

Letters

Dear Editors,

I was fascinated by the article [in the last issue of Yowl] about Bill Hill's twin pump and understand the reason for it. Originally John Hartshorne put me on to Best & Lloyd and I fitted one to my 1928 3 speed super that we raced. The Silk Scotts had a touring version which had a handle bar lever to alter the flow, once we had sorted the valves out (these need to be vertical) it worked fine.

Today on Phil's 1928 3 speed super we have the cross over system, refined by Colin Heath, using modern push fit air fittings (80 psi) with a ball valve integral in the lower banjo which sucks oil out of the well and pumps it across in visible slugs to the inlet elbow on the opposite cylinder. This is used in conjunction with petroil.

It is interesting to note that today's KTM two strokes feed from a pump into the inlet, and they meet the level 4 emission standards.

For me the best oil pump is the Best & Lloyd and if I was starting again I would be tempted to run a single feed to the inlet tract, using the cross over with valves and linking the pump to the throttle (a double dia midway cable drum is a simple solution.) This would ensure that every drop of oil fed into the engine was used and - if you are brave enough - the level of oil consumption would be reduced. By feeding the inlet tract there is no bias (no split feed or dual pumps).

When you think about it the crankcase huffing and puffing is a pretty big oil pump!!

George Silk

Dear Editors,

Many thanks to Ian Reavley for organising such a wonderful Scott Gathering at Beamish, the run on the Saturday via the Dales of County Durham and Northumberland was fantastic. The gathering on the Sunday was also very well organised. A superb weekend I feel sure everybody enjoyed.

Ellis Billington

Dear Editors,

The Roger Cooper article about bike DYH 12 is certainly controversial. Where to start? The maladies beset by Roger were, as he admits, all his own fault. Having ridden and cared for Scott machines continuously since the early 1960s I have some thoughts:

1. High compression does not in itself create inflexibility.
2. All Scott radiators should vent to atmosphere.
3. Copper compression plates were available from any Scott service department.
4. The brass pads in the ends of the gudgeon pins will not score the barrel, even if they are not fixed securely.