

Birmingham Head.txt

Mag and Andy Eames

Joined: 03 Sep 2006

Posts: 2

Location: Burton on Trent

Posted: Mon Sep 04, 2006 4:37 pm Post subject: Birmingham Cylinder head.

Hello Fellow Scotters,

Last year we, (my son Conor and I) inherited my dear departed brother's (Cyril Eames from Western Australia) 1960 model.

He took the bike out to Oz in 1970, having bought it in '67.

He had done quite a lot of restoration to the cycle parts but the motor was untouched. When we eventually managed to get the cylinder head off, there was quite a lot of corrosion and an 'extra' water gallery had appeared.

The question is are repairs to the heads usually successful (depending on extent of damage). Is there anyone out there experienced in this work.

Or would anyone be willing to sell us a suitable head.

The bike has a silk oil pump. How beneficial are they compared with the Pilgrim pump. I did not see a single one fitted at the Stanford gathering, so I am

assuming they are quite rare. Any advice would be truly appreciated

Very best regards Andy, Maggie and Conor Eames

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Roger Moss

Joined: 31 May 2004

Posts: 242

Location: Leicester UK

Posted: Mon Sep 04, 2006 7:00 pm Post subject: Cylinder head

At the Stamford hall Gathering yesterday 03-09-06 I saw a quantity of heads for sale by an old racing colleague Geoff Hearn

I do not have Geoff's phone number but the spares he was selling were from Ian Pearce who, he tells me, is no longer offering Scott repairs to new customers.

To track down a head

First phone Ian Pearce on UK 01746-762 743

If you have difficulty phone Dave Holmes on UK 0115 937 6063

Dave is a friend of Geoff Hearn and should know his phone number.

Also on Geoff's trailer were barrels, undertrays, crankcases etc, so if you are in need, it would be worth asking

Just a note! Heads often become bowed through over tightening and the aluminium alloy used was not the strongest quality. If the head is not flat within 0.004", I would recommend to have it re machined up flat before use.

I have seen heads with more than 0.020" bow and they would be unlikely to hold neither compression pressures or water in this state.

Hope this helps

Kind Regards

Roger

Rebuilding and upgrading of Scott and silk power and transmission units. New enhanced replica Scott engines. Special manufacture Scott technical info at our website www.mossengineering.co.uk

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Mag and Andy Eames

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Joined: 03 Sep 2006

Posts: 2

Location: Burton on Trent

Posted: Mon Sep 04, 2006 8:50 pm Post subject: Birmingham Cylinder head.

Hi Roger,

Many thanks for your reply to my plea. I too saw the heads at Stanford, but I only saw 1 that was the correct shape, and many needing work.

I was close to buying one, but would like to get it right 1st time.

I did not know the stuff was Ian's. Another great Scott racer.

Best regards Andy

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Roger Moss

Joined: 31 May 2004

Posts: 242

Location: Leicester UK

Posted: Tue Sep 05, 2006 9:07 am Post subject: Scott heads

We see a very mixed bag of Scott components. This is inevitable, given the years of use they have had. Perhaps 85% of the heads are ultimately useable, but in that, for good use about 60% need re machining on bowed fire face and on nut seatings that are very often distorted through over tightening.

You can not effectively compensate for a bowed head by over tightening the 16 nuts, especially on heads with quite soft grade aluminium.

I admit that our first overriding concern is to get an engine that is easily identifiable as a Scott, that functions well as a device to propel a motorbike.

Given the variety of small component changes Scotts made over the years, our preference would not be to put form before function. We do however, obviously abide by our customers preferences in such matters, but only after explaining the practical advantages and disadvantages carefully.

Largely we restore what folks bring to us, unless the components are past hope. If you keep searching, you may find exactly what you want. The old Holder stock of heads, were destroyed in the Trickett fire.

We make a quality new head for customers, who want an engine with upgraded output, but it is definitely more expensive than second-hand items and the shape is copied from just one of the many Scott profiles.

I add link here in case it might be of interest

<http://www.mossengineering.co.uk/index.php?area=5&content=230>

Best of luck and Kindest Regards

Roger

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Roger Moss

Joined: 31 May 2004

Posts: 242

Location: Leicester UK

Posted: Fri Sep 15, 2006 6:12 pm Post subject: Cylinder head

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Hi Andy
I have an unused Birmingham head.
If you are interested, please email me at
roger@mossengineering.co.uk
Kind Regards
Roger