

The 498 cc. SCOTT Flying Tourer



WITHOUT a shadow of doubt the Scott has always possessed an attraction quite outside that of the ordinary run of motor cycles. Nobody has ever succeeded in defining its subtle charm, and this description of its road performance will not attempt the task, at least not in so many words, although it may do it indirectly.

Of course, the Scott is *different*. For example, some people describe it as silent. But it is *not* silent (except comparatively), although the sound it makes is less objectionable than most motor cycle noises. Others will say that it is vibrationless. But it has a slight vibration, very little felt, however, and entirely different in character from the vibrations of other motor cycles.

Details Trimmed Off.

The Touring model of the Scott Flying Squirrel is the Scott primarily intended for general utility and sports work; it has the essentials of Scott specification, but some of the details have been trimmed off, the weight has been reduced (chiefly by the use of Webb forks and smaller tyres), and the price, in the case of the 498 c.c. engine model, has been kept down to a reasonable figure for a machine of such excellent finish and reputation.

It was a "Flying Tourer" of 498 c.c. capacity that was selected for test, and the only additions to the standard specification were twist grip throttle control and electric lighting equipment. After some local running, however, one or two long journeys were contemplated and a carrier was fitted; this was a simple matter, as no alteration to the mudguard stays is required, nor is the guard attached to or steadied by the carrier at any point. Thus equipped, the Flying Tourer becomes a

fairly heavy machine, and it can be taken that its bare weight of 310 lb. is increased to something not far short of 400 lb. when the tanks are full, and everything is ready for the road. The weight, however, is mostly low, and the saddle position, too, is as low as on most 250 c.c. lightweights, so the mass of the machine is only felt when it comes to lifting on to the stand.

At its happy cruising speed, which appears to be about 50 m.p.h., the Scott is a thing of joy. Chain-swish and the hiss of the air intake are the most prominent noises, and the machine slips along in an absolutely effortless way. But the beauty of it all is that there is so much acceleration still in reserve. This is just as it should be on busy roads, for if a car is being followed at anything between 40 and 50 m.p.h., and it is desired to go ahead, a twist of the throttle control instantly settles all argument as to who is going to take the lead. And it is all done so nicely and smoothly—all done by kindness, in fact.

Time and Distance Annihilated.

That, perhaps, is one of the main attributes in the charm of the Scott. It is possible to make journeys at fast touring averages without overstraining rider or machine. There is no need to take risks, because the machine will accelerate so quickly for every stretch of safe road, and time and distance are annihilated without the rider noticing how quickly the journey is being covered.

Cornering is excellent, because the machine can be pushed over so deliberately, but its length of wheelbase and the deceptive speed at which it continues after the throttle is closed are points to which the rider has to become accustomed. On the straight the steering is

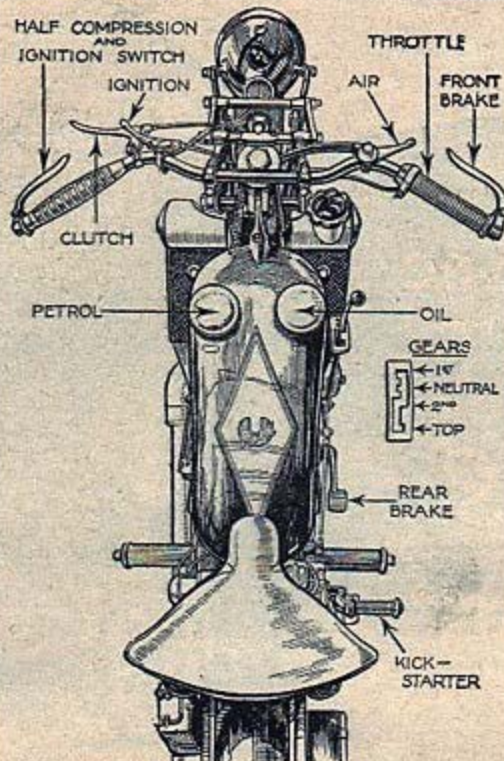
1929 Models on the Road.—

rock-steady so far as the front wheel is concerned; no steering damper is needed, and the fork dampers appear to be best when slackened right off. The machine appears to be tail-light, however, and when travelling fast the back wheel is not always in contact with the ground; in fact, if an isolated pot-hole is hit at speed the rear wheel simply aviates, although the front never leaves the desired path, and the driver has no anxieties. But for general security, especially on rough down grades, the average rider could wish that the back wheel were a little less "air-minded."

Points Improved.

When a similar machine was tested last year it was criticised on the score of excessive noise, erratic slow running and heavy fuel consumption, and it was gratifying to find that on the new model all these things had had attention. The present silencing system is excellent, the slow running was quite good (although scarcely up to four-stroke standards), and the consumption was about 60 m.p.g., which is good in view of the speeds maintained during the test. Oil consumption still remained heavy, and too much depended upon the rider's knowledge and experience in getting the correct setting; hence the heavy supply given for safety's sake.

The machine tested had a standard wide-ratio box, and the middle gear was rather low for use in quick cornering; the Scott engine also requires the throttle to be closed when changing up, and the upward change is rather slow for want of a third hand (ruling out the method used by Langman, Mainwaring and Co., the three-speed Scott would benefit out of all recognition by having a foot-operated



Control plan of the 498 c.c. Scott "Flying Tourer."

SPECIFICATION.

ENGINE: 68.25 mm. x 68.25 mm. (498 c.c.) Scott two-cylinder two-stroke, water-cooled.

TRANSMISSION: Chain; $\frac{1}{2}$ in. x 0.31 in. front and $\frac{3}{4}$ in. x 0.378 in. rear.

LUBRICATION: By mechanical pump.

GEAR BOX: Scott three-speed with clutch and kick-starter. Ratios: 4.62, 8.12, and 13.3 to 1.

CARBURETTER: Amal, with twist-grip throttle control.

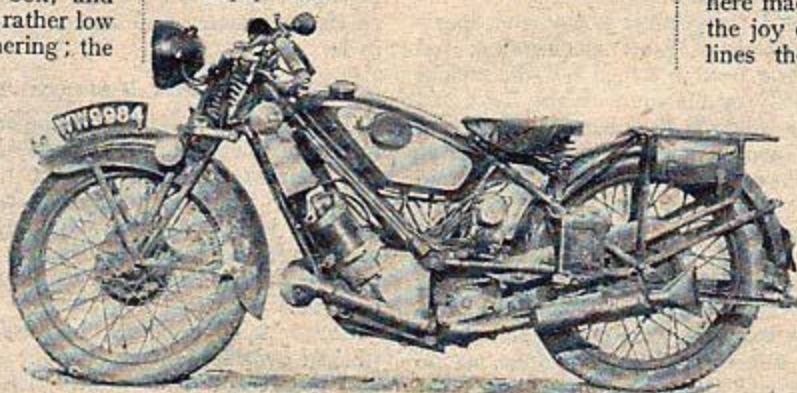
BRAKES: Internal expanding, 7 in. front and rear.

TYRES: 26 in. x 3 in.

WEIGHT (unladen): 310 lb

PRICE: £67 10s. (As tested, with Magdyno lighting, twist grip, horn and carrier, £76 9s. 6d.)

MAKER: Scott Motor Cycle Co., Ltd., Saltaire, Shipley, Yorks.



The imposing Scott "Flying Tourer."

gear box!). With wide ratio the bottom gear need not be used at all, as the climbing range on middle gear appears to extend to a 1 in $4\frac{1}{2}$ gradient at all events.

As turned out, less carrier the tool-bag was apt to foul the kick-starting leg, and the starter pedal boss also needed avoidance. Starting had to be done at full retard, and the engine usually took a little humouring for three or four seconds; it was always necessary to turn off the petrol when stopping for any length of time.

A Binding Clutch.

The clutch needed a fair amount of strength to withdraw, and as a rule the first change from neutral into low gear discovered that the clutch was binding. This only seemed to happen when the machine has been standing a length of time. The rider was at a loss to know why the clutch cable adjustment began its life *fully screwed out!*

Summing up, the 1929 Flying Tourer is a most excellent machine. Its performances in the way of high average (rather than sheer maximum) speed tempt a writer to vain-glory. It is very comfortable to ride and handle, the brakes are excellent, and its general characteristics live up still more closely to that slogan of a past Scott Trial: "*Toujours le petit toff!*" The causes of such criticisms as are here made do not detract from the joy of riding it, and if the lines they indicate could be followed out, the machine would be as nearly ideal as it is possible to imagine.

The criticism, once somewhat commonly aimed at the Scott, that constant tinkering was required to keep the machine in tune, is certainly not true of the latest Saltaire production.