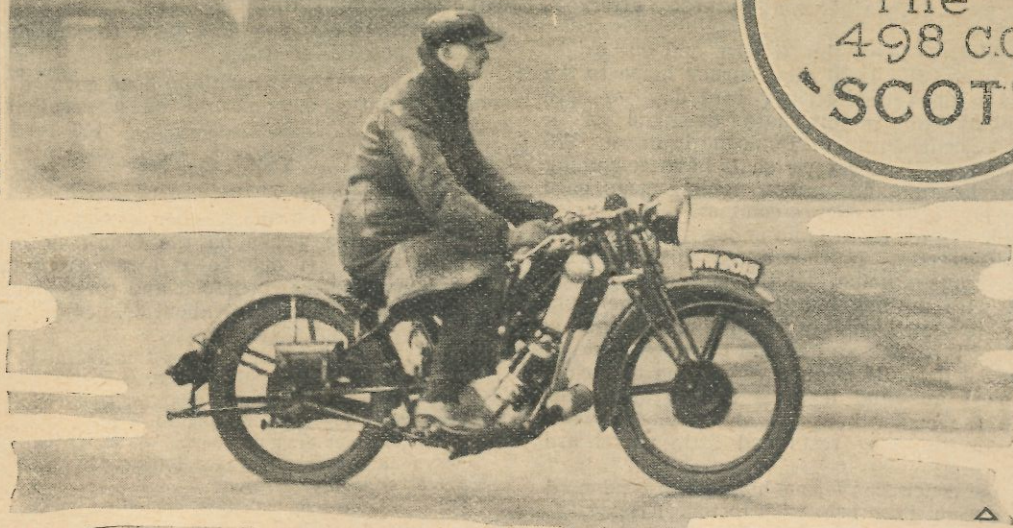


Road Tests of 1929 Models

The
498 C.C.
'SCOTT'



A Motorcycle Possessing a Versatility of Character that Appeals to Both Sportsman and Utility Rider.

A THOROUGHbred and an aristocrat, the Scott has always earned the respect even of those who refuse to fall for its fascination. It is designed, manufactured, and tested in the heart of Yorkshire, with a test hill at the front door, and the effect of its environment in infancy permeates the entire machine. To say that perfection has been attained is by no means our intention, but it is certainly a unique model in a class by itself.

At its price of £67 10s. the model under review is definitely an inexpensive article—for a Scott. Of course, it has never been the policy of the manufacturers to build a machine down to the finest limits of cost in the way which is common nowadays, so that by comparison with the products of others the Scott is not a cheap proposition—cheap as Scotts go, perhaps, but as fast 500's go, merely competitive. For £67 10s. one obtains a machine that will go anywhere, that possesses a charming docility, whilst having a maximum speed greater than is required on any English road, and that lends prestige to its owner in whatever company he may be or wherever he may go. Pedigree breeding and distinctive character have a charm which, once tasted, makes them always in demand.

Of the four distinct models produced (to any of which either the 498 c.c. or 596 c.c. engine may be fitted) the one the performance and characteristics

of which are under discussion at the moment is catalogued as the Flying Squirrel Touring Model. Webb front forks are used, and the particular machine tested was equipped with a Magdyno lighting set.

The feel of the machine is quite definitely different from the old open-frame Scotts. And perhaps the controllability would be enhanced by the addition of a steering damper. There was, too, a tendency on the part of the back wheel to bounce more than is quite comfortable, but this may be diminished though not entirely eliminated by careful attention to the pressure of the back tyre.

The universal two-stroke failing of irregular firing at low speeds, although partially overcome, is still noticeable, but to the rider with an ear for music is entirely compensated for by the remarkable harmony of the exhaust as the throttle is dealt with more generously. The surge of smooth power, seeming to ignore hills and wind resistance, instantly summoned by a touch of the lever, is an unending source of gratification, delight and almost surprise. Gradually to overhaul a fast car on an arterial road, and just as one is about to draw level to make a small extra demand upon the instantly responsive motor, and to zoom past, is a sensation akin to ecstasy.

One clear starlit night, starting from London, the Great North Road was toured for 50 miles or so, the

BRIEF SPECIFICATION OF THE TOURING MODEL FLYING SQUIRREL.

Engine: Scott; 68.25 mm. bore by 68.25 mm. stroke = 498 c.c.; twin cylinder, two-stroke, water-cooled. Amal carburetter; mechanical oil pump.

Gearbox: Scott; three-speed; ratios 4.62, 8.12, 13.5 to 1; closer ratios available.

Frame: Triangulated in every plane and duplex throughout.

Forks: Webb, with single spring and shock absorbers. Scott forks fitted to other models.

Tank: Large readily detachable saddle tank containing 2½ gallons petrol, 3 pints oil.

Brakes: 7-in. diameter, provided with quick finger adjustments and water deflectors.

Transmission: Front chain adequately protected and lubricated, rear chain with guard over top run.

Tyres: 26-in. by 3-in. wired-on.

Price: £67 10s. With 596 c.c. engine, £70 10s. Electric lighting, £6 17s. 6d. extra.

Makers: The Scott Motor Cycle Co., Ltd., Saltaire, Shipley, Yorkshire.

avenue of telegraph poles being illuminated with a long beam of brilliant white light from the Lucas headlamp. The smooth speed and steady stability under these conditions can be compared only with travel by express train.

On another occasion, for a trial of greater severity than main road blinding provides, a difficult cross-country journey through Kent and Sussex by-ways, rough, hilly, and sinuous, was made at as high an average speed as discretion permitted. No reasonable rider would normally attempt the negotiation of such surfaces fast, yet never was the equilibrium impaired or the sense of security dissipated, whilst cornering at almost impossible angles was a positive delight.

Steep Hills Climbed With Ease.

A once-popular test hill was then tried. The Scott, however, made light of its loose stony surface and 1 in 4 gradient. Having first cautiously crept up in bottom, it was brought up again more quickly in second—effortlessly and steady as a rock. During the descent the right knee was inclined to bump against the gear lever gate, which possesses a sharp edge just where a very sensitive part of this joint impinges, but knee-grips would remove this defect, nor would it be experienced by a short-limbed rider.

The Scott engine remains fundamentally unchanged, a conventional type of three-speed gearbox is fitted, and the latest form of mechanical pump, with readily adjustable sight drip feed, delivering oil at a speed proportionate to the engine revs if once carefully set, was found to require little further adjustment, and to be unaffected by changes in atmospheric temperature. The setting, however, needs to be generous if a high-speed blind over fast roads is to be undertaken, but parsimonious for crawling through congested areas if oiled plugs are to be avoided.

The account of a test would be worthless if it contained nothing but praise. The following features seem worthy of improvement. The first is very much in mind at the moment owing to the presence of an extremely tender bruise at the bottom of the right shin. Possibly through clumsiness, but nevertheless repeatedly, when working the kick-starter, this portion of the anatomy came into contact with the end of the kick-starter spindle, which, to house the return spring, is extended well beyond the plane of the crank.

Another snag is that an unpleasant oily patch is produced on the top of the rider's right shoe if the stand is lifted with the foot. This is because its near-side leg is directly in the line of fire of the exhaust pipe. The Terry spring clip most adequately performs its function of keeping the stand up—and indirectly the rear mudguard and number plate steady—but to work it, in its position at the extreme stern, calls for

a balancing feat, and is an extra job to do each time the stand is used. If the clip were capable of holding the stand without being locked for short runs, one would not object to locking it when the time for next using it was fairly distant. Matters in this locality are not improved by the fact that the handle with which the machine is hoisted on to the stand has not enough space between itself and the mudguard to allow the rider's fingers, when clad in heavy leather gloves, to enter. All these are trifles, but in the mind of a prospective recruit to the ranks of Scott riders a trifle may easily become the nucleus of a prejudice.

On one occasion, after a failure of the motor to start at the second kick, the carburetter was flooded somewhat impatiently, with the result that the mixture became too rich and the plugs had to be taken out and cleaned of surplus juice before a start was obtained. No engine—car or motorcycle—will run on too rich a mixture, but two-strokes appear particularly prone to the failing, and it is a fair criticism to describe this susceptibility as one of the faults of a Scott.

Effortless Starting.

A completely inexperienced beginner might easily come up against this difficulty and would probably be nonplussed by the symptoms and unable to coax his engine back to life unassisted. If reasonable flooding was administered only when stone cold, the Scott engine was found to be an exceptionally easy starter, and even after a night of severe frost called for the exertion of an effort incredibly slight for an engine of nearly 500 c.c.

The gear change is silent, snappy and easy, particularly in a downward direction. Both brakes are really first class.

The petrol consumption was approximately 70 m.p.g., which would probably improve later in the life of the engine; and a maximum speed of over 70 m.p.h. was comfortably attained—this on a new machine perfectly standard in every respect.

The riding position was found to be extremely comfortable, and, combined with the effortlessness of the motor, which possesses that "Scotty" quality of always wanting to go fast, reduces the fatigue of a long journey to the minimum. The acceleration is terrific, and the silence of the engine enables it to be used without risk of incurring the displeasure of the law, for even the most bigoted of killjoys and noise-haters could not find fault with the silky drone of a Scott—a likeable machine with fewer faults than most, fundamentally, perhaps, the pioneer of a type which may some day become almost universal.

Immense strength, compact lay-out and pleasing appearance are features of this unique machine.

