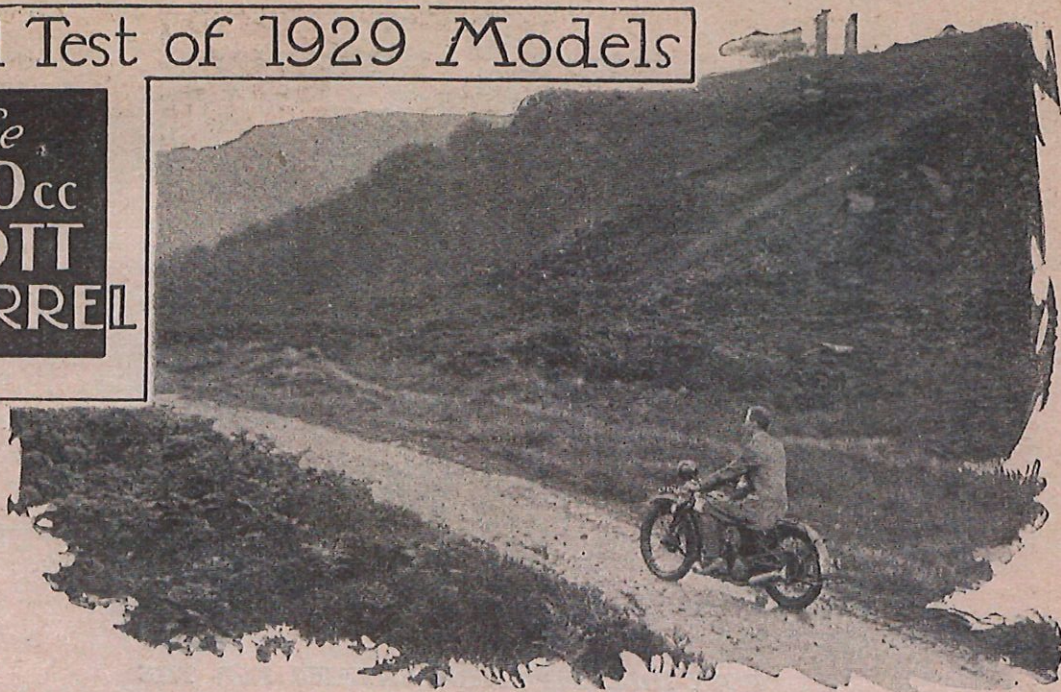


## Road Test of 1929 Models

The  
300 cc  
SCOTT  
SQUIRREL

The Latest Model from Saltaire is put through its Paces.



**A**BOUT solo motorcycling there is some indefinable and almost uncanny characteristic, to which is attributable its unique charm. Different makes of motorcycling give to their riders this peculiar pleasure in a variety of forms and degrees. But upon exactly what feature of design this nameless property depends it is difficult to say. It certainly lies in the equilibrium department rather than in the source of motive power, and the charm of riding exists more in the feel of the machine than in its speed, power, or reliability.

### Excellent Road-holding Qualities.

In the latest model air-cooled single-cylinder Scott, this delightful roadworthiness is predominant. The machine has inherited the universally acknowledged road-holding properties of its forbears, and it imparts to its rider, from the first moment he takes to the road, a feeling of security and confidence, which is likely to excel his most imaginative expectation.

The steering is light and dead true; everything feels rigid without being stiff, and, in spite of the small number of brazed joints in the frame, there is almost an entire absence of whippiness.

The riding position is comfortable. The fingers fall naturally to the controls, and although one does not expect to find the clutch lever where normally the exhaust-valve lifter is, one rapidly becomes acclimatized. The release-valve trigger, operated with a finger, is the right sort of control for the purpose.

The machine can be headed for the most formidable looking bump without anxiety, and the manner in which it will ride over a pothole is astonishing. This is a most comforting feature, for one knows that on a bad road there is no necessity to pick one's way. The rough can be taken fast without a trace of a wobble, and without being pitched violently out of the saddle.

On taking over the machine at the Scott works at Saltaire, the first impression received was of its graceful lines and pleasing appearance. A perfunctory tinkle of the carburetter and a good kick on the starter, which incidentally caused a satisfactory number of complete revolutions of the motor, produced life at once—but very well silenced life.

A large expansion chamber across the front, and a standard Scott silencer at the rear, reduce the noise of the explosion to the minimum, and the bulk of the sound actually emanates from the air intake. It would be interesting to experiment with a silencer at this end of the system as well.

### Well-chosen Gear Ratios.

After leaving the works the short, sharp hills, tram-lines, and traffic of Shipley, provided at once a splendid opportunity for testing the liveliness of the motor; the gear and clutch, and the manoeuvrability of the machine. The Sturmey-Archer clutch and gearbox require no introduction, but it should be recorded that the ratios are well chosen for a rider who wants to get the best out of his model, though perhaps a trifle high for pure utility riding in the hands of the less expert. Top and second are fairly close, and the latter can be freely used with great advantage. Bottom is low enough to climb anything as slowly as the most cautious could desire. But it was found that, in top, on an ordinary main-road hill one had to go fairly quickly, for once the engine revs. fell the gear appeared a trifle too high. On the other hand, slight down grades and level road could be taken without tearing the heart out of the motor at comparatively high speeds—a good feature in our opinion—but in any case easily adjustable to suit other tastes.

The gear lever is certainly rather unconventionally

#### BRIEF SPECIFICATION OF THE 300 c.c. SCOTT-SQUIRREL.

**Engine:** 298 c.c.; 73 mm. bore, 71.4 mm. stroke; air-cooled inclined cylinder, aluminium detachable head, outside flywheel; roller big-end; phosphor-bronze main bearings; Villiers two-lever carburetter; M-L magneto; Pilgrim oil pump, feeding by drilled crankshaft to big-end.

**Tank:** Saddle tank, panelled in ivory-white cellulose lacquer, made in two separate compartments, in one of which is the oil tank; capacity, 2½ galls. of petrol, 1 quart of oil.

**Frame:** Duplex, cradle-type, with only three brazed joints, composed of seven independent and easily detachable members.

**Gearbox:** Sturmey-Archer. Ratios: 5, 7.7 and 13.75 to 1.

**Wheels:** Built of heavy-gauge spokes and shod with tyres 25 ins. by 3 ins. (or 26 ins. by 3.25 ins., or 27 ins. by 3 ins., for overseas models).

**Brakes:** 6-in. front, 7-in. rear.

**Transmission:** Roller chains front and rear; ½-in. by 305-in.; magneto ½-in. by ½-in.; sheet-metal case over primary and magneto chain; guard over top rim of rear chain.

**Finish:** Black enamel; heavily plated fittings.

**Equipment:** Lycett Aero saddle, adjustable handlebars, tool kit, pump, carrier and licence holder.

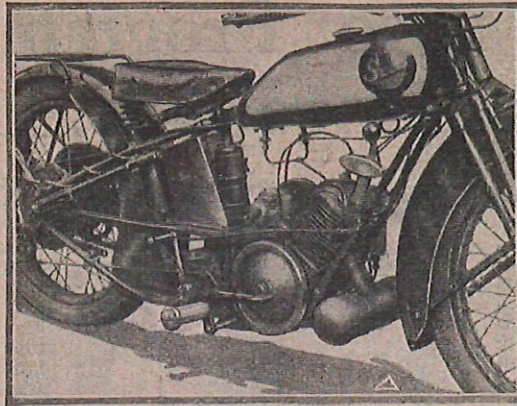
**Price:** £39; with Maglita, £42; with Magdyno, £44 5s.

situated, and though 1st, 2nd and 3rd are in the same position in the quadrant, as on the big Scotts, the lateral movement of the lever, when changing, is exactly the reverse. The motion of the hand forward and under the handlebar, combined with the half-reversed movement of the lever, is at first a little difficult, but 50 miles of practice dispel the initial awkwardness. However, this has a very great compensation: the tank is clear of obstruction and there is no gate with a sharp edge to dig agonizingly into one's knee when one is pitched forward in the saddle. . . . Once the art is acquired the gear change is light, snappy and silent.

The acceleration was good, but to get the best out of the motor it was necessary to make frequent use of the air control, as the carburetter seemed very sensitive to mixture. It is possible that a gauze in the induction system would improve matters here and enhance the docility of the motor. Two-stroking at low speeds is fairly good, but the occasional miss—ineradicable in two-stroke engines—did not go off quite so easily under a light load, as it does on the larger Scott, and this is the worst criticism to be made. The consequence of this failing is that one always feels urged to drive fast, but fortunately nothing appears to please the machine more. The engine is practically vibrationless at reasonable speeds, and one's hands and wrists are not palsied after a long day's riding. If revved abnormally in bottom gear, however, its presence can be felt, but under load it is positively silky.

An excellent feature of the lubrication system is that, judging by the smokiness of the exhaust, the quantity of oil delivered varies in direct proportion to the throttle opening. When creeping through traffic there is, if anything, less smoke than when travelling fast against the collar up a long hill. This arrangement is the ideal of all designers, but is rarely attained—the exact reverse is far more frequent. The consequence is that, once set, the oil-pump adjustment can almost be forgotten. But if the supply should have to be regulated, the screw is extremely easily worked from the saddle, and one can actually observe the drips without stopping.

The capacious tanks are worthy of a far more expen-



*This picture shows how compactly the power unit and gearbox are tucked into the frame. It also gives a good impression of the low centre of gravity.*

sive machine and should appeal to riders overseas. A tap in each tank is an added refinement and one which enables a reserve supply of any desired quantity to be carried. The leak-proof quickly-detachable filler caps, too, deserve commendation.

The brakes are both excellent, perhaps a trifle light to operate, but, if applied discreetly, smooth and powerful in effect.

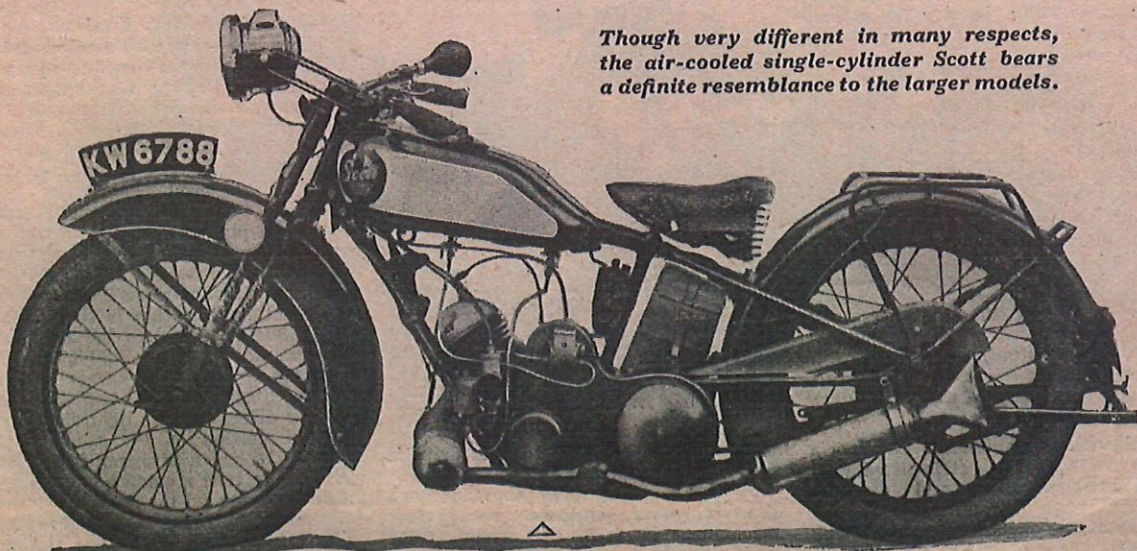
The handlebars seemed unnecessarily wide, and the steering lock a little inadequate. Reducing the bars would probably enable a bigger lock to be used, and, though not necessary for normal conditions, it seems a pity not to take full advantage of the nippiness of such an intrinsically

manoeuvrable vehicle. While on the subject of steering gear, the fork stops bolted to the head lug are another distinguishing feature of the thoroughbred.

There are two details which might be made alterable to suit individual tastes. There is at least an inch of daylight immediately under the saddle. A rider of diminutive stature would probably prefer this daylight eliminated. The same rider might also find the fork spring a little hard; and if springs of different strengths were available this luxury would enable riders of any weight to get the best out of what undoubtedly rank amongst the finest forks made.

The carrier, the lifting handle, and the kick-operated stand, all perform their respective functions adequately and it is clear that this new machine has not been put on to the market before even the smallest detail has been attended to.

In the course of an all-too-short fortnight not only was the new Scott ridden over the rocky tracks of Yorkshire's wild moorland, but also tested for endurance in a prolonged main-road blind, and for docility and nimbleness in the intricacies of London traffic. Equally at home everywhere, on rocks, stones, tarmac, or greasy tramlines; devouring the miles of the Great North Road; cutting in front of the most rapidly accelerating straight-eight; or pulling up short for an unexpected stop, the 300 Squirrel upholds the traditions of the clan. And it was with the regret of parting from a friend that we entrained it back to the works of the makers at Shipley.



*Though very different in many respects, the air-cooled single-cylinder Scott bears a definite resemblance to the larger models.*