

# scott e-newsletter



For a global grouping of Scott lovers

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Classic...

**A man is stranded on a desert island, all alone for ten years. One day, he sees a speck in the horizon. He thinks to himself, "It's not a ship." The speck gets a little closer and he thinks, "It's not a boat." The speck gets even closer and he thinks, "It's not a raft."**

**Then, out of the surf comes this gorgeous blonde woman, wearing a wet suit and scuba gear. She comes up to the guy and she says,**

**"How long has it been since you've had a cigarette?" - "Ten years!" he says. She reaches over, unzips a waterproof pocket on her left sleeve and pulls out a pack of fresh cigarettes. He takes one, lights it, takes a long drag and says, "Man, oh man! Is that good!"**

**Then she asks, "How long has it been since you've had a whiskey?" - He replies, "Ten years!" She reaches over, unzips her waterproof pocket on the right, pulls out a flask and gives it to him. He takes a long swig and says, "Wow, that's fantastic!"**

**Then she starts unzipping this long zipper that runs down the front of her wet suit and she says to him, "And how long has it been since you've had some REAL fun?" And the man replies, "My God! Don't tell me you've got a Scott motorcycle in there!"**

## **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!

### **Other languages.**

We publish this newsletter to help others. We do not reserve copyright. We would be very pleased if any person wished to translate the published information and make it freely available in any other language.

### **For commercial re publishing in the English language.**

Please contact us first, but hey we need the publicity, just acknowledge your source, this is all we will ask.

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](mailto:steven@enticott.com.au)**

To send technical copy please contact Roger Moss at **[roger@mossengineering.co.uk](mailto:roger@mossengineering.co.uk)**

### AN EARLY INTRODUCTION TO SCOTTS

My introduction to Scotts came at the age of 17 in 1954. At the time I was running a highly tuned 250 two stroke GTP Velocette, when one day I was talking to a friend's next door neighbour and happened to say I had just seen two Scotts go by, his reply was do you want to buy one. Obviously I said yes, how much? He said £5.00. When he showed it to me it turned out to be a 1929 Two Speed Sports in need of a lot of tender loving care. Without second thought I said I would have it if he would deliver it, as he had got a flat tank Norton with a box sidecar on. This he agreed to do and said he would bring it at the weekend when he had got more time.

When it did not arrive I went to see why and found out he had fallen and broken his leg. As I was anxious to get my hands on the Scott I said I would push it home as it was only about a mile from home. When I gave him the £5.00. he gave me a £1.00 back because he could not deliver it. This I kept for about 18 months then swapped it for a 1930 3 Speed, this I thrashed mercilessly without a spot of trouble.

Some weeks later I also bought a 1929 3 Speed Tourer. I then got called up for National Service in the Grenadier Guards, so did not get a lot of chance to ride a bike, but I do remember one occasion when I was on leave and my friends went to Blackpool on the Friday evening, early on the Saturday morning I decided I was going to go, so I went and filled the Scott up with petrol and Castrol R and off I went. I was going along the Preston By pass ( there was no M6 in those days) and I always remember seeing one of the new Norton Dominators and thinking I bet that will go, as I shot passed him lying flat on the Scott tank. It wasn't until a few days later that I learnt it was a chap from down the road from me, and apparently when he saw me go by he thought he would show me what a good bike would go like, unfortunately he found the Scott was the better bike, he never did manage to catch me. I don't think he ever got over that.

I then got posted to Cyprus for 2 years so had to sell my bike as my dad said it was in the way in the shed. My next Scott was in 1958 when I got demobbed, it was a 1937 600 with Clamhill sprung hub, according to the log book it was registered as a Murphy Special. This was followed by a 250 watercooled S.O.S. a MK5 Douglas a Triumph Tiger 100 and a ex army 500 Indian.

As by then I had got married and a baby on the way cars took over for a number of years. then in 1970 I joined the Vintage Motorcycle Club and The Scott Owners Club and bought myself another 1930 500 Tourer. This my wife and I did quite a few miles on in Vintage Club events, until I had to have stomach surgery which stopped me from riding motorcycles.

I then went on to Berkeley 3 and 4 wheelers which were powered by 328 and 492 Excelsior 2 Stroke engines.

I eventually parted with the Scott after more than 25 years, but you know what it is like when they get in your blood I had to have another one. I then advertised in the Yowl and got offered David Brierleys ex racer which had been in pieces for 30 years. This is now back together in road trim.

Being either mad or a glutton for punishment I decided I was going to build a special similar to the one I had seen in either the Blue un or Green un in the late 50's where a gentleman from Bristol had put a Scott engine in a Norton frame. This is now half built using the remains of a Triton a 1929 short stroke 500 engine and a Velocette gearbox, as I have trouble kicking a bike over to start it I am fitting it with an electric starter from a Kawasaki. This I have done by fitting it where the mag would normally be and have used the mag drive as I have converted it to coil ignition with twin points and twin coils instead of a distributor. Due to lack of room I have also used the Kawasaki radiator and water pump, It should be ready for the National 2006



## Subscriber profile 2

## Jeff Meehan Part 3.

It was the concept of being in a competitive sport but one where the main opposition was not the other riders but the terrain over which one was asked to ride that was, for me, the unique quality of trials. Other competitors could genuinely tell you the best way to tackle a section but it was still down to the individual's skill and courage to ride it. I mention courage particularly as it was not the done thing to "Ask for a five" This practice, where if you thought the section too difficult you could pass the front wheel spindle into the section, stop and ask for the maximum penalty without fear of injury to either rider or machine was, in our group, only for wimps. It was a matter of honour that we attempted everything laid before us and I particularly suffered considerably as a result. This however also gave me an opportunity for revenge as, when I had become sufficiently involved with trials that I became a 'Section Setter' I specialised in finding sections that began with a steep or sheer drop and then put the Section Begins cards halfway down.

Trials also exposed my lack of technique but I found that, if I bought the latest type of machine it did at least tip the balance back in my favour against better riders on old bikes – just! So began a series of new bikes for competition starting with a Honda TL125.



**Honda TL 125 January 1976**

This really fine little machine served for two seasons and being a four-stroke it was easier to ride as it developed its power in a little more predictable manner than the two strokes where it could come in with quite a bang. It did however suffer from having a lack of power and a steering angle that was not quite steep enough. We increased the power by taking them out to a full 200cc, the limit being that by then the cylinder walls were so thin you could nearly see the piston going up and down. Sadly the steering angle problem we could never completely

overcome with the consequence that on loose surfaces such as sand or mud it was possible to put the bars on full lock but by opening the throttle the bike would still go straight on. This was rather disconcerting as our local trials all tended to be on this type of terrain. It was something that we tried all manner of ways to cure but in the end we decided that if we wanted to do better we needed a bike that would steer through the tight, nadjery sections that we rode.

Note the use of the word 'we' this is because I was at that time part of a trio of riders none collectively as 'Ears, Nose and Throat' - Ears' because Ronnie had an earring –very modern at the time – Nose, my nickname for always wanting every bit of information about everyone else and Throat, Bob Manifolds descriptive appellation that was self explanatory to anyone within earshot (in Bob's case it was said he could be heard over three fields - Sheffield, Huddersfield and Macclesfield!)

We were all about the same standard and this made for very close competition between us, our overall position in the results was secondary to beating the others. This spirit of competition had us riding every weekend, practising at least twice a week and keeping the bikes in tip-top condition.

The bike we all picked to supersede the Honda was the Bultaco 250cc model. These were the direct descendants of the machines that Sammy Miller had pioneered and as such in capable hands were unbeatable. However they were in our hands and so they were destined to only finish in the middle of the results. That the results were now from a better class of trials involving roadwork and different types of going such as rocks, rivers and bogs was not to be overlooked. I am a living example of 'Practise makes barely adequate' but even I knew I was improving – if only because I now tended to fall further from greater heights – and within a few months all three of us had decided that we wanted something with a bit more power so as to be better able to tackle the steeper, longer sections we were now encountering.

I was definitely reluctant to part with my Bultaco as I had not really got used to it as quick as the others but in a twist that was going to have repercussions on our group we were joined by Brendan who was, in time, going to be the best rider of us all. It was also coincidental that a new garage, Brookspeed, had opened in the area and he had acquired the dealership for Montessa. I persuaded him, by showing cuttings from the local press and our results from the last couple of years, that we were suitable candidates for sponsoring. He agreed but only on condition that we bought our new bikes from him.

## Last ride on the Bultaco's - August 1978



This expense had to be met by selling my beloved Healey but while I realised that I was never going to get much higher than average clubman level we had now started to 'play with the big boys' and begun to enter national trials. I also realised that I was actually doing far more on the trials bikes than I had ever done on the Healey so I was reluctantly forced to admit that it had to go.

The compensation was that I did have, for the next season, a brand new Montessa Cota and this bike was superb. My hero at the time was Malcolm Rathmell and to be able to watch how he rode sections was a revelation for me. His careful and balanced approach to each hazard epitomised how I would liked to have been had I been gifted enough to emulate him. I had to admire the blood and thunder, all forward and trust in the Lord approach adopted by several of the other top-flight riders but Malcolm's slow balletic progress was, to me, the more correct way to ride. To then be allowed to fall off, drown or come to an abrupt stop in the same sections that my idol had cleaned was a privilege I will never forget.



## Montessa Cota Spire two Day Trial

September 1981

Thanks again Jeff, part 4 next Issue (10 parts in total)

PS, I still keep a TL125 down on the farm, what a bike and still fun to ride - **Steven**



## A technical case study

## Developments in hand...

The basic facts about the output of the Scott are as follows.

The engine was designed at a period in history before the resonant exhaust system was invented. The prevailing philosophy, was that the charge was pumped into the cylinders by the underside of the piston compressing the gas within a crank chamber that was as small as possible. Hence Alfred made the chamber as small as possible by using an overhung crank and a big end with rollers only  $\frac{1}{4}$ " wide. The use of crankcase stuffers was a perfectly legitimate extra aid to reducing crankcase volume.

A 600cc engine with an open Siamese pipe, of the type we used to use for racing, will produce approx. 18 bhp at the rear wheel. Please note that conventional road silencer systems will restrict output to less than this. If this engine has its inlet passages gas flowed, then this can raise output by 10 bhp to approx. 28 bhp.



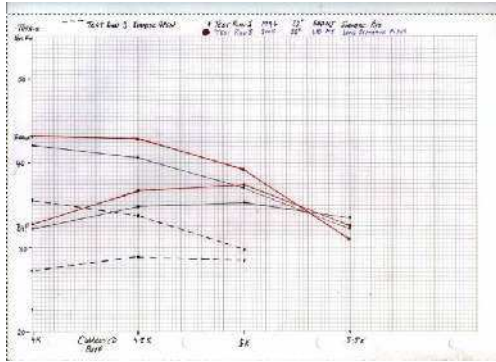
**Photos show example of gas flowed inlet ports.**



**Pics of gas flowed crankcase**

If an appropriate resonant exhaust system is fitted, then the output can be raised by another 10 bhp to 38 bhp. The two changes will at least double the output.

We are currently investigating new exhaust systems. We have decided to concentrate on a Siamese system, as what we learn can then be directly applied to road bikes.



**Graph of output**

The bottom line is rpm

The LH margin can either be read as torque in lbs ft or corrected bhp at the rear wheel

The Scott engine type is the only instance so far experienced where the torque figures come above the bhp values

The dotted line is the underslung Siamese open exhaust

The black unbroken lines are the results from the 1996 test run with the current Siamese mild extractor exhaust system

The red unbroken lines are the results from using twin pipes and resonant chambers as designed by Moritz Tauber

Note the high torque at low revs and the flat bhp curve by modern standards

In all cases, the lower lines are bhp and the higher torque in lbs ft A standard Scott bhp would not show on this graph.

A guess at what the bhp figures would mean in terms of top speed are;

Open pipe 29 bhp approx 94 mph

Black Siamese extractor 35.4 bhp approx 107 mph

Red separate pipes 37.5 bhp approx 111 mph

To have the most satisfying and successful result, the torque is very important, as it gives the power from lower revs to drive out of corners. Our investigations are aimed at keeping the flat bhp curve of the unbroken black line, but raising it higher.

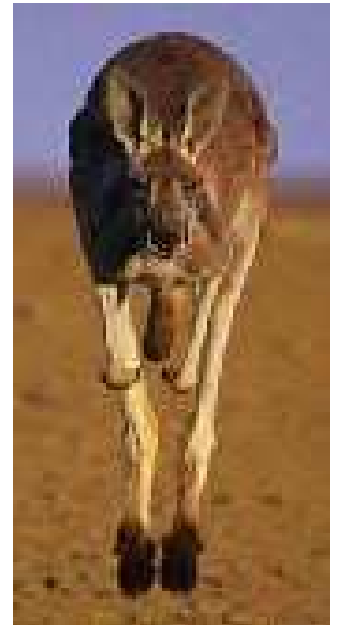
## Motorcycling Lifestyle

## A Roo Bar for a Scott...



One of the dangers of living down under is being on Australian roads between sun down and sun up. With a fair chunk of our wildlife nocturnal, riding motorcycles can be quite dangerous. In particular the native Australian kangaroo is a real hazard. A "what" say some of our European readers, so for you lot a kangaroo is unique to Australia, a two legged marsupial that bounds everywhere balanced by a long tail.

The big red species of the kangaroo grows taller than six feet and they are very solid. The problem with these critters is they are nocturnal and the bright lights of on-coming vehicles bedazzle them to the point where they freeze (usually in the middle of the road) until the vehicle is just about on top of them, they then they jump either way. The rider never knows which way the roo will jump so the usual procedure is brake solidly, blast the horn, dim the lights and wait for the roo to move. Sounds easy, but sometimes they come out of nowhere and you don't spot them till the last second, sending a massive adrenalin spike right through your body.



Over the journey I have hit two "roos" on both occasions staying on the bike after impact, many of my friends have not been as lucky and have come off.

Most cars that travel our rural roads at night fit "roo bars" to the front of their vehicles, solid bars mounted to the chassis that protect the vehicle from roo impact but what about motorcycles? What protection does a bike/rider have?

With our Annual Scott Rally coming up in an area prone to kangaroo activity my mind went to a solution.

Being a thinkin man, "I got to thinkin" about what happens when a roo hits the bike, invariably, it is a solid hit to the front wheel which then rotates the wheel on impact throwing the rider off. So a roo bar must be mounted to the frame with enough room left for normal steering operation.

A thorough search of Technicalities and other Scott literature showed no one had done it, hey I'll be a pioneer one thinks to me-self. A real "smart fella".

Out to the shed I say's to build me a roo bar for my Scott. (excuse the redneck draw!!)

Well to cut a long story short here is the results of my sturdy labour.



Technical Specifications – I have used a very mild steel (otherwise known as treated pine) in 19mm thick \* 42mm wide to brace the roo bar back to the frame of the Scott.

The design of the bar is similar to an old fashioned locomotive leaning forward at the bottom to ensure the hit "roo" is deflected and the front wheel does not ride over the top of the unfortunate creature.

Well I hope you can see the time spent in the shed has been worthwhile, I am sure this is the start of something **BIG** and by including my email address at the bottom of this article will ensure that the orders will flood in.

PS Our research division is looking for a North American distributor for this product, whilst the distributorship is freely offered, the catch is they will need to field test the product on a Moose at no less than 35 miles per hour!



For those who have not seen a roo bar or visited our sunny shores please realise that this whole story has been tongue in cheek...

*Ride bike = happy*

**Steven Enticott**

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## ***Technical tips***

*+ an update from last edition Q&A*

The transfer port covers can be sealed with bath silicone. or put some on the gasket extra. The faces on the block and crankcase are not always in the same plane, whereas the transfer port cover faces are (or should be) on the same plane. In some circumstances, parts of the gasket, perhaps at a point hidden from view, may not be securely held and be sucked in. The silicone will fill whatever gap is there regardless of minor variations in thickness.

*A moment of success to share with a new owner!*

Greetings from Carn Brea

Delighted to announce that a large cloud of white smoke billowed up from Carn Brea shortly after 10am on Sunday 28th. Unfortunately we had not anticipated this success and the garage door was closed! Worse still, the rising yowl was soon accompanied by a shower of sparks from the crank case and backfiring from the exhaust.

When our eyes had stopped streaming from the smoke and we were able to breathe again, Derek realised that what had happened was that the nut on the transfer port was not tight enough and came off when the engine fired which blew out the transfer port gasket.

Since it was our wedding anniversary, we hadn't planned to spend the day in the garage, and abandoned the Scott in favour of Sunday lunch at Pendeen and a walk out to Gurnards Head. After a grand day out today down at Newlyn's Fish Festival, Derek is back on the case - cutting new gaskets for the crankcase door.

Thanks for your support folks. Will let you know how things progress.

**Best wishes - Stephanie**

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



## ***Scott's in competition.***

## **Racing 2005 a retrospective**



The year got better as it went on. We had started out with the hope that we would contest five of the six possible events, as Paul Dobbs had committed to ride in the Isle of Man. Our first meeting at **Mallory Park** on March 27<sup>th</sup> was marred by a breakage of a gearbox layshaft. As we use a copy of the rare Scott 4 speed gearbox of 1934, we had to make the replacement shaft and also upgraded the design

**Lydden** was a little fraught, as the bike seemed a little down on power. We eventually traced this to a slack magneto belt that had allowed the timing to jump a tooth, so it was running at only 10 degrees of advance. After resetting this, it went better and some spirited riding was captured on video by a commercial film maker. Lydden is unusual, in that it is possible to see round the circuit from one camera position, so we ordered a number of copies of a compilation of the Scott racing to send to our current customers.

*If you would like to have a copy...*

[www.mossengineering.co.uk/index.php?area=5&content=86](http://www.mossengineering.co.uk/index.php?area=5&content=86)





The next meeting was at **Cadwell Park**, where I enjoyed two days riding at the Beezumph event on July 22 & 23. Cadwell is situated in the bottom of an irregular valley and features hills and bends in combinations that are challenging. Richard, my son, filmed some of this and you can see me riding along a straight section of the course with Triumph Tridents from the 1970's behind.

you can revisit this "Cadwell Taster" at

[www.mossengineering.co.uk/movies/cadwell\\_taster.rmvb](http://www.mossengineering.co.uk/movies/cadwell_taster.rmvb)

Noticing a jangling noise from the Scott near the end of the last session on the Saturday, I pulled in the clutch to change gear for a chicane - and it stayed in! Managed to get back to the paddock and we investigated. What we found is that the special nut that retains the clutch body on to the high gear threaded extension, had entirely stripped and had moved back allowing the clutch to wobble loose. So this was why the timing slipped at Lydden! What to do? The next day, Sunday July 24<sup>th</sup>, Paul Dobbs was coming to race it in the VMCC races. We phoned round a few local Scott owners, but nobody had a clutch nut.



Richard had come on my MM long distance racer., a 250cc Milan – Tarranto works machine of 1955. He duly rode back to base, a round trip of 175 miles to collect a replacement nut. A mere trifle for a machine built for 1000 mile endurance races

We fitted the nut and checked the bike over carefully. When you upgrade the engine output and then race it hard, you can expect to expose a few weak points. Sunday was a triumph as Paul had four starts, four wins and a new class lap record. The second section of the "Cadwell Taster" shows Paul swinging the Scott round two bends and up a short hill called "The Mountain". So quick is Paul through these bends to attack the mountain, that he does a wheelie over the top.

This photo was featured on the cover of a big circulation UK Vintage and Classic monthly newspaper.

The next meeting was on the **Isle of Anglesey** on 6th and 7th of August. To readers not in the UK, this is a small island off North Wales near the town of Conway, and connected by a bridge. The site is on a sparsely populated part of the coast and was formerly, as I understand, the site of a rocket testing range, from a time when the UK was trying to keep a foothold in such technologies.

The site overlooks the sea and in the middle distance rise the mountains of Snowdonia. On a bad day it must be a windswept and bleak place. The blasted vegetation bearing witness to this. On our visit, however, we were blessed with excellent weather. Arrived on Saturday evening, having picked up Eddie Shermer. Eddie is new to Scotts and had found that all was not well with his new mount. I will not tell more, as I hope that Eddie will write about his experiences. Steve and I want to encourage a new generation to try the unique experience of Scott ownership, and we invite and welcome the accounts, good or bad, of new owners.

It was Eddie's first experience of attending a vintage motorcycle race meeting, and whilst there, met Bill Clark, who had travelled some distance to see our bike the only Scott regularly racing nowadays, proudly upholding the Scott name against Norton's, Velo's, Ridges etc. During conversation, they discovered that they lived very close to each other. This is an example of the reason to try and put owners in touch with each other, without causing risk of theft.

*The other Editor – We have substantial list now of locations (that we keep confidential) so if your looking for other like minded folk, just contact us and we will see what we can do.*

Since crashing heavily at this track in 2003, I have to admit that it is not my favourite circuit. Paul was riding the Scott and he had improved the handling of the bike considerably, so it promised to be interesting. Paul Dobbs had two BSA Gold Star bikes to ride, both with Dutch AFD engines. One was a standard model belonging to his friend Neville, a fellow New Zealander.

Neville used to race Gold Star machines in earlier years and had worked at BSA and AMC before returning to New Zealand. Neville was with us to join the fun!

Paul's second bike was a replica Gold Star engine in a Norton roadster featherbed frame. This bike is in the process of "being sorted" and we found it fascinating to watch a professional ply his craft. Adjustments were made to ride height, angle, spring rates, damping etc, to achieve the desired result. Now I could understand how he could sort out the handling of my Scott. It set me thinking of what he could do with a Brum Scott. I supposed that to younger folks who prefer bikes with full suspension, a Brum Scott that had been properly sorted in both chassis and engine departments, could be quite a stimulating bike.

Of the fewer bikes now competing in Vintage racing, there are several that have had years of development. A leading contender is the KTT Velo of now 500 cc on Methanol, developed and ridden to great effect for years by Loughborough engineer Roger Cramp. This bike is now ridden by his son Ian, who is an Oxford University Graduate Engineer. This bike is a little faster than my Scott on the straights, but on balance, given the handling, brakes and totally exceptional rider, the Scott will prevail. We do have another few bhp in reserve if we change the exhaust system and unlike other vintage racing bike that use alcohol fuel, we are still on unleaded petrol from the pump, just the same as used in the mower!

The racing was stirring stuff, with the Scott having eight starts, winning six and second in two. To my shame, I will admit that one of these second placings was my responsibility. Paul Dobbs was leading on the last lap, when whilst changing gear, a Nyloc nut fell from the gear linkage half way through a change. Paul was left in neutral, freewheeling to the line, when Ian Cramp passed him to take first place. The moral is that Nyloc nuts do not keep their efficiency for ever! The bike generated much attention, but I suppose that all Scott owners are quite aware of the fact that, if you stop anywhere with a Scott, you soon have a group surrounding it.



**This pic is not from Anglesey, but gives a flavour of the action.**

**Cadwell Park** Sept 3rd and 4<sup>th</sup> 2005. We next returned to the most excellent Cadwell Park circuit, which is ideal for spectators and riders alike. The spectators have a great view and the riders have a very wide variety of corners of all shapes, sizes and cambers both on flat, but mostly on hills.

On one part of this circuit, there is a tight left corner followed by a tight right hand, then up a short but steep hill. This is called "The mountain". If a rider can get round the preceding corners quickly, then the front wheel is inclined to rise going over the brow of "the mountain". Paul Dobbs likes to do a "Barry Sheene" here and many UK bike publications have featured photos of the Scott airborne.

The number of bikes entered for the older classes have been declining, so that the race meeting organisers are obliged to run two or more classes together in the same race, so as to fill the grid. The first race was for bikes up to 1934 plus bikes up to 500cc up to 1962, including four 500cc Manx Nortons. Another class on the grid was up to 1972 unlimited specials, including Norton Atlas and Westlake Metisse bikes. The Scott, with its 21" front wheel, girder forks, rigid rear, looked unlikely to do other than win its class, but in fact it won overall!! I will not say that it was by a big margin, but the Scott won. True, the rider is a star, but he as a modern rider, has come to really enjoy racing the Scott and loves its feedback. The Scott had five races over the weekend and won five! Paul Dobbs won the

"Champion of Champions" award, so in 2006, our Scott will have the great honour of carrying the no. 1 race plate. Many came to marvel, not only at its performance, but at its reliability. A great finish to a good season that was marred only by the breakage of a gearbox layshaft at the first meeting of the year.

What now then? I am hoping to be able to take our Scott to New Zealand in February 2006 for the renowned Puckehoe classic bike races and spend some time to see the country while we are there. Paul Dobbs is returning to New Zealand in November, but is planning to return to the UK in 2006 and has asked if he can ride the Scott again in 2006, perhaps including events in the mainland of Europe.

For other information on the 2005 Scott racing season visit the following sites

BTH link tony &RM Mallory [www.bt-h.biz/bt-h\\_racing\\_scott.htm](http://www.bt-h.biz/bt-h_racing_scott.htm)

How to time a Scott [www.bt-h.biz/how\\_to\\_set\\_the\\_ignition\\_timing\\_o.htm](http://www.bt-h.biz/how_to_set_the_ignition_timing_o.htm)

Races results [www.bt-h.biz/results\\_2005.htm#lydden](http://www.bt-h.biz/results_2005.htm#lydden)



**Pic of the back of Paul. This is the view that most other competitors have seen this year. Note “Scott” on his leathers!**

There is a downside to all this. Paul Dobbs is a young man who loves to race, but he also has to eat! It has been quite expensive for me this year just with entries and running expenses. Paul's abilities as a rider on the Scott and Gold Star have attracted much attention and he had been offered a well paid contract to run a race team in 2006. If there are race dates where he is not otherwise committed, he would enjoy racing the Scott, but otherwise it is down to me. The bike is good and has had many wins on it over the years, but I can not destroy the opposition like Paul can.

Other plans for 2006. We are finally making progress rebuilding the old 3 Speed Super based machine that now belongs to Richard, so another Scott on the track. Today Ted Parkin phoned my daughter Rowena, to ask her if she wishes to race a Scott solo he is building. I must say, that it would be great to see three Moss mounted Scotts on the track . We can dream!

I now have a Silk Scott, which is a Spondon running chassis of the type made to house Yamaha racing engines in the 70's, and a Scott engine. If I put a high output engine in it, it would make an interesting racer with its light weight, good brakes, Velo 4 speed box (could put in 5 or 6 speed) and excellent handling.

Ah dreams! I must not forget all the work I must do for my patient customers, not forgetting my promise to Ted Parkin to make him an engine with zest to match Ted's spirit! Now that is what I call a tall order. Thank goodness my son Richard is here to help me!

*Roger wrote this "extra" report earlier in the year and it missed publication, I feel it is worthy to print albeit a little late – enjoy*

### **Cadwell Park Sept 3rd and 4<sup>th</sup> 2005.**

This was the last historic race meeting of 2005 and in reward for some good performances, I had given the bike a treat. After destroying many magneto chains, I had in 1977 cried "enough" and fitted a toothed belt pulley to the outside of the clutch drum and made a suitable pulley for the magneto driven by a small belt. I had fitted this belt in the late 1970's and decided that it might be good to change this inexpensive item. I then went mad and changed the primary chain, which a mere youngster of ten years.



As I use a drip feed oiling system to the main bearings (The main engine lubrication being by petroil) I fit an extra dripper to feed a brush oiler situated above the bottom run of the primary chain. I wondered if my meddling might offend fate, as I remembered the advice "If it is not broke, then don't fix it!"

That's the best advice one can give – thanks Roger...

## ***Question and answer section.***

**Dear Roger**

Q. I would like some suggestions on the proper way to deal with oiling for street use, currently I have a Pilgrim pump.

A. My preference would be to use a drip feed to the main bearings and oil in the fuel. The Pilgrim can be converted to use as a gravity dripper. It is only necessary for a small flow to the mains and this keeps the Scott metal gland wet. The Scott metal gland works well as a seal and metering device. If you remove it, you will have to put something in its place to control end float of crank / flywheel assembly. George Silk modified Scott engines and used a standard roller bearing and oil seal (Payen B490) but then had to put a bronze thrust washer that was restrained by a peg from rotating, in order to have something to control end float. As regards the seal, this is quickly destroyed if there is a failure of the oil supply.

The Scott system is reliable if the lube system is reliable and I only changed mine in the 1970's when I needed to change the design of crankshaft to make it stronger. Now I have access to much stronger steels, then no modification is necessary to the original Scott layout.

**Dear Roger**

Q. I am considering using a Alton alternator and some form of electronic trigger ignition but would be grateful for advice here as well. I did want to have lights.

A. I do understand your wish to dispense with the traditional generating system. I can not remember what your bike is equipped with. I do not want to preach poverty here, but research and development is time consuming and expensive and if I am to be able to continue to do this work for a few years, then I must try and keep a balance between work that will pay my bills and that which will not and is speculative. Running a race bike, the newsletter and answering

enquiries from fellow owners usually takes at least 25% of my week. OK excuses over, (*Aussie editor - Is this an excuse or a good old pommy whinge?*) so I will answer your question.

### **There are two answers.**

The first is to fit a belt pulley to the outside of the clutch drum, as I do to drive my magneto. This mag drive route was used by Scott on Sprint Special and similar machines. Now fit a generator where the mag used to sit on the platform and drive it with a belt. If you fit a trigger into the flywheel, you will have excellent ignition accuracy. There are good high output low cost generators available from Taiwan. I can get info if you wish. You would need a small battery, but if you use a Boyer Bransden control box for rectification and voltage control, it has the Pic of belt drive for generator or mag

Second option that I have in mind to do given time, is to fit magnets in the RH side of the flywheel and a generating coil set adjacent. The flywheel then will provide the power and the spark trigger can also be incorporated. I haven't done this yet, for the reasons I explained, but I can supply pulleys and belt if you wish to do the first option.

I can not remember if I mentioned the procedure of adding weight to the flywheel.

The two speeders were renowned for their stability and much of this was because the flywheel was heavier than the later models. Scott's reduced the flywheel weight to help acceleration in the late 1920's and sacrificed significant smoothness and stability.

If the bike has strong cranks and can thus cope with the extra power that comes with gas flowing and / or a resonant exhaust system, then a heavier flywheel makes a considerable improvement. If you want drawings of this to do yourself at some point in the future, we will be pleased to supply these.

Personally, my aim is to spread information to help others to improve their Scott's, so they will continue to be used long into the future. I am almost 65 and mortal, but Scott's could live on indefinitely, given adequate support services.



## Subscriber soapbox.

We have two ideas to replace this section...

1.           **Readers Sheds**, send us a few of photos of your shed its layout etc... (no addresses ever published)
2.           **Readers Bikes**, send us a few photos of your bike (again no addresses ever published)

Send them to us by email or mail and we will make your bike famous!

## ***For Sale Section***

Good news Terry is back to full health...

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](mailto:tdoyle@alphalink.com.au)

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## Supplier lists.

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

Magnetos, BTH and Lucas 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/)

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](mailto: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](http://www.hitchcocksmotorcycles.com)

Scott Radiators New and repair  
John Hodges Darrad Radiators  
[darad@myddfai.com](mailto: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](mailto:dholmes@250mov.freemove.co.uk)

Control Cables

T Johnson (Cables) G.B.

[cableman@btinternet.com](mailto:cableman@btinternet.com)

Hard Chrome plating including bores

Michrome Electro Plating Coventry UK

[www.michrome.co.uk](http://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](mailto:james.pacey1@ntlworld.com)

Brake Linings, Clutch linings, British bike spares.

Supreme Motorcycles Earl Shilton UK

[www.suprememotorcycles.co.uk/about.htm](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

[www.castmetalsfederation.com/home.asp](http://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)  
[www.scottownersclub.org/spares/](http://www.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](http://www.sampearce-scott.co.uk)

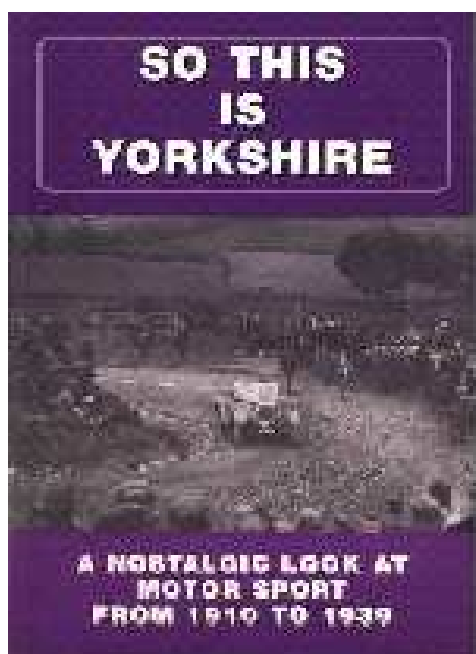
Scott Engine and Transmission rebuilding, New sports engines etc. Any challenging engineering project.  
Scott technical information on website  
Moss Engineering  
[www.mossengineering.co.uk](http://www.mossengineering.co.uk)

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](mailto:steven@enticott.com.au)

## **Book Review**

We love a good book, especially about real life practical events. (Please bear in mind that we are producing this newsletter to further promote a sense of fellowship amongst Scott owners and admirers. If you know of any good books that might interest others, please let us know. We need your input. **Help us to help you!**) Our book this month is



### **"So this is Yorkshire"**

This book has been compiled from the extensive archives of "The Ilkley and District MCC. And covers its motor sport events from 1910 to 1939. The book is lavishly illustrated with period photos of these events including, the famous Scott Trial.

There are very many photos of Scotts in trials, hill climbs, speed events etc. The historically valuable text accompanying the photos should be of great interest to all with an interest in Scotts.

The book size is 300mm x 210mm , has 154 pages, card covers and only costs £9.99! (UK money) Bargain! The author is Janet E Kitching who is Club Historian and a Vice President of the Ilkley and District Motor Club Ltd. It is published by the Ilkley and District Motor Club Ltd It's reference number is ISBN 1-9537664-0-3

## ***Disclaimer***

The content in this newsletter is offered as being correct in as far as we, the publishers, are able to verify.

We can not be held responsible for any loss or damage incurred whilst carrying out suggested procedures or using recommended suppliers. In fact one editor Steven Enticott is an accountant, what technical knowledge would he possess of any value. The other editor lives in England has a heap of debt, defunct machinery and well noted for his erratic and eccentric behaviour (many attest to it), no judge would call him sane – Sue us? no your lawyer could not find enough for the fees as we both spend all our money on motorcycling and on brokers “margin calls”!

Seriously, we do our best to help freely, you should strongly consider anything we say, feel free to test carefully anything we offer and always get a second opinion...

I think we have said enough, you get the gist... Try suing us now!

## **The last word...**

Did you know you could find Lucas manuals at: [www.bolsover.com/lucas/](http://www.bolsover.com/lucas/) might be interesting for some Scott owners too.

Yours

**jan\_buchwald@yahoo.dk**