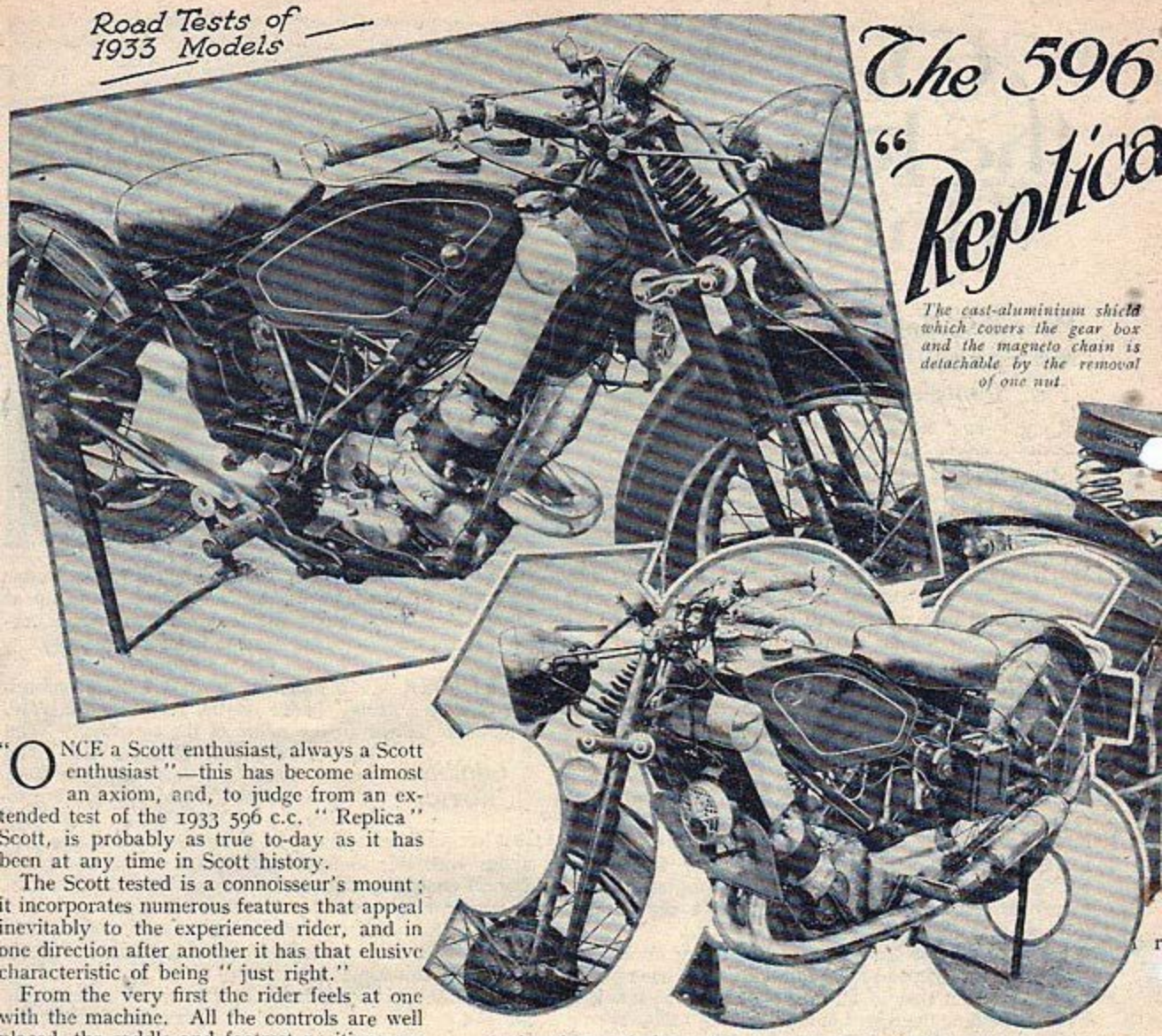
Road Tests of 1933 Models

# The 596 "Replica"



*The cast-aluminium shield which covers the gear box and the magneto chain is detachable by the removal of one nut.*

*As this photograph shows, there is plenty of steering lock. The clean design of the exhaust system will also be noted*

"ONCE a Scott enthusiast, always a Scott enthusiast"—this has become almost an axiom, and, to judge from an extended test of the 1933 596 c.c. "Replica" Scott, is probably as true to-day as it has been at any time in Scott history.

The Scott tested is a connoisseur's mount; it incorporates numerous features that appeal inevitably to the experienced rider, and in one direction after another it has that elusive characteristic of being "just right."

From the very first the rider feels at one with the machine. All the controls are well placed, the saddle and footrest positions are such that one can poise comfortably on the latter, and the handlebars, which sweep backwards and are of the touring type, provide full control both for fast road work and on rough trials going.

### Comfort on Long Runs

For comfort on runs of 200 and more miles the ends of the bars might possibly be set slightly nearer the so-called natural angle, but then, perhaps, one of the other advantages of the otherwise excellent position would be lost.

The position of the toe-operated rear brake pedal is especially good, while, to add to the confidence this bestows, both brakes were pleasantly "spongy" and very efficient. For the front brake an inverted lever control is provided; this had plenty of leverage and was, therefore, light in operation. Both brakes, incidentally, have quick adjusters, the one for the front brake very sensibly being incorporated half-way up the cable, where it is accessible and keeps reasonably clean and also serviceable.

### Simple Gear Changing

Gear changing was finger-light and delightfully simple. A perfect change, it was found, would result even if the clutch were not used—by operating the control with the fingers of the left hand and the quick-opening twist-grip throttle with the right one. All three gears were quiet, and the clutch reasonably light.

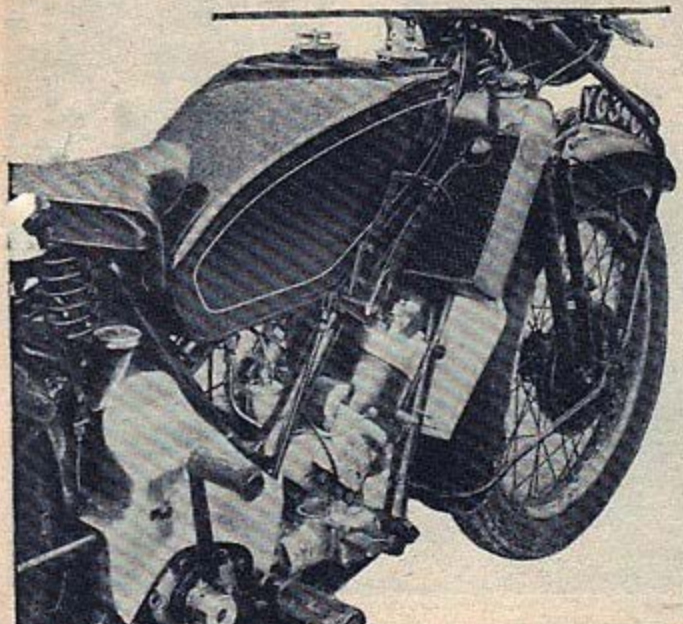
Like all two-strokes, the Scott required comparatively

# c.c. Scott

*A general view of the offside of the Scott, showing the neatness of design—not a single moving part is visible*

**SPECIFICATION**

***ENGINE:*** Scott 73 × 71.4 mm. (596 c.c.) water-cooled twin-cylinder two-stroke.
***IGNITION:*** Lucas Magdyno.
***CARBURETTER:*** Amal, quick-opening twist-grip throttle.
***GEAR BOX:*** Scott, hand-operated three-speed. Ratios, 4.18, 5.5 and 8.9 to 1.
***LUBRICATION:*** Throttle - controlled mechanical pump.
***OIL CAPACITY:*** 3 pints.
***TRANSMISSION:*** Chain, with drip-feed lubrication from separate tank.
***TYRES:*** 26 × 3.25 in. Firestone.
***FUEL CAPACITY:*** Approximately 3 gallons.
***WEIGHT:*** 364 lb. in full touring trim with petrol, oil, water and speedometer.
***PRICE:*** £93 12s. 6d. with Lucas Magdyno lighting and Scott electric horn. Smith speedometer with drive from front hub, £2 12s. 6d.



gentle treatment until it had an opportunity of bedding down. Unfortunately, the first lengthy run to be undertaken was up the Great North Road! However, it was found that the machine would cruise happily up to 50 m.p.h., but if any higher speed was indulged in one hand had to be kept upon the clutch lever to "catch the engine on the hop."

### High-speed Cruising

When the engine had bedded down the machine was cruised for mile after mile with the speedometer around the "65" mark. Except for a certain amount of vibration that was experienced at speeds over 50 m.p.h., the running of the engine was effortless. The exhaust at such speeds was the familiar yowl—loud, though, since it is a continuous noise, not outstandingly objectionable. In this connection the machine has a dual personality: at low engine speeds it will trickle along almost dead silently, and it is not until the speed in top gear (4.18 to 1) rises to over 30 m.p.h. with the throttle well open that the exhaust begins to blare.

The maximum speed attained in top gear under fair—not favourable—conditions was 82-83 m.p.h., with the rider dressed in flapping clothes and not quite right down to it. For this particular test "hot" plugs were fitted. The minimum non-snatch speed in the same gear on the plugs supplied in the engine was in the region of 12 m.p.h. Incidentally, and probably as a result of the new throttle-controlled oil pump, there was very little four-stroking when the machine was running light unless the oil was turned well on—certainly not enough to call for criticism.

Maximum speeds on the other two gears were 58 m.p.h. in bottom (8.9 to 1), and 69-70 m.p.h. in second (5.5 to 1). Acceleration from a steady 20 m.p.h. to a speed of 45 m.p.h. took 5s. in bottom gear, 7.2s. in second, and 10.2s. in top.

### On Nailsworth Ladder

An interesting point about the performance during acceleration was the way in which the engine "took the bit between its teeth" once a certain point in its speed range was reached. Suddenly, from a sucking-dove-like quiescence, it would begin to yowl. Therefore, if lightning acceleration were required in, say, bottom gear, the clutch would be slipped in order to maintain the engine revolutions above this point, and the acceleration in such circumstances was like that of a first-class T.T. mount. Cornering and handling were both particularly good, the machine holding the road well even when fast, roughish bends were rounded at sixty or more. Fore-and-aft pitching was almost entirely absent.

Starting was easy, whether the engine was hot or cold. Fuel consumption at a maintained 35 m.p.h. worked out at 62.8 miles to the gallon, while the oil consumption, with a setting arranged specifically for cruising at speeds of over 60 m.p.h., was comfortably over 1,000 miles to the gallon.

Chain lubrication is affected by means of twin drip feeds from a small tank situated beneath the saddle. This system, besides being simple, was thoroughly satisfactory except for the comparative inaccessibility of one of the taps.

During the test the machine was used for about 900 miles of main-road work and for tackling trials going in the Stroud area. Nailsworth Ladder, which is said to have a maximum gradient of 1 in 2½, and an average gradient of approximately 1 in 3½, was climbed comfortably on the 8.9 to 1 bottom gear, while on the rocks of Sandy Lane, near Cheltenham, the machine handled easily and well.

To sum up, the 596 c.c. Scott proves itself a fast, easily handled mount, with admirable brakes and a general performance that is a delight to the true enthusiast.