

This is undoubtedly the most useful book available for the beginner to "Scotting" and has answered most of the questions raised in my previous article. I have learned for example that the ignition timing should be set with points fully open at TDC, and not just on the point of opening, as I had thought. I also learned that I shouldn't have replaced the Kilner valve with a Schraeder valve as it will deteriorate when the fork oil gets on it, although I believe modern Schraeder valves don't use natural rubber as a seal so this may not now be true. Time will tell. I learned too that the carburettor did have the correct main jet installed when I disassembled it, which doesn't explain why the bike ran so lean, although there is a note in my book which reads something like this: "the air lever provides a means of adjusting the richness of mixture to a nicety, and should not be disregarded". Some of the mysteries of the Pilgrim pump have now been unfolded to me and I find that I must achieve 10 to 15 drips per minute at idle, or set it "to drip once for every five pulsations at each delivery beat for fast touring." I presume this means five dry "spits" then one wet one! I will verify how close I have come to the above settings by my plug-check method.

The Scott is not running at the moment as I decided that a bike that leaked oil and water on the garage floor should not be tolerated. The radiator is being repaired at the local repair shop, and I now have the correct hoses and proper radiator cap (courtesy of Matt Holder). I have also put a shut-off cock in the main oil feed to prevent wet-sumping (or whatever this condition is known as on a two-stroke engine), and am rehearsing my new start-up procedure: petrol on, oil on, choke on, ignition on, tickle, and kick!

P.S. Does anyone know where I can obtain one of those cloth cap/helmets like the one shown hanging on the handlebars of the Scott on pages 13-15 of "The First Scott Scene" published by Bruce Main-Smith?

OUR OWN SILVER JUBILEE

Only had two suggestions for this, but both say it can only be held in Shipley!

What about a camping weekend, with a run down to the old Scott works before dispersal?

For those who would not wish to camp on Baildon Moor, I'm sure that there are numerous establishments catering for bed and breakfast in the vicinity, certainly close enough at hand for all to meet up and renew old acquaintances.

Any how—that's another task for section secretaries to ascertain the amount of support, for I'm sure that we should have to acquaint the local police with the numbers expected for a run into Shipley town centre.

Time is getting short—only another twelve months, so do start making your plans now.

FITTING AN AIR-CLEANER

R. Ellam, Nakuru, Kenya.

I have been using my Silk Scott in Kenya for the past two years and because of the very dusty conditions I found it essential to fit an air cleaner. There may be other owners who would be interested in a similar modification and I am therefore enclosing some photos of the conversion

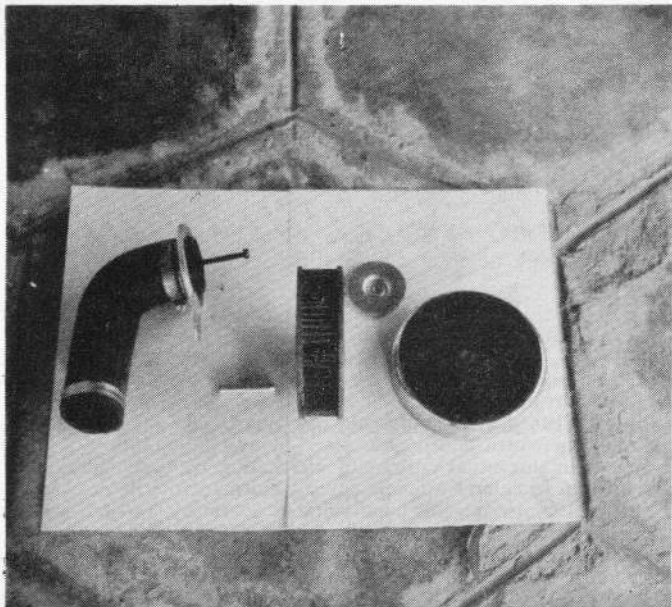
in case you would like to publish it in "Yowl".

There is not much room behind the cylinder block to fit the air cleaner directly to the carburettor intake, so I have cut away part of the triangular side panel to fix a Mini-Minor air cleaner, mounted on a flange secured to the lug for the side panel attachment, a hole has been drilled in this for a $\frac{1}{4}$ in bolt.

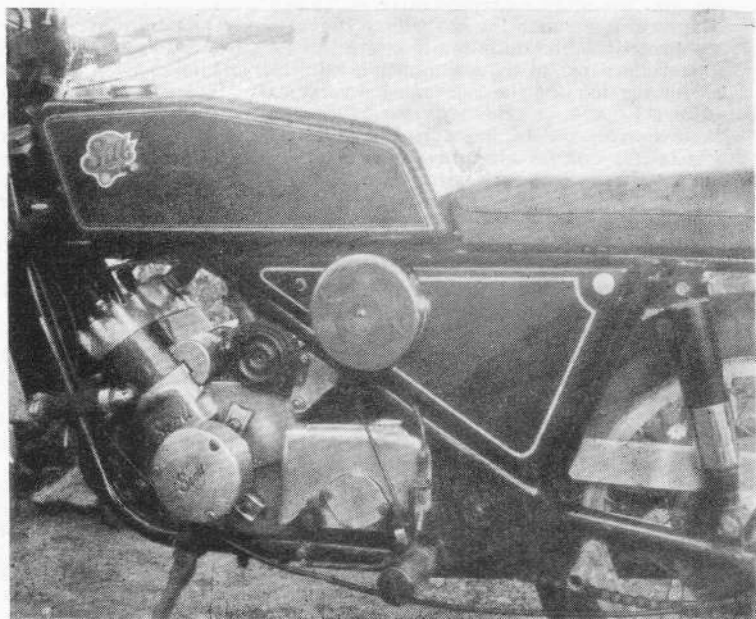
It was necessary to move the horn so that a rubber hose of 2in inside diameter could connect between an angled adaptor screwed to the carburettor intake and the air cleaner element flange (hose pipe is a radiator hose, locally purchased and cut to length). The carburettor adaptor and the element flange were made for me by a local engineering firm and the filter element is covered by a stainless steel bowl bought at a local supermarket. The photographs will show the various components and the appearance, which however, does spoil the side panel, but I could not think of any better alternative.

The modification has not affected the performance except that the mixture was too rich just off the pilot jet and I filed $\frac{1}{16}$ in of the throttle slide cut-away which corrected matters. The throttle slide needle is now in the lowest position and carburation is O.K.

Regarding rubber base rings (cylinder) I have been using rubber joint rings for the C.A.V. Diesel fuel filter (C.A.V. part No. 7111/256A) which are square section and will stretch slightly to fit over the cylinder spigots, these make a good seal.



Parts required: Hose and flange for element, Sleeve for centre bolt, Element, cap for element and stainless steel cover.



The air cleaner fitted.

NEW ZEALAND NEWS

Ivan Parsons.

The two-yearly meeting of the N.Z. Section was held in Dunedin on the 1st March, the weekend of the 7th National Motorcycle Vintage Rally, also a two-yearly event. Unfortunately, this year we only had three Scott entries, the distance in getting to the far south deterring most from making the trip, but fortunately our N.Z. Section operates without any hard and fast rules, so Bill Veitch outgoing Chairman, Chas Edwards and Bill Homan made their own quorum sustained by a goodly number of apologies.

In line with our usual custom of alternating between North & South, Ivan Parsons of Auckland was appointed Chairman for the next two years, with Les Heath continuing his good work as Secretary. In fact, it is mainly through his efforts that our Section is held together.

The 7th National Rally was again a success but the number of starters was down on previous years. The distance from the North Island and then a hold-up with the inter-Island Ferry through a seaman's strike affected the numbers considerably but the Rally still attracted over 100 people, with a good showing from the pre-1914 Veterans. As mentioned in the April "Yowl", Chas Edwards planned to take his 1933 Rolls through to Dunedin with his 1914 two-speeder strapped to the rear carrier. This he duly achieved and the following weekend turned up in Christchurch 200 miles