

# scott e-newsletter



*For a global grouping of Scott lovers*

[Special Announcement](#)

[The Scott e-Newsletter](#)

[A subscriber profile 1.](#)

[A subscriber profile 2.](#)

[Technical Q&A](#)

[A technical case study](#)

[Lifestyle section.](#)

[Scott's in competition.](#)

[For Sale/Wanted Section](#)

[Supplier lists](#)

[Disclaimer](#)

[The Final Word](#)

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## Special Announcement

### Holder Spares

*An agreement has been concluded between David Holder and Moss Engineering which authorises Moss Eng to make available the remaining Scott spares from the period when Matt Holder, David's father, made Scott's in Birmingham.*



Moss Eng. will qualify the spares and if any problems are found to exist, then any such problems would be eliminated before being supplied to a customer. The items are mostly to suit three speed models, but some items for two speed models were also seen. The greatest quantity of items were for three speed model engines and gearboxes. A considerable number of crankcases of different periods and a number of new Birmingham type cases built up with cranks and flywheels will be available.

There are a good quantity of barrels, mostly detachable head types, but some earlier types that were taken in as service exchanges. Pistons of varying sizes and types are available also. From this stock, some new Birmingham type engines could be built immediately, in either standard or upgraded specification. Cycle parts are not so plentiful, but here are many duplex Shipley frames, some equipped for hand change. Some tanks and mudguards and aluminium covers are available, both for Shipley and Birmingham types.

The availability of these items will definitely help to fill a need, where otherwise it would be uneconomic to commission production of small batches of items.

David Holder previously had an arrangement with Bob Trickett to sell these spares on his behalf. Unfortunately this venture met with an unhappy end and approximately 50% of the Scott spares were lost in a fire. The items we are able to make available are the useable items remaining from that tragedy.

## **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)

## A subscriber profile 1.

Jon Hodges

Part 2 of 2 parts

The MCC occasionally stage commemorative events and it was one of these that actually got me interested in MCC trials in the first place. I had entered the Scott but it was a total disaster very early on, despite considerable preparations before hand. My father had even been kind enough to make me a big box to go on the carrier to take all the spares that I thought I might need. Unfortunately the carrier was having none of it and promptly collapsed after about 10 miles from the start. I disconsolately managed to get it home which wasn't very far and then decided to follow the route down anyway on a XT500 I was running at the time. That was it I was hooked. I entered on the XT a couple of times then started making it harder for myself by first doing some trials on a pre-war 250 Matchless that I had used for vintage trials.



*My Vintage trials iron, essentially a 1936 Matchless G2M 250cc, being ridden in the Talmag Trial I think.*

*Matchless kitted out with lights for MCC events, any guesses how a mag/dyno was able to be fitted on a Matchless engine?*



After getting the Standard Tyre award in the Arbuthnot I had been hopeful of getting myself the same in an MCC trial on the Scott but the arrival of ex-Army Bombardiers put an end to those hopes. The main thing was that it always got me up all the sections and to the finish plus it then

got me home again as I always rode to and from the events. After that the XT came out again but with a sidecar fitted.



*Yamaha XT500 outfit, the hardest but perhaps most satisfying class to compete in MCC trials (Picture by Dick Lankester)*

Very enjoyable if a little masochistic, the Scott has since been used on several of the commemorative runs and has travelled the length of Britain the equivalent of three times now. The first End to End I was transported to John O'Groats by a fellow madman and we rode together down to Lands End. The second time in reverse direction I went with Gill as pillion and we rode to the start at Lands End and home again from John O'Groats. A couple of years ago we went to Switzerland on the Scott to support the British Scott contingent who were competing in the Klausen Hill climb but unfortunately it did let us down on the way back. This was down to me and not leaving well alone before going.



*Saying our goodbyes to our most hospitable Swiss host Fredi Bossert after witnessing a truly memorable Klausen Hill climb.*

My only real claim to fame in the competition sphere was with someone else controlling the throttle. I was passenger for Celia Walton who won the VMCC Grasstrack Sidecar Championships several years running in the eighties.



*Leading the pack, Celia Walton and myself(165) at a Vintage grasstrack somewhere in Kent. (Picture by David Hughes)*

Celia was one of the few female drivers about then, apart from Barbara Coombes and Barbara Wilkinson. Celia did know how to get out of the starting gate and then get in the way of everybody else to get to the finish line first. We were only campaigning a girder forked 500 Ariel single which was totally out gunned on the straights by the Triumph twins being run then. As long as the straights weren't too long we stood a good chance of winning, being able to keep a very tight line on the corners. I did get my own back on a few occasions when Celia passengered for me on the occasional MCC trial



*Celia returning the compliment by passengering my rigid Matchless 350 which was originally put together for the introduction of sidecars into the Arbutnot trial. The section is Fingle Bridge in a MCC Exeter Trial.*

*(Picture by Dick Lankester)*

I have been through a few other makes of machine many of which I have thoroughly enjoyed in their own way but none have come up to the sheer usability of the old Super. I do tend to hang on to the machines that I enjoy. Other machines that have been with me a long time as well as the XT are a Guzzi Le Mans Mk 1 bought new in 1978 and a Honda TL250 again bought new in 1979. Both are now in need of some TLC and have been off the road sometime. The Lemman has been superseded by a Spada purely because I tend to go out with a pillion these days and the Spada is a lot more practical. The Honda was used for greenlaning very extensively but since moving to Wales it has had little use. It is a bit of a paradox that now I am living in Wales I have hardly been out on the lanes, yet, before I moved I was regularly spending weekends away in Wales doing the lanes with a group of like minded friends. We have all moved on to other things I guess. I have ended up becoming a part time builder renovating our current abode and am only just getting back to a point where I can think about doing some more with the bikes. My future plan is to build myself a Scott that would replace the Guzzi in current use. It is getting a bit heavy for me these days and nothing modern appeals. I am hoping for something that will replicate the old Super but with some more speed, better brakes and good lights etc. So far I have a rigid frame that has been modified for swinging arm, Roadholder forks, engine and gearbox plus a front wheel. The main item missing is the time to put it all together.

I seem to have got myself rather more involved with Scott's since my move to Wales in 1994. I became Membership Secretary for the SOC for 7 years but had to resign from the post. Also about 7 years ago I took over the Scott radiator business from Jack Butterworth on his retirement. Since my partner, Gill Swan, took on the SOC Spares Scheme to save it from collapse I now have to help out with that too on occasion. I currently supply new radiators for any model of Scott, although I have not yet had a request for a Reynolds Special which would be quite interesting. I am still learning about all the variations of radiators fitted to Scott's over the period of their manufacture. So far I have come across 10 different types but have yet to get my hands on one of the very first ones that I have only seen in pictures. All radiators are made in house with only raw materials bought in. Up to now I have only supplied honeycomb cored radiators as the cost of a bought-in core for the post-war Shipleys and Birmingham models makes the overall radiator cost rather high. When I have time, I am hoping to try to make use of a modern car type core so that I can offer this as an alternative to the original post-war type. It should look similar enough to the original and probably do a better job of cooling.

I hope that the tale of my exploits with a Scott might encourage some more adventurous use of Scott's and get them out and about in more than the occasional vintage run to the pub. They deserve better than that. They were after all built to withstand events such as the Scott Trial when this was first put on and it was as tough an event as it is today. The more you use them the better they get.

### **Editors Note**

Thanks Jon a great read and the grass track photo sensational, so sensational lets see it again...



It may be noted from the previous (edition) picture that our competition number was sixty-nine and ignoring the tasteless comments from the fans of certain practices amongst the competitors and spectators we were really pleased with it. The reason was that this was the last number issued for the sidecars and as is the practice in the Two Day, starting order is reversed on the second day and this meant that we were to be first away from the start at the grandstand on the famous TT course.

The importance to the Island of such an event can be judged from the fact that not only did they have the Mayor of Douglas to flag us away but also that the start was being covered by the local television crew and a film unit. Bob, never a shrinking violet, devised a plan as we sat waiting to start to try and ensure that we appeared on the film. "How about a wheelie away from the start" Note that there is no question mark at the end of the sentence, this is not a grammatical error it was more to stress that it was, to Bob, a statement of intent not a question. At least this time I was forewarned and as the flag dropped Bob grabbed a handful of throttle and we left the line with the front wheel at an impressive angle. For close to fifty yards we maintained the elevation but as Bob turned to check that the epic moment had been captured for posterity by the cameras it dropped towards the road.

It does not require much knowledge of the geometry of a sidecar to realise that, if the outfit is anything like level, before the front wheel touches the ground the sidecar wheel will make contact. When this happens the outfit will, I can personally guarantee, make an instant left turn, or roll over. This time it was the turn and we were now faced with the Armco barriers at the end of the pit lane. Travelling at the speed necessary to maintain the wheelie also meant that it was impossible to stop before we hit them, rider and passenger both ended up in a heap on top of the barrier. It was from this vantage point that we were able to see that neither camera had tracked our progress and both cameramen had their backs to us surveying the remainder of the contestants. After such an inauspicious start it would have been harsh if things had not improved and they really did. Bob was able to negotiate several hazards that even the day before we realised we would not have been able to cope with. In fact up until the last long stretch of track over the moors to the lunch break and the Parc Ferme we actually started to ride as a team and the number of cleaned sections had increased to more than that achieved in the whole of the first day.

The problem that appeared was that we seemed to be running out of rear brake and at every straight piece of track I would lean over the outfit and tighten up the adjuster. It would last for a couple of bends then fade again so that Bob had to induce me to put on more adjustment. We rode straight into the Parc Ferme and had to leave the bike while we had our lunch but immediately it was freed from the restriction we turned the outfit on its side and stripped out the back wheel. The problem was immediately obvious in that both linings had become detached from the brake shoes; in fact we had been very lucky that they had not folded up and seized the rear wheel. It was with a mixture of relief and disappointment that I said to Bob. "Shame, I really I thought we were going quite well" Bobs answer was at least to the point, he tore off both brake shoes, threw them into the gorse bushes and replied "There, now that we've solved the problem, get on" My immediate concern that we had no back brake was allayed by Bob's comment "We have had no back brake for the last hour, we managed before and we can manage now, get on" Five sections into the afternoon session the nipple came off the front brake cable! Needless to say we rode on, in fact by passing a lot of other outfits on the road, we regained our starting position and arrived first at the finish.

This brief foray into the world of three wheels was certainly enough for me and although the dramatic prize giving presentations and celebrations (I can dizzily recall, back at the hotel, someone using a Wilkinson Sword won that day as a bottle opener) did a lot to give some payback for all the hurt and abuse I had received as a passenger I knew that it was my last ride in that precarious position.

Two years later, Bob had decided to emigrate to America. He had down south, bought his own Fantic outfit, got through a variety of passengers and decided it was cost prohibitive to take the bike with him. Would I like it on indefinite loan, to be returned should he ever come back? I managed to interest Rob a former motorcyclist and fellow worker at the Laboratory that he was an ideal build for passengering. I would be paying all maintenance costs of the bike and if he wanted to compete it only meant shared expenses to events and passing the test of riding with me first.

How could he fail? So three years after my debut on three wheels in the Island I was back but this time as the rider. Our only major mishap during the whole two days was when on the second day, again just before the lunch break, the frame down-tube snapped going through a rocky section.

After the Parc Ferme I managed to cadge, from the back of a Transit van, an oxy-acetylene set and in a flashback to the previous visit we had the out fit on its side carrying out emergency repairs. I was aware that I was being watched as I melted three full brazing rods into the crack before adding a delicate blob that looked like a cancerous growth to give some external support. As I took off the goggles my spectator asked “Did you teach yourself to braze” Yes I replied getting myself prepared to accept his praises when he deflated my ego with “Thought so, nobody would ever teach you to do it like that”



### **Rob, Me and the Fantic – Final sections Laxey**

Note in the picture the natty matching riding apparel. This was an idea of mine that I got our sponsor to pay for as I assured him that it would get him some publicity. This was achieved by having the sponsor’s details put on large embroidered panels on our back and the twist that I had them put the panel on Rob’s suit upside down. This attracted a good number of photographers who realised the photo opportunity that at any time one of us should be the right way up!

This was to be a swansong for my competition riding. In order to be competitive we needed a new outfit the Fantic was a mere 200cc and everyone was going for the new 350cc models. Bob had decided to stay in America and as if I was not going to ride anymore he suggested that I crate the bike up and send it over. So dear reader, at last we come to the part that may interest you, renovation of a Scott motorcycle. However in order to get the full picture you must first meet Lizzie, Norma and friends. (part 6 in next Scott eNewsletter)

## Technical Q& A

From **Dave** - Should small end bushes be reamed dry and if not, what lubricant should be used?

Response from **Peter** - I have used WD 40 in the past, but whether this is frowned upon by the guru's I don't know

**Rogers** response - The WD 40 idea seems reasonable, but it depends a bit on the condition and contour of the cutting edges. Ideally a sharp reamer with the edge just dulled a bit to deter digging in. Not wanting to play the know all, after all, there is some truth in the saying, that "Nobody loves a smart arse" So I thought a while before deciding to throw in my two pence worth.

I am not so bothered by how you produce the hole, but am concerned about its truth. Have a look at the section "Results of little end misalignment" on my website page

[www.mossengineering.co.uk/index.php?area=5&content=94](http://www.mossengineering.co.uk/index.php?area=5&content=94)

The majority of excessive wear in engines I receive have their origin in lack of alignment accuracy in little ends. The examples shown had errors of six thou, measured on a gudgeon pin either side of the rod little end. This was measured from a good clean parallel big end side face.

If you have access to a reasonable machine tool, clamp the rod down on the big end and carefully support and clamp the little end without moving it. Check this with clocks on it while you clamp it up. You can see the general idea from the fixture I use seen on page --

[www.mossengineering.co.uk/index.php?area=5&content=84](http://www.mossengineering.co.uk/index.php?area=5&content=84)

I copy my operation sheet for your general interest

### Small End

Phosphor Bronze from EMAM is 27 OD x 12 bore as A4358

Rough to 21mm od x 67 lg x 19/32 drill bore but watch that rough bore is true.

Check internal bore as this is always marginal on boring

Nom bore in rod 0.8125"

Hone out to give 85% clean up

Turn bronze bush blank +0.0015 / 0.0020" OD

Bronze bush rough bore 0.593" = 19/32" drill

Length = Rod width + 1.4mm

Chamfer ends + bores

Turn lead Rod bore - 0.0005" x 1.5mm

Push in rod

Mill cut out + ( side oil reliefs for racing)

Drill + Tap 2BA for security screw (Racing)

Loctite in 2BA brass cheese head screw flush to inside of bush blank (Racing)

Bore to 0.6245" dia on jig to correct centre distance

Internal oil grooves on racing engines by hand.(Racing)

Hone to loose SF on gudgeon pin 0.6262 / 0.6265" dia

Cut off brass screw (Racing)

I do realise that my methods are perhaps more "particular" than normal, but I have made many machines for car factories and note the tolerances specified. The reliability of Japanese products is, to a large extent, a result of accuracy of manufacture. I am not looking for work and if you do not have the facilities, perhaps a local engineering shop or good model engineer can help.

Whatever you do, I do urge you to be sure that you have accuracy within two thou in parallel and twist. I aim for one thou. I would strongly recommend that you do not resort to the trick of putting in the hole and then bending and twisting the rod till it seems to have alignment. The rod usually "Unwinds" in service and reverts to its unstressed attitude. A rod that has been running will have settled into its natural attitude and will not move again in normal use. It therefore follows that the hole should be put in correctly first time. An engine with rods in good alignment will give a good service life.

Alfred Scott knew exactly what he was talking about when he chose the logo "Made to limit gauge" Of all the components in this deceptively simple engine, the rod little end to big end alignment is by far the most crucial.

The genesis of this series of articles is related to a decision several years ago to dig my Scott special out of storage where it has languished since 1962 (!). I wanted to restore it to a rideable condition, but remembering some of the problems of Scott ownership in the late 50's

I also had a desire to remedy the more troublesome ones if possible. Better engine lubrication was top of the list. I knew Lofty Avis only slightly in the very early days of the Club and although we were both immigrants to Canada in the 60's we never met again. He stayed there for the rest of his life and it was not until several years after his death that my interest in Lofty Lube was aroused and I then really regretted not having been able to correspond with him about it. That would surely have made a great difference to what followed.

### LOFTYLUBE REVISITED

Mike Fennell

*Part 1*

*A current and pressing need*

“I suppose, to be quite fair, the pump mounted on the magneto platform was a reasonable device in 1928. It needed occasional adjustment and you had to watch the oil grade, but otherwise it was not too bad if you did not hang about overmuch. A descent of an Alpine pass for ten miles or so, however, could be guaranteed to blanket the village in the valley when the throttle was once again re-opened.” (Yowl Oct '65 )

That was how Don “Lofty” Avis, with his characteristic colourful imagery, pin-pointed the worst case scenario for smoke-screening on a Scott in the first of two articles on development of his Loftylube system. He went on to ask the question ... “Is this an unreasonable criticism? before answering it himself, rhetorically ... Surely it is not what people expect in 1965 ! “

Thirty five years later it is easy to see why contemporaries say that he was ahead of his time. Even so, I suspect that by “people” he was referring particularly to Scott owners and not to the villagers as well, which would most certainly be the case today. It is quite unlikely of course that anyone now wants to go Alpine touring on a Scott as Lofty did, two-up, in the 50's.

Nevertheless I was curious to know why he chose to use that particular example, because there is no doubt that he had a very astute technical mind and had studied the matter in considerable depth. What emerged from this exercise was a clearer insight into the combination of factors that operate in the mountains to cause such an excessive amount of smoke, and how the same factors are at work in the less severe conditions of an average traffic hold-up. It is obvious that without a thorough understanding of the basic principles involved any efforts to make improvements could easily be misdirected. But more of Alpine passes later.

The search for an ideal solution to the problems of Scott engine lubrication goes back at least to the vintage era with a variety of proposals being offered over the years. Modern improvements in technology such as the synthetic oils may have helped to reduce some of the difficulties involved but the technical challenge of designing a superior lubrication system remains much as it was in the past. What has changed out of all recognition in more recent times, however, is the political, economic, and social backdrop to the technical debate. Add to this the fact of unprecedented, and worsening, traffic congestion and you have a situation that was spelled out in graphic terms by the club PRO, Brian Marshall, in his “NO SMOKING” article. He makes abundantly clear what a pressing need it is to clean up the act before the “Smoke Police” step in to do it for us. Brian put forward his own ideas about how this could be done, but he went on to say “ we should all be seriously considering, and therefore trying, all other possible means to reduce smoke to the absolute minimum.”

With this theme in mind then, the purpose of these articles is firstly to promote a re-examination of the Loftylube system – its background, design principles, experiences of users, and its potential practical value to Scott owners today. Secondly it is intended as a further tribute to the genius of a man whose many and varied contributions to the Scott cause over a 40 year period publicly in the pages of Yowl and the pubs of the Isle of Man, and privately to many individual Scott owners – have made him a legendary and much-loved, if controversial, figure.

### The background

Lofty's first Scott was acquired in 1949 , the '28 Flyer that featured prominently in so many of his articles, followed by an interlude with a two-speeder, and finally a few years later by the '49 Flyer which became his mobile test bed. Over a period of 20 years or so he built up a

prodigious mileage – 115,000 miles on the '49er alone - thereby gaining what is probably an unrivalled depth of experience, at least in more modern times, of the many design weaknesses of the Scott. Right from the start his intense interest in technical problems led him to try out a number of modifications aimed at solving what he referred to as ... “ the bane of the Scott engine” ... its lubrication system. It was not until 1965 however that he embarked on the original and searching investigations that would allow him to finally crack the problem. The end result of his observations of what actually happens to the oil on its journey from the tank, via a Pilgrim pump, to the tailpipe, was a daringly radical solution that flew in the face of conventional two-stroke wisdom at the time and has remained controversial to this day. This was of course the Loftylube oil scavenging and re-circulation scheme which is neither a total-loss system nor a pure dry-sump arrangement, as seen in four-stroke engines, but a hybrid of the two. He went on to put his ideas into practice on the '49 Flyer, nicknaming it the “Smokeless Special”, and testing it over a distance of some 30,000 miles, mostly in Canada. The story of this single-minded research and development effort, and the early results, is very well documented in Lofty's original articles and is a highly recommended read, or re-read if some years have passed since you last looked at them. (Yowl Oct 65 Apr 66 ) (Scott Technicalities)

Did it work? Well, I believe it is true to say that the results surpassed even Lofty's expectations. His assessment at the 3000 mile mark was that not only had Loftylube scavenging eliminated smoking and changed the colour of the tailpipe deposits to grey, but that the engine was also “incomparably smoother”, an emphasis and choice of superlative that reflects Lofty's foremost preoccupation with the importance of cleaner combustion. This is a theme that he returns to again and again in the much later series of anecdotes “A Day in the Life of a Scott Rider” which ran to over 20 episodes and forms a goldmine of references not only to Loftylube but to many other technical matters. Our present-day perspective is obviously conditioned by the current concerns, principally the environmental matter of reducing emissions, but if we focus down too much on smoke alone we are at risk of forgetting the other important attributes that Lofty worked so hard to achieve, and in fact did achieve to a large degree with Loftylube:

Smoother idling

Better two-stroking on light load and over-run

Cleaner throttle cut-in

Much increased oil supply to critical areas of the engine( big-ends, gudgeon, cylinder bores )  
Reduced carbon formation in the combustion chamber, hence cleaner plugs, pistons, exhaust  
Automatic , worry-free operation in all conditions  
Theoretically lower oil consumption

Here, for example, is what he said about Loftyube under motorway “belting” conditions in “ A Day in the Life of a Scott Rider “ No 16 April '89. He was returning home from the Isle of Man in '65 or '66 and got into a dice with a vintage Bentley ... “ The needle now hovered around the seventy five mark, on occasions surging into the eighties. This sort of pace, pre-Loftyube, used to mean certain seizure. ....At one point I just pipped him at the end of a long climb. The speedo had been showing seventy for four minutes in second on full tap. That represents a “test bed” maximum of 5000 rpm.”

Unfortunately he had his third crank breakage just a few miles later, but that, of course, is another story.

The following is another excerpt from “A Day in the Life of ... “ No. 8 published in August '87 and shows what happened in the hectic first two years in Canada from 1967 on....“ I was working 60 to 70 hours a week and it was my only transport available at the strange hours I was travelling. There was precious little time for maintenance and the machine was driven really hard in a land where distances are vast and a V8 of around 6500 cc is the standard power unit. Even the lorries travel at over seventy. Fortunately, the Loftyube oiling system performed flawlessly so there were no seizures and the plugs did not oil up in traffic, neither did they need cleaning in the 25,000 miles I covered in those two years. I took them out once to make sure that I still could. Since they were a nice tan colour, I merely checked the gaps and put them back in.....With Loftyube the idle speed operation is not upset by oil, so a smooth idle is possible and can be set on the throttle stop on the carburettor without suffering rough running on the over-run ..... It seemed that at long last I had a machine giving all the fun of a Scott combined with the reliability of a BSA.”

In the end, a few years before his sad departure, and after discussing the problem of piston seizures after a rebore, he had this to say about his brainchild ... “Loftyube cured so many

problems related to lubrication that I am hoping to get a new block and pistons for the '49er to see if I could run it in without a seizure.” ( Unpublished letter to Harry Beal Feb 1992 )

Evidence not only that his deep interest in Scott development had lasted a lifetime, but also that he had found no reason to doubt the superior all-round performance of Loftylube.

### In Lofty's tyre-tracks

I have discussed my interest in Loftylube with several knowledgeable people in the club – Tim Sharp, who is probably the only surviving person with practical experience of the system and has some original ideas of his own to contribute - Ernie Scott, who had the foresight to buy the ex-Len Pease engine, converted by Lofty in 1966, and a valuable source of non-return valve mechanical details - Geoff Harland, who had visited the Avis family in Montreal and has a keen interest - and Harry Beal who was a close friend and owns Lofty's '28 Flyer.

Harry is a man of action and soon got fed-up with my talking, so I was delighted to accept his generous offer to convert the Flyer to Loftylube for research purposes. It would be impossible to find a more appropriate machine for such a project. The plan is to repeat some of Lofty's experiments and trials ( apart from the mileage ! ) try out a few other ideas, and above all document as much as possible and write it up for Yowl.

Did Don Avis really have the answer all those years ago? Is it an idea whose time has come? We don't know of course, but our intention is to try it. The project is now well advanced, the engine has been run and certainly scavenges very well. We hope soon to be ready for road-testing and gathering of data. In part 2 - design principles - we will be going into much more technical detail, and will also take a closer look at what might be going on inside the engine as you make your descent of the Stelvio pass from an altitude of 9042 ft, dropping through 6150 ft over a distance of 17 miles to Spondigna, and negotiating fifty hairpin bends in the process!

**Editors Note-** I have been lucky enough to read the next two parts and can ensure you the wait will be worth it, a truly fascinating story.

## Motorcycling Lifestyle

Needing more room in the shed, with ten bikes jammed into a small one car garage there was simply no room for more or for space to work on my newly acquired 1929 Scott basket case..

The solution, build a mezzanine – must say wife very impressed with my industriousness, now room for two more....

Seem to be able to buy and not sell, anyone else know that feeling?



Do you have a better shed then this?

Send in a photo, and if it is indeed up there then we will publish it (name withheld if you have any security concerns)

## Scott's in competition.

The Dec 2005/ Jan 2006 edition of Classic Racer magazine finally arrived and we devoured it immediately. It was good to see a Scott featured in a two page colour spread as part of a six page feature. There were some detailed errors in the text and I was a little sorry that I was not given the opportunity to proof read the text before publication. The main points I looked for were the reference to the power and torque of the engine, and that the spread of power was wide. It is these features that give the Scott it's character and to have it publicly confirmed that in gaining more output, we had not sacrificed these qualities, was a pleasure. It was an appropriate response to those more traditional Scott owners who say of our bike, that "It is not a Scott". To be sure it has been used as a development test bed for ideas that mostly can be applied to standard Scott's, but it remains a Scott in principle, spirit and character.

Later in the magazine, there was a feature about the final VMCC race meeting of 2005 at Cadwell Park. It started with a picture of Paul Dobbs, Scott mounted and captioned "Unbeatable on the Moss Scott" and followed by glowing terms such as "fantastic", "Four runaway wins" and defeating senior Manx Norton's. Heady stuff and it made the effort and expense of the past season's racing seem very worthwhile. The objective had been to demonstrate to a new generation, that the Scott was not just a bike for a sedate elderly gent, but a steed of spirit and passion, suitable also for the young and young at heart! I am a little sad that we are financially unable to indulge ourselves with a full seasons racing in 2006 and accept that Paul Dobbs must accept those rides that best suit his needs.

I have just had a poster done of the "Airborne Scott" to put on my office wall, to remind me of the spectacular results that can come from the combination of a well prepared and tuned Scott and an outstanding rider. If anyone is interested to have a poster, contact me with your preferred size and I will see what it costs.

I am currently applying to renew my racing licence and will have some satisfaction in telling that I will pay for my occasional race entries with my old age pension. The body might become older, but never the spirit!

**Roger Moss**

## For Sale/Wanted

From Wil in Canada

[awcurl@rogers.com](mailto:awcurl@rogers.com)

Looking to find a mid thirties Scott

From 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)

From: [Alice Birte Olsen](#)

Looking for a Silk motorcycle to buy ( latest model )

Many Thanks an Happy New Year

With kind regards

Keld Baek

Copenhagen

Denmark

## Supplier list

Magnetos New Self generating electronic. Vintage appearance  
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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

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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

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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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Scott Engine and Transmission rebuilding  
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Cottingley Bridge,  
Bingley,  
Yorks. BD16 1LZ - UK  
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Moss Engineering  
[www.mossengineering.co.uk](http://www.mossengineering.co.uk)

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**Technicalities** on CD – Bill Jamieson’s compilation of technical articles  
[steven@enticott.com.au](mailto:steven@enticott.com.au)

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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 Final Word**

The Mag alternator. There's pics on this site. [www.bt-h.biz](http://www.bt-h.biz).