

Scott club supplies

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we chatted at the Stafford show about supplying your products to the scott owners club spares scheme and also to vintage guys in Northern Ireland and perhaps further afield over the border. I bought one of the ignition units from you to try in my cammy norton which is heavily modified and had always been a challenging bike to start and run. It was very temperamental at low engine speeds. The difference is extraordinary. I changed nothing else and had been on the bike for 50 miles before the show so I knew exactly how she had been. She starts so much better and almost ticks over - never ever came close to that - GP2 carb and no throttle stop but she always needed blipped and nursed at low revs. She holds the megaphone more consistently, isn't showing the same rich running half paced engine characteristics and she is definitely faster at the top end. She isn't as peaky and temperamental flat out. All in all she feels like she is burning far better at all speeds and is a complete joy to ride now. Fantastic!

I have campaigned the bike for almost 10 years and have holed 2 pistons so I am familiar with her and her oddities. I am going to do a bit for the norton club mag as I am so impressed. I have used the fuel pellets as well but I don't expect anything other than "no problems" from them.

Getting down to business,

Can I order 10 of the ignition units?

I have told a few people and they have similar racy bikes with similar racy problems and are really keen to try it and see the impact. I will get some first hand experience from them and can use that to write a bit more for the club mag.

One is going into a 1904 Rex which originally had a trembler coil but has a simple modern ignition. It is a slow low power 500 single and I think the split spark will have a great effect on it. the next is a MK8 KTT velocette which is a tricky start and tickover on its needleless carb.

A veteran scott 2 stroke twin, a scott flying squirrel, 2 velo venoms and 2 mid 20's scott 2 speeders. I have carefully picked the bikes as the owners have a lot of miles done so they will notice any changes. The Rex is my ride for the pioneer and so are some of the velos.

I'll take some of the fuel pellets as well, 6 diamonds and 6 of the 2 pellet lead replacement version.

Hopefully this will get a lot of valuable first hand feedback and I can write more relevantly in the club mags. I'm in the chair of the velo club here, in the scott, norton and Matchless/ ajs clubs as well. I also organise the pre 31 VMCC event in July in NI and a few other smaller events.

I am really impressed with the device. I am a complete sceptic normally but i can't argue with my own experience,

let me know how we proceed,

thanks

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