

As Stanford Hall have sold all their sheep the foot and mouth restrictions do not apply. It was agreed that Les Allsop and James Brookes would be the organisers for the next two rallies with Colin Morris and Brian Sewall, with two others to help on the day.

Andrew Marfell pointed out that if members propose riding bikes round the grounds of Stanford Hall, it must be insured as if you were riding it on the road. A notice is to be displayed at the gate that only motor cycles having current third party insurance may be started up or ridden on this field; this is to be repeated in the programme.

2. Re advertising in *Yowl*. Brian Marshall has made enquiries and after discussion we came to the conclusion that it is more bother than it is worth.
3. John Underhill had 37 years of *Yowl* in binders, 1964-2000, belonging to the late Dick Penpraze, also *Made to Limit Gauge* in pristine condition. The collection to be sold for Club funds. The Chairman said it should be advertised in *Yowl*, Stan Thomas said that they would store them and post them on.
4. Stan Thomas proposed to organise a 50th Anniversary Rally of Birmingham Scotts at St. Mary's Row. This is to be advertised as a prestigious event and may encourage members to get their Birmingham Scotts finished. A badge is to be given to every bike and a plaque fixed to the wall saying that is where they were made.

The proposition was voted on and carried unanimously.

It was also pointed out that 2008 will be the 50th anniversary of the Club and 100 years since the first Scotts were built.

5. Thanks to Arthur and Audrey Lewis for compiling another edition of the Index.
6. John Underhill has a *Second Scott Selection* book to be on sale shortly.
7. Brian Marshall to reply to article in *Classic Motorcycle*.
8. Glyn had oil etc. for sale.
9. Peter Barrenger said the Club owes a debt of gratitude to the Officials. He would like a vote of thanks to be recorded in the minutes.
10. The Chairman asked for a vote of thanks to be recorded to Brian Marshall for sorting the Spares Scheme. It is now in excellent order.
11. A.G.M. 2002 to be at the same venue, on 20th April at 1.30pm.

FITTING SILK PISTONS

On Silk pistons the top diameter at ring land 2.9885", at the skirt 2.989". On old Y-alloy pistons it is 0.015" at the ring land and 0.005" at the skirt. Tim Sharp tried 2.995" on Silk pistons, but after seizures tried at 2.993". Silk pistons measured at only 0.005" taper, which is OK for aluminium barrels or maybe even iron-lined alloy barrels, but not for iron barrels. As Silk pistons are lighter I used these for Ted Parkin's UE 7373 barrel, but bored barrels to give 0.0045" clear of top diameter of pistons. Pistons set up on fix on lathe and taper turned to give 0.0045" per side (0.009" on diameter) as per racing piston set-up. The Silk crowns are higher, so piston crown radius was re-machined to give depth of travel to the piston. Side inlet cutouts were made 6.3mm deep to suit UE barrels, rather than lower cutout timing used on my alloy blocks.

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