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chris wastell

Joined: 31 May 2004

Posts: 68

Location: Wiltshire

Posted: Thu Jun 05, 2008 6:44 am Post subject: paint/lacquer for barrels

I know there has been much written in the past about the correct and the best way of achieving a nice finish on engine barrels but as I have mine stripped down I wonder what the latest "wonder product" or best technique might be. This is for a '38 FS. Also, does anyone have any tips for removing the aluminium on the bore after a nasty nip-up please? (there's nothing left to bore out)

Thanks in anticipation

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dave bushell

Joined: 09 Jun 2004

Posts: 231

Location: Caterham, Surrey

Posted: Thu Jun 05, 2008 1:47 pm Post subject:

Hi Chris

Careful scraping is probably the best and approved way to remove the alloy from the bore, but in the past I have run a rotary wire brush down the bore to clean it up without any obvious detrimental effect. When you say there is nothing left to bore out, what size is it bored out to at the present? I'm currently running one of my Scotts with 80 thou oversize bore and pistons.

Dave

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Roger Moss

Joined: 31 May 2004

Posts: 369

Location: Leicester UK

Posted: Thu Jun 05, 2008 8:46 pm Post subject: Barrel paint

HMG Paints do exactly the job. It is a glass lacquer, in other words, a translucent lacquer. As far as I can determine, Scotts polished the iron block, then used an equivalent translucent lacquer. The polished iron gave a dull shine through the lacquer. Instead of brush painting, which is more difficult to do evenly and you have to wash the brushes out every time, I asked them to supply in aerosol cans, but I have to buy them in packs of 10, which is OK if you are doing barrels fairly often. I had thought that I could sell on to owners, but then I found that the post will not accept aerosols as they are considered hazardous and the parcel carriers who deliver the packs and are not so particular, are also more expensive, so I didn't do it. If anyone is going to Mallory June 22 or 1000 bikes or founders day etc, I would be happy to take some along if anyone is interested. It makes a very good job, but like all painting, the preparation makes a difference. If the block is corroded, it will need

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either polishing out or the easier option, that also covers blemishes that would be visible through a translucent lacquer, is to fill, rub down then spray with a cellulose aerosol paint that equates in colour to the colour of polished iron. When that is dry, then spray (or paint) with the translucent lacquer and you will get a great authentic finish. Alfred would be proud!

herewith copy of my last order details

HMG Paints Ltd. PON 3852

Collyhurst 07-04-08

Manchester M40 7RU

Please Supply

1 off case of 10 Aerosol cans paint

Spec. 16oz AERO CEL / FS32 / PVC /RAD

UN No. 1950 Flash Point Below 0'C

MB162/CB311 Magenta Cellulose Glass Lacquer

1 off Carriage to above address

As previously supplied

Your Del Ref A5144125

Your Order Ref A4150582

Order Date 24-04-06

HMG Paints Ltd (Head Office)

Riverside Works

Collyhurst Road

Manchester

M40 7RU

Tel: 0161 205 7631

Sales: 0161 202 2277

Fax: 0161 205 4829

web: www.hmgpaint.com

email (sales): sales@hmgpaint.com

email (website): mhutton@hmgpaint.com

If you can not take aerosol, they sell paint

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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chris wastell

Joined: 31 May 2004

Posts: 68

Location: wiltshire

Posted: Thu Jun 05, 2008 9:41 pm

Post subject:

Thanks fpr the replies. Dave, I am at +80 as well (Silk pistons)unfortunately. I have now removed the engine. One big end has worn through on both bushes so is shot. The other has blued the rollers and the outer bush is turning in the rod. Both little ends are gone. Both inner bushes ,which I believe should be very tight, slipped straight of the crank pins. 3 years and 6000 miles ago it was all

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perfect. At least the mains seem tight!

Thank you Roger. I am planning to go to Mallory though sadly not Scott-mounted. Yes please bring an aerosol of laquer. See you there.
Chris

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chris wastell

Joined: 31 May 2004

Posts: 68

Location: Wiltshire

Posted: Fri Jun 06, 2008 6:37 am Post subject:

Roger, I plan to be at Mallory for the 1000 bikes, should have made that clear. So if you would bring one of your aerosol stock then I would be very grateful. Thanks again.
Chris

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chstorm

Joined: 02 Aug 2004

Posts: 88

Location: Oslo, Norway

Posted: Fri Jun 06, 2008 12:52 pm Post subject:

I can recommend Roger's Cellulose glass lacquer, which he used on my 1938 Flyer cylinder block. It looks good. I remember vaguely (it is very hot in Oslo today - 30 degrees C) that Scott had the cylinder blocks polished and nickeled (matt, soft nickel polished) before the paint was put on. I may remember wrongly, but it would have been a good idea to avoid corrosion and an ideal background for the glass lacquer. Please correct me if I am wrong - I may have dreamt it!

Carl Henrik Stormer

Oslo, Norway

Scott TT Replica 1930

Scott DPY Flying Squirrel 1936

Scott DPZ Flying Squirrel 1938

Brum Scott Flying Squirrel 1958

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chris wastell

Joined: 31 May 2004

Posts: 68

Location: Wiltshire

Posted: Fri Jun 06, 2008 2:41 pm Post subject:

Wouldn't that leave you with a silver looking finish?

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chstorm

Joined: 02 Aug 2004

Posts: 88

Location: Oslo, Norway

Posted: Fri Jun 06, 2008 2:53 pm Post subject:

With the lacquer covering it, I dont think that you will get a silvery finish, but obviously a brighter looking one, with a more translucent effect. It will be interesting to hear if there are other views on this from the older, more experienced and presumably wiser members than I. (I am only 64!)

Carl Henrik Stormer

Oslo, Norway

Scott TT Replica 1930

Scott DPY Flying Squirrel 1936

Scott DPZ Flying Squirrel 1938

Brum Scott Flying Squirrel 1958

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chris wastell

Joined: 31 May 2004

Posts: 68

Location: Wiltshire

Posted: Fri Jun 06, 2008 9:43 pm Post subject:

I agree, it would be interesting. I have always been under the impression that we are aiming for a fairly deep red effect.

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Roger Moss

Joined: 31 May 2004

Posts: 369

Location: Leicester UK

Posted: Wed Jun 11, 2008 6:44 pm Post subject: Translucent Lacquer

I was fortunate to buy in 1967, a 28 TT Replica that had been left for repair with A E Reynolds at Liverpool in 1941. The owner never returned and fable has it that he perished on the Murmansk convoys. The bike had therefore been carefully stored 26 years and the barrel looked original, as did the rest of the bike. The point is that the colour produced by the translucent lacquer is as near as my memory serves to that colour if about 3 coats are applied over a surface that equates to polished iron. I did not notice evidence of pre plating, but I will have a hunt around and see if I still have it. As a "New Boy" I took tuning advice from a reputable person, but the procedure certainly did not work for me (perhaps I misunderstood) so as the block was ruined, I put it on one

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side. I will report back on this. Another point, I have a small (unopened) tin of Tom Ward's cylinder enamel, which was again a translucent lacquer. On the lid it has a dab of the paint on the tin coated steel of the tin and it looks identical. Perhaps as Tom worked with Alfred before WW1, he got to know who supplied the Scott works with the barrel paint. Kindest Regards Roger