump is a rev related metering valve, not a pump as we understand the term

The engine sucks the oil through after it has dropped into a free to atmosphere well

The engine seals are a hardened metal to metal spring loaded rotating seal.

You can imagine what happens if there is no oil for a while

I have studied these things for more than 40 years and with racing have discovered where the weak points are and how to improve them without compromising external appearance.

Enjoy your bike. Ride it and tell me your impressions

If you do have the motor done, at least you will have a "Before" yardstick for comparison

If you need my input, just ask

I am racing this weekend so will be away 3 days

Kind Regards

Roger

Ps

Try this link and see the clip

<http://www.mossengineering.co.uk/index.php?area=5&content=187>

## Vee Twin Manifold for a Scott



Hi Ted

Mark Scott is the man I made a new engine for and Eddie did the trans and a vee twin manifold



I asked Eddie to fit it in a customers bike he had there and test it  
He said it was "Fantastic" We shipped the engine air freight last  
Wednesday so he should have it now  
I look forward to the owners impressions as a write up for the newsletter  
Hope you are OK  
Cheers  
Roger

## Engine Removal

Drain water, Remove hoses plugs carb, primary chain and mag chain if applicable  
Put a scissor jack under the engine and another under the gearbox undertray just nipped up  
Remove the small bolt at bottom rear of the undertray where usually the front bottom of the rear mudguard is fixed  
Slacken the two bolts that secure the gearbox to the undertray  
Remove the rear chain and then the final drive outrigger  
Now use the adjusting barrel nut on the rear RH of the undertray to push the gearbox forward a little. This helps re assembly later  
Slacken the nuts on the 3 crankcase fixings and the two undertray rear fixings  
If you have hand change, disconnect the hand change rod from the gearbox change lever  
Remove the safety nut and remove the pivot bolt on the clutch lever as this will give you enough room to remove the cable  
Remove the clutch cable from the clutch release mechanism  
Remove the crankcase rear two bolts  
Slacken off the jacks to let both the engine and the gearbox undertray swing down  
The engine is swinging on the front bolt, the undertray on the rear fixings  
Let the undertray come down to about 40 degrees  
Let the engine come down as far as it will, then support it and remove the front bolt  
Tie the gearbox undertray to the frame

Rig up a pulley block, as it is much easier now to lift the bike as you will not have enough space to get the engine out, unless you have the whole bike jacked well up on a stand

OR

Find a couple of strong friends you can afford to lose!

Lift the front end of the bike and let the engine rotate till the block stands vertical

You will see that the frame side rails are thinner in section a little rearwards of the front mounts as this should allow the barrel to pass through as you lift the bike

If you have problems, for the little extra time it takes, remove the undertray rear fixings and drop out the undertray and gearbox completely This will give you lots more "Fighting Room"

I have another variant depending if you find you have room and that is from the point when just the barrel is above the frame rails, I rotate the engine so the axis of the block point fore and aft and so will pass through the frame rails easily

Engine Installation.

First thread through the chains, or it will be more difficult afterwards

Stand the engine with barrel uppermost and turned 90 degrees

Raise the engine or lower the frame till the barrel that is wider is within the bottom frame rails

Rotate the engine to face forwards

Get it as high and far forwards as you can

Fit the gearbox on the undertray casting and thread on the mag drive belt

Raise up the rear and put loose bolts through the rear mountings

Swing up the gearbox assembly until the front is about 3" below it's final height

Now lower the engine with it's rear about 3" lower than the front until you can fit the front bolts loosely

The idea of these bolts is to clamp the frame securely to the crankcase each side, without having the crushing effect that is caused by a through bolt.

The front case mounts look strong, but inside, there is only a rather thin outer wall and the trough bolt distorts the case

This method avoids that and clamps more securely

You should now be able to swing up both the gearbox assembly and engine until you can get the top rear case mounting bolt through and then the long bolt through the case rear lower / gearbox undertray fixing point

If the case has a different outer dimension at top rear to the original, then before you go too far, it would be good to check the spacer that goes within the inner faces for this top rear case mount.

This should be a close fit, so that when the bolts are tightened, it will not bend the rear walls of the case in more than two or three thou

I generally attach some thin baling wire to the ends of the chain and when the engine and gearbox are in the inclined position before raising, I pass the wire under the clutch alongside the clutch sprocket and out the back

The wire on the end of the top run of primary chain, I fix round the carb area

Before you connect the chain, loosen the gearbox bolts and move the box to the forward end

This will make the chain looser and easier to connect

If it fouls as you raise the two items into position, then you might have to wind the gearbox back with the adjustment bolt

It is a fiddly job that nobody really likes, so I wish you good luck and lots of patience

**Roger**

## **News from South Croxton at 27-02-2011**

Busy Busy as usual, but that is good except the fact that in trying to keep up with customer's work, by own work is squeezed. However I am trying to maintain some sort of balance, which is why a rainy Sunday afternoon sees me writing this, whilst in the workshop a new drill jig to help me produce cylinder heads more efficiently is waiting for finish jig boring. I am making progress with a race engine for Reinhold Sprenger and am running a second set of components through for my long term Silk Scott project. For those who are not familiar with this variant, it comprises a new crankcase in high strength alloy that has larger inlet and transfer ducts. To this is added a light alloy barrel chrome lined as per Yamaha race engines of the 70's and a high compression head. Carburettor is a 38mm TT type carb with a Scott flange. The Silk Scott project features a flywheel with magnets on it's RH side so I can generate power by placing coils next to the RH side of the flywheel. An experimental throttle controlled oil feed will finish the job of removing all door driven equipment.

I have had several original Scott cases with corroded or unusable main bearing cups. These have been removed and replaced with new cups and are currently being ground in situ. As regards the racer, this has had brakes relined and set up properly and the engine needs rebuilding with a better block and slightly bigger experimental pistons. With any luck this should give about 45bhp at the rear wheel. My stock of Scott spares has been added to with castings in aluminium and I await new barrel castings in iron of blind head short and long stroke type and as David Holder informs me that he has no more DPY blocks, then I have ten of these on order also.



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informs me that he has no more DPY blocks, then I have ten of these on order also.



Pistons are the next consideration and ideally a lightweight piston similar to the Silk piston but about 1.75mm smaller would be good. Tooling and production by die casting is beyond my means and I must consider that at 70 years of age, how long I can expect to recover any investment. The best quality in medium volume would be via the lost wax “Investment casting” process. Here I would expect tooling cost of about £4000 and then runs of 50 off at about £40 each. Here I should explain that this only gives an accurate inner profile and deflector. All outside features including gudgeon pin bores and ring grooves must be machined and in order to control wall thickness, some expensive and accurate production tooling will be needed. There are enough Silk pistons to last about 4 years, but after that rebuilding engines becomes more difficult. The final and cheapest option is sand casting, but unless patterns are of top quality and the foundry man really knows his job, then the resulting product can be unreasonably heavy and this puts great extra loads on the engine. I am currently having some sand cast pistons produced so I can section them and evaluate if we can achieve the quality I require. I suppose if I were

prepared to settle for second best, then life would be much easier, but what price your self respect eh?



## **Rogers New Engine (Eventually for the Silk)**

## **Wanted and For sale**

For sale. We were recently contacted by the owner of the Racing Scott sold a while ago by Bonhams. Who wishes to dispose of it to someone who could use it. Contact details via Roger Moss.

For Sale. A late 20's Scott Racing project. Contact Chris Odling 01852 300191

# Supplier List

## Carburettors

If you want good expert information and parts about carburettors  
contact

**Don Payne**

**Hitchcocks M/cs**

**Amal Specialists**

**Rosmary Cott, Oldham Lane West**

**Chadwick End, Solihull**

**W Mids B93 0DL**

**UK**

**Tel 01564 783 192**

**Fax 01564 783313**

**[info@hitchcocksmotorcycles.com](mailto:info@hitchcocksmotorcycles.com)**

**[www.hitchcocksmotorcycles.com](http://www.hitchcocksmotorcycles.com)**

If you have problems that the special Scott carburettor body is worn,  
**Jon Hodges could**

**make a new body - [jon@myddfai.com](mailto:jon@myddfai.com)**

If you want a more modern replacement, then Moss Engineering can  
supply an adaptor

**to fit the Scott crankcase and a Mark 1 Amal concentric carburettor.**

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## Petrol / Oil Tanks and Tool Boxes

Down to the last few traditional Biscuit Tin Petrol tanks, also Traditional  
separate oil

**tanks and Tool boxes.**

**Colin Morris**

**The Conifers, Noke Lane,**

**St Albans**

**Herts AL2 3NX**

**UK Tel 01923 671 441**

**Sorry no email connection**

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**Fork Repairs**

**Elk Engineering.**

**Contact Jake Robbins.**

Tel 01424 445460.  
Mobile 07986 254144.  
[elkforks@aol.com](mailto:elkforks@aol.com)

I've had two pairs of Webb forks repaired/restored by Jake and he does a great job. He will straighten or retube (even taper tubes) and supply spindles, bushes and most other parts.

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**Magnetos / Ignition Systems**

New Self generating electronic Magnetos. Vintage appearance  
BT-H Magnetos Ltd Leicestershire UK  
[www.bt-h.biz/index2.htm](http://www.bt-h.biz/index2.htm)

BTH and Lucas Magnetos rebuilt for over 40 years  
Fred Cooper  
Tel UK (0) 1732 822030  
Special ignition systems  
Rex Caunt Racing  
[www.rexcauntracing.com/](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:  
[www.ngksparkplugs.com/techinfo/spark\\_plugs/techtips.asp?nav=31000&country=US](http://www.ngksparkplugs.com/techinfo/spark_plugs/techtips.asp?nav=31000&country=US)  
And this one for the UK  
[www.ngkntk.co.uk/](http://www.ngkntk.co.uk/)

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**Instruments**

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

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**Engine and Transmission Parts, Rebuilds, Services**  
Scott big end roller plates  
Laurie Erwood (SOC member)



[laurieandval@erwood208.fsnet.co.uk](mailto:laurieandval@erwood208.fsnet.co.uk)

**Piston Rings Made to order**

**Phil Daintree**

**22 Hawkstone Road**

**Whitefield, Manchester N45 7PJ - UK**

**Tel UK 0161 766 4487**

**Oil seals and O rings**

**Rhondama Ltd**

**5-6 Windmill Rd. Ind Est.**

**Loughborough**

**Leics LE11 1RA - UK**

[enquiries@rhondama.co.uk](mailto:enquiries@rhondama.co.uk)

**Engraving - degree graduations on flywheels, Crank screws, etc**

**Robinson Engraving**

**15 Ruskin Avenue, Syston,**

**Leics, LE7 2BY – UK**

**Tel UK 0116 260 5998**

**Hard Chrome plating including bores**

**Michrome Electro Plating Coventry UK**

[www.michrome.co.uk](http://www.michrome.co.uk)

**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**

**Unit 5, Stanley Lane Ind Est,**

**Stanley Lane,**

**Bridgenorth**

**WV16 4FS**

**01746 762743**

**Scott Engine and Transmission rebuilding, New sports engines etc.**

**Any challenging**

**engineering project. Scott technical information on website**

**Moss Engineering**

[www.mossengineering.co.uk](http://www.mossengineering.co.uk)

33 Kings Lane,  
South Croxton,  
Leics., LE7 3RE  
UK

Tel (0) 1664 840215  
Fax (0) 1664 840215  
Silk Spares (clutches)

Clive Worrall  
"Foxtwood", Foxt Road  
Froghall Wharf  
Staffordshire Moorlands  
ST10 2HT

T 01538 266160

[clive@foxtwood.fsnet.co.uk](mailto:clive@foxtwood.fsnet.co.uk)

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### Castings

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](mailto:james.pacey1@ntlworld.com)

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

[www.castmetalsfederation.com/home.asp](http://www.castmetalsfederation.com/home.asp)

Metalcast (Bilston) Ltd

93 Wolverhampton Street

Bilston WV14 0LU –UK

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### Brake and Clutch Linings

Brake Linings, Clutch linings, British bike spares.

Supreme Motorcycles Earl Shilton UK

[www.suprememotorcycles.co.uk](http://www.suprememotorcycles.co.uk)

Clutch plates

Sam Pearce Motorcycles

**Unit 5, Stanley Lane Ind Est,  
Stanley Lane,  
Bridgenorth  
WV16 4FS  
01746 762743**

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**Cycle Parts  
Tyres, oil, all types of accessories  
Ken Inwood. Hershams Racing Service  
173 Hershams Road,  
Hershams Nr Walton on Thames**

**Surrey  
Tel UK 01932 229 547**

**Control Cables  
T Johnson (Cables) G.B.  
[ableman@btinternet.com](mailto:ableman@btinternet.com)**

**Rubber saddles  
John Budgen Motorcycles  
Toddington UK  
PH/FAX: 011 44 1242 621495  
Rubber / Dunlop Drilastic type saddles**

**Terry Doyle  
Kick start springs-\$20, Stainless dog bone dampers engraved-\$80 set,  
Ribbed brake  
drums ala TT 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](mailto:tdoyle@alphalink.com.au)**

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**General Spares  
Scott Owners Club Spares Scheme (Please note the SOC Spares  
Scheme can only  
sell to SOC members)**

**[www.scottownersclub.org/spares/](http://www.scottownersclub.org/spares/)**

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**Services  
Dynamometer setting up and tuning.**

**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.**

**Dave Holmes  
Coventry  
UK**

**[dholmes@250mov.freeserve.co.uk](mailto:dholmes@250mov.freeserve.co.uk)**

**Authentication of Scott Motorcycles by SOC Registrar. Send details  
and photo by post  
with SAE or by email to:**

**Ian Parsons  
Musterpit House  
Winwick  
Northampton  
NN6 6NZ**

**[ihparsons@tiscalil.co.uk](mailto:ihparsons@tiscalil.co.uk)**

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### **Literature**

**Technicalities – Bill Jamieson’s compilation of technical articles  
[www.scotttechnicalities.com.au](http://www.scotttechnicalities.com.au)**

**High quality black and white photocopy sets of manufacturer's  
original literature**

**[www.brucemain-smith.com](http://www.brucemain-smith.com)**

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### **Garage Equipment**

**Hydraulic bike lifts in all sizes**

**Amy Holder**

**Amoir Motorcycle Accessories**

**[http://www.freewebs.com/amoir\\_1/](http://www.freewebs.com/amoir_1/)**

**Meridan**

**Coventry**

**UK**

**Tel UK (0)7714 273247**

**[amydholder@hotmail.com](mailto:amydholder@hotmail.com)**

**Please note that Amy is the granddaughter of Matt Holder who  
rescued the Scott name**

**and produced the Birmingham Scott’s.**

**Your Scott should be cared for on a lift from those who help us**

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