

5.4 Spark Plugs

**500 cc. and 600 cc. SCOTT
1960 PLUG RECOMMENDATIONS**

(Reprinted from the S.O.C. Service Sheets)

These are manufacturers' recommendations, and plugs listed in the same column are not necessarily equivalents. Readers with considerable experience may have found more suitable plugs for their machines (e.g., the writer finds Champion Commercial 7's unbeatable, but the radiator has to be remounted in order to fit them).

Make	Size	Running-in	Normal Touring	M1 Yowling
BOSCH	14 mm	W95T1	W145T1	W175T1
	18 mm	M45T1	M95T1	M145T1
LODGE	14 mm	CN or CC14	CN or CC14	HN or H14
	18 mm	C3	C3	H3
KLG	14 mm	F50	F70	F75
	18 mm	M50	M150	M80
AC	14 mm	45F	44F	44F
	18 mm	C86H	C85H	C85H
WIPAC	14 mm	P4	P70	P90
	18 mm	P8	P8	—
CHAMPION	14 mm	L10	L7 or L10S	L5 or L10S
	18 mm	7	7	—

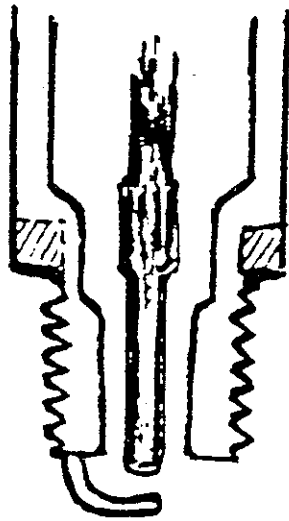
Correct plug gap: .018 to .022 inches.


POTTYS PLUG PROBLEMS

When I think of all the problems I used to have 30 years ago with plugs and the trouble-free rides I now enjoy, I am sure that some of the information I have will be of use to those who are not sure what plugs to use. I have made many mistakes over the years (do you remember Golden Lodge plugs?).

Many plug problems have now been overcome because of modern oils, Silkolene Super II 40 in particular — gone are the days of the infamous Duckham's whisker when we all changed to their nice flowery green *new* multigrade. Modern Duckham's two-stroke oil is very good!

One thing I have found that makes an enormous difference is that the plug length should be exactly that of the thread in the head. It must not project or be shrouded too much. NGK 18mm plugs can be turned down to exactly your size.



Turn down
area  to make
plug with longer
reach
on NGK 18mm
plug.

How NGK plugs can be turned back to obtained longer reach.

I can tell you what I have used and what I now use on my small fleet of early Scots and can say with some conviction which plugs have suited my 18mm Scots.

Veteran. On the 1912 I borrowed for many years and on my own 1913 model I have always used Champion 7 Com L (still available) and although I have not had a single misfire, they do tend to coke up a bit, so are cleaned every 500-600 miles; gauzes are cleaned or swapped every 2,000 miles, say every 12 to 18 months, for the same reason. The 7 Com L is about the only suitable plug that is readily available in long-reach these days.

1924 three-speed Super (Very low compression). Has been run on Lodge C3 for several years, but they are not really long enough and I have just fitted NGK A6 (turned down).

1925 two-speed Super (Very high compression). Lodge BBL (ex Spares Scheme) are OK, but not ideal or long enough. This machine

will be put on NGK A6 or A7, as modified, before I take it out this year.

1930 two-speed Super (Ex-Mavro — but slow). For almost 25 years now this has run on the same set of plugs, which must be supreme for this type of bike — KLG ML50. Tremendous mileage and they have *never* let me down, oiled, coked up, or misfired in any way. Unfortunately they are the only two I possess and, although still going strong, the centre electrode is level with the porcelain. The other electrode is a thin spike that can only just reach the centre. For three years now, just on one side, I have used a modified NGK A6. This is proving to be equally successful, so for 1993 all my Supers will be thus equipped.

1929 Flyer. When I put this on the road some 20 years ago, with its original engine back in, I used adaptors to bring it to 14mm and used at first Lodge HLN with good results, but for some years now I have used NGK B6ES or B7ES, changing these at 5,000 miles.

1931 Reynolds Special. Also put on 14mm adaptors at rebuild. I have used NGK B7ES, again changed every 5,000 miles; total success.

1930 Sprint Special. Also on adaptors to 14mm. At first I used Lodge HLN for road use and 2HLN for racing, but eventually found 2HLN OK for road use as well. When I started doing kilometre sprints about 10 years ago I found I had a misfire at about 90 mph just before going over the kilometre. Despite this my fastest terminal speed (96 mph) was done with a misfire. Changing to NGK B7ES cured the misfire, but did not improve my times or speed.

I leave the B7ES plugs in all the time now for road and sprint use, so I think they would be OK for racing — you are never flat out all the time as in a sprint.

I have not had much to do with detachable head Scotts in recent years, but I used Lodge C3 in my old 1938 Flyer, not with much success, but would think an A6 or A7, turned down, would be ideal.

14mm detachable head. I can't remember what I used in my 'Brum' all those years ago, but I always had plug problems. A suitable NGK, Champion, Bosch or KLG can now be found. What do you use?

My personal opinion is that water-cooled detachable heads over-cool in normal use, so use a softer plug. Adaptors in blind heads make the plugs hotter and harder plugs can be used; this is an advantage. 18mm, therefore, in detachable heads must work better with adaptors to 14mm?