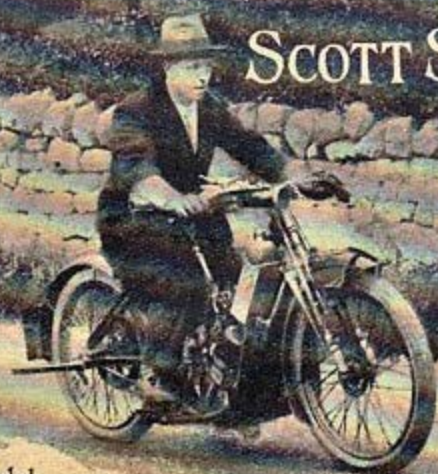


Impressions from a TEST RUN

The 1922 SCOTT SQUIRREL.



Experiences with a Model Possessing Unusual Hill- climbing Powers.

THE sporting model Scott motorcycle, known as the "Squirrel," is for 1922 being manufactured with a $3\frac{1}{2}$ h.p. engine, partly in order that it may be eligible to compete in 500 c.c. classes in competition. The engine stroke of 63.5 mm. remains the same as on the $3\frac{1}{2}$ h.p. model, but the bore has been reduced from 75 mm. to 70 mm., the cubic capacity of the new engine being thus 486 c.c. The rest of the engine is very similar to the standard Scott, being a twin-cylinder, water-cooled two-stroke with roller bearings throughout.

Transmission is as usual, with the Scott foot-operated two-speed gear, but the gears are much higher than those on the standard model, top having a ratio of 3.75 to 1, and low a ratio of 5.4 to 1. These ratios seem very high at a time when the majority of machines produced have a top gear ratio of about 5 to 1, but the pulling power of the Scott is such that it is only the extreme freak

hill which cannot be climbed on them. Every machine is subjected to a severe road test of 20 miles over a course including a 1 in 4 gradient, and the engine runs for three hours on the testing bed, a certificate of performance being sent out with each machine.

Where It Differs.

The "Squirrel" at first sight appears very similar to the ordinary Scott, except for the fact that it has footrests instead of footboards, and T.T. handlebars in place of the usual upturned type. A careful inspection, however, would show that the "Squirrel" is lower and lighter than the standard model, the saddle, in fact, being $1\frac{1}{2}$ in. nearer the ground and the weight some 30 lb. less. This makes the machine 196 lb., thereby just bringing it within the 30s. limit.

Every "Squirrel" is guaranteed to do at least 60 m.p.h., but after careful running in this speed can easily be exceeded.

Too much emphasis cannot be laid upon the necessity of running a new engine in with plenty of oil, a two-stroke, of course, needing more care in this respect

than a four-stroke. The Scott Motor Cycle Co., Ltd., also guarantees each machine to be capable of a petrol consumption of 70-80 m.p.g. Incidentally a new feature on the "Squirrel" engine is in the cylinder head, where provision is made for two sparking plugs to be fitted to each cylinder. A dual spark magneto can be obtained for use with these if desired.

The Scott works lie in a hollow, and leaving them on the "Squirrel" we immediately found opportunities for testing the powers of the engine and the qualities of the springing. A steep hill strewn with stones and badly pot-holed was easily ascended without discomfort, the XL-ALL saddle and Scott spring forks providing excellent suspension. As is usual when one rides a Scott after single-cylinder four-strokes, the even "purr" and absence of valve and other rattle were particularly pleasant. The acceleration was excellent, and even on bottom gear a speed of about 50 m.p.h. was obtained.

We then took the "Squirrel" to a long straight hill, of which the lower reaches have a gradient of 1 in 12, steepening to 1 in 9 towards the top.

A MAGNET TO THE SPEEDMAN.



The 1922 Scott "Squirrel."

The 1922 Scott Squirrel (contd.).

This was climbed at about 40 m.p.h. on top gear. The gear, however, was a little high for it, and we therefore descended and re-climbed, this time on low gear. So far as we could estimate the second ascent was several miles an hour faster than the first.

The descent provided an opportunity for testing the brakes, which were found

to be smooth and powerful. The rear brake, which, in accordance with the usual Scott practice, operates on a drum on the chain-sprocket, was particularly sweet in action, bringing the machine quickly to rest without a suspicion of jarring or skidding.

The riding position was "sporting" yet comfortable, and we returned the machine to "Tim" Wood, a pre-war T.T. winner, with regrets. We should

imagine that the "Squirrel" would appeal to both tourist and sporting riders. It should hold its own at hill climbs and, like its low centre of gravity allowing a speed of cornering which make it a serious rival to machines which carry a higher speed guarantee than that issued with the Scott. The present price is £130, and the manufacturers are the Scott Motor Cycle Co., Ltd., Saltaire, Yorkshire.