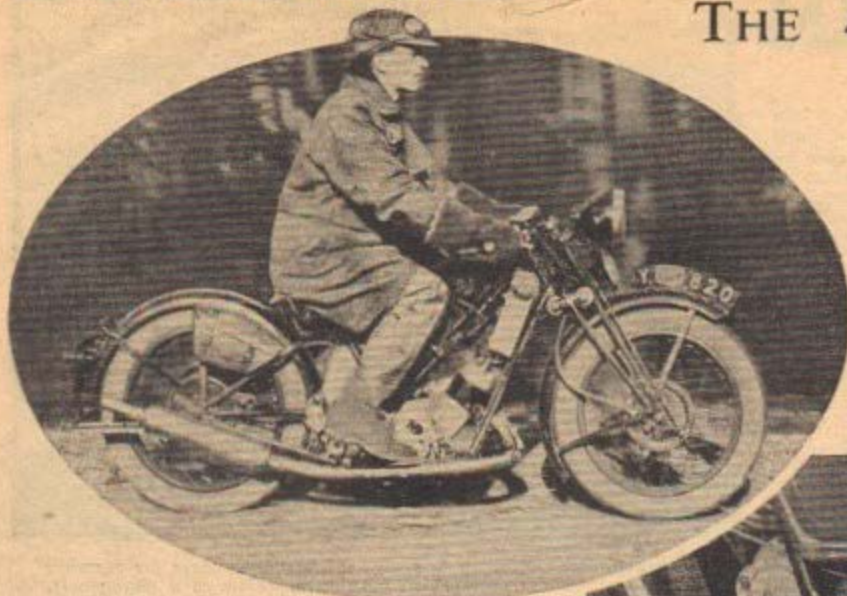


Road Tests of 1935 Models



The Scott is a handsome mount; note the clean sweep of the exhaust system and the adequate size of the silencer.

TO say that the Scott is unique is, of course, simply to repeat what has been said whenever such a machine has been the subject of discussion among motorcyclists. Scotts always have been, and the 1935 498 c.c. Flying Squirrel, which has just been tested by *Motor Cycling*, is no exception. It is essentially a modern machine, possessed of all the refinements which are to be expected in this era of progress. Yet, withal, it is truly a Scott, and a lineal descendant of the machine first produced by the late Mr. Alfred Scott some 25 years ago.

At the time of its inception, the Scott was, as it still is, a complete breakaway from accepted practice, and the fact that its essential features have, in ever-improving form, been continued successfully right up to the present time is a fine tribute to the genius of its originator and to the soundness of his ideas.

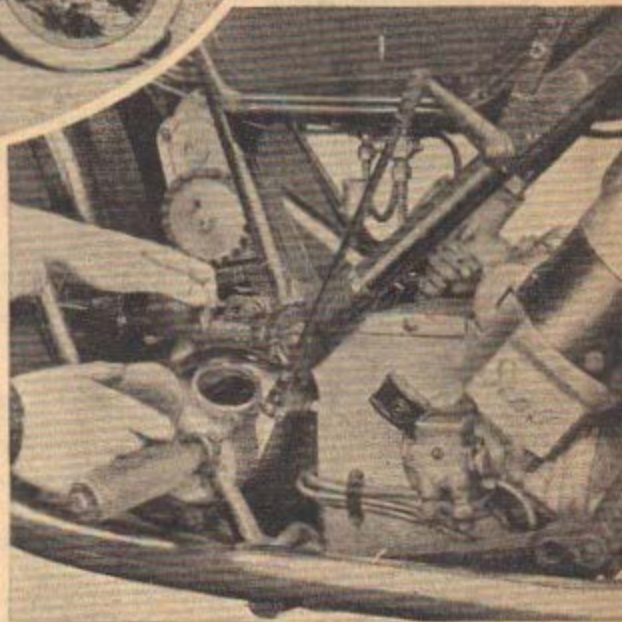
For 1935, the makers are, apart from the very interesting three-cylinder machine, concentrating on this one model only. It is, however, available with a 596 c.c. engine if so desired, at an extra cost of £3.

Fine Steering

The old, open-frame Scott was celebrated for its excellent steering and road holding. The model tested was also outstanding in these respects. Handlebars, saddle and footrests are all adjustable, so that almost any rider should be able to make himself quite comfortable. The forks, which are provided with dampers that are easily adjustable from the saddle, are well up to their work, and it was found that, for all ordinary riding, it was only necessary to tighten the dampers ever so slightly. It can be said quite definitely that the steering and road holding are of a very high order of excellence indeed. The machine could be accurately

THE 498 c.c. TWIN SCOTT

The Latest Edition
of the Famous Twin
Water-cooled
Two-stroke



An off-side view of the engine and gearbox. The accessible oil-pump and large gearbox filling orifice are valuable features. Note the new alloy cylinder head.

placed at any speed, and it was possible to bank it over to a very acute angle on bends with absolute safety.

The steering damper was certainly not necessary at speeds below 40 m.p.h., nor, for that matter, was it required at speeds over that figure, although a slight damping effect was advantageous when riding fast over rough sections of road. Care had to be taken to adjust the shock absorbers correctly for fast road work, otherwise a certain amount of fore and aft pitching was noticeable. With the dampers correctly adjusted, however, the model held the road beautifully at all speeds. Several long journeys were undertaken at very respectable average speeds, and the tester was as fresh at the conclusion of each run as when he had started.

For rough riding also the machine inspired confidence. It has ample ground clearance (5 ins.) and

FLYING SQUIRREL

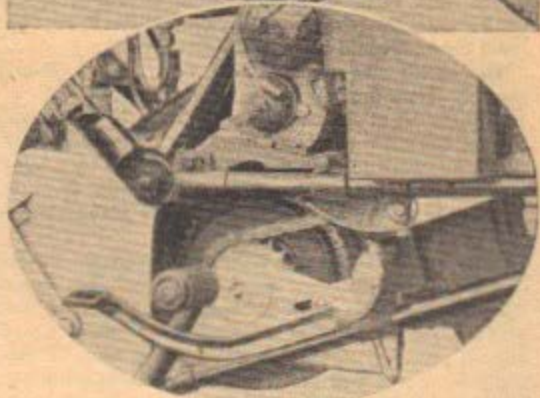
steered to a hair on rocky outcrops, even when they were coated with mud. Never was there any tendency for the machine to "take charge."

For 1935, the Power Plus Replica type engines, with which all the twin-cylinder Scotts are equipped, have massive alloy cylinder heads as a standard fitting. Provided the power unit of the machine tested was allowed to turn over reasonably fast, it was exceedingly smooth and furnished that fascinating flow of power for which the Scott is so justly noted. And it certainly had all the urge one could wish for. The acceleration was nothing short of stupendous. If the throttle were suddenly jerked wide open in either bottom or second gear the rider had to hang on tightly to the handlebars to prevent himself making a hasty departure over the rear mudguard. Even so, the smooth and sudden surge of power was very exhilarating. Almost equally fascinating was the exhaust note, which is so beloved by Scott enthusiasts. As the revs, mounted higher and higher, its familiar "howl," as it is known, changed its note in unison.

High Cruising Speed

The maximum speed of the Scott in top gear (4.62 to 1), over a measured quarter-mile of well-surfaced level road, was 78 m.p.h. (4,800 r.p.m.). In second gear (6.16 to 1) its highest speed was 61 m.p.h. (5,100 r.p.m.). The engine, incidentally, had a thick compression plate between the cylinder block and the detachable head—a standard fitting. With this removed these speeds would be approximately 5-8 m.p.h. higher in each case.

It was possible to cruise at 68-70 m.p.h. indefinitely,



(Top) Showing the smooth and easily cleaned exterior and the accessible crankcase inspection cover-plate. The lower picture shows how the gearbox outtrigger bearing is easily got at after the aluminium cover-plate has been removed. The magneto contact-breaker and large battery are both well placed for examination.

and at no time did the engine show the slightest signs of overheating. In fact, only once during the test was it necessary to add any water to the radiator, and then only a very small quantity was required to bring the level to the top of the overflow pipe. Petrol consumption worked out at 70 m.p.g., and oil at 800 m.p.g.

In traffic, the Scott would tick over at surprisingly low speeds without any tendency towards four-stroking—one of the bugbears of two-strokes in the past. The engine was also an easy starter. When cold, provided the carburetter was liberally flooded, two or, at most, three kicks would always set things working. When warm the flooding could be omitted. Mechanically, the Scott was very silent, and apart from a slight oiliness around the exhaust manifold it was commendably oil-tight, there being no leakages whatsoever.

An Easy Gearchange

The Duplex oil pump could be adjusted from the saddle and the feed was easily visible when the machine was in motion.

The gearbox, which provides three speeds and is an exceedingly fine piece of work, ran with exemplary silence. It is provided with an unusually large and accessible orifice for filling-up purposes. The hand gear change, which is mounted in a gate at the side of the tank, worked easily, and it was next to impossible to miss a gear. When changing up the customary



Essentially a "go-anywhere" mount, the Flying Squirrel proved itself as docile and pleasant to ride off the beaten track as it was on the open road.

The 498 c.c. "Flying Squirrel" Scott—Brief Specification

Engine: Twin-cylinder Scott, water-cooled two-stroke, bore 66.6 mm., stroke 71.4 mm., 498 c.c. Alloy cylinder head; mechanical pump; lubrication with twin adjustments, roller bearings throughout; Amal downdraught carburettor.

Transmission: Via Scott three-speed gearbox, hand controlled. Standard ratios: 4.62, 6.16 and 9.9. Wide ratio box provided if required, at no extra charge.

Frame: Special Scott Duplex throughout. Forks with single centre compression spring, hand-adjusted shock absorber and steering damper.

Handlebars: Adjustable semi-sports. Clutch and ignition control on left

bar, twist-grip throttle, front brake and air control on right bar.

Wheels: Fitted with 26-in. by 3.25-in. Goodyear tyres. Taper-roller bearings to rear hub, ball bearings to front hub.

Brakes: Front, 7 ins. diameter; back, operated by left toe pedal, 8 ins. diameter.

Tank: Steel tank built in one unit with quickly detachable top frame tube and finished in Scott black and purple. Capacity 2½ gallons, separate unit oil container, capacity 3 pints.

Weight complete, 316 lb.

Dimensions: Overall length, 84 ins.; width, 30 ins.; wheelbase, 56 ins.;

ground clearance, 5½ ins.; saddle height, 27½ ins.

Price, complete with Lucas Magdyno lighting, £75.

Extras: 596 c.c. engine, £3. Electric horn, £1 10s. Speedometer (internal drive, front wheel), £2 18s. 6d. Luggage carrier, £1 5s. Twin toolbag, 10s. Spring-up rear stand, 15s. Licence holder, 2s. Pillion rest, 7s. 6d. Pillion seat, 12s. 6d. Leg shields, £1 1s. Chain oiling, 17s. 6d. Foot-change to gearbox, £3 10s.

Makers: Scott Motor Cycle Co., Shipley, Yorks. **Sole concessionaires:** Scott Motors (Sales), Ltd., 78, Charlotte Street, Tottenham Court Road, London, W.1.

procedure was to close the throttle momentarily and, at the same moment, give the gear lever a flick with the left hand, ignoring the clutch altogether. Perfect and rapid changes could be made in this manner.

The clutch was excellent and very smooth, though possibly just a thought heavy in operation.

Adjustment of the chains on the Scott is quite easily carried out after the removal of the aluminium plates which are fitted to each side of the machine by a single bolt apiece. The gearbox is provided with the usual drawbolt adjustment, and this is most accessible. It also has a very large oil-filling orifice.

A refinement is the provision of an outrigger bearing for the driving sprocket on the gearbox. The engine driving sprocket is, in accordance with the usual Scott practice, placed between the cranks. A sensibly sized oiler is provided for the magneto chain, and all these components are well protected. The transmission, as a whole, was very smooth, and the only mechanical noise that could be detected was a slight chain swishing. The gear ratios are well chosen, though the engine rarely called for the use of bottom.

Lighting is by a 6-volt Lucas magdyno set. The large-size battery is accessibly mounted and the magdyno was well up to its work. The charging rates, taken at a road speed of 40 m.p.h., were, "Charge" 4 amps., "Head" 3 amps., "Dim" 6 amps.

Full marks must be given to the brakes, both of which were very smooth and powerful. They are not interconnected, but the rear pedal and front hand lever could, in any ordinary circumstances, be slammed on as hard as the rider wished with a most satisfyingly and rapid deceleration of the machine's rate of progress. Used together they would bring the machine to rest in 35 ft. from 30 m.p.h.

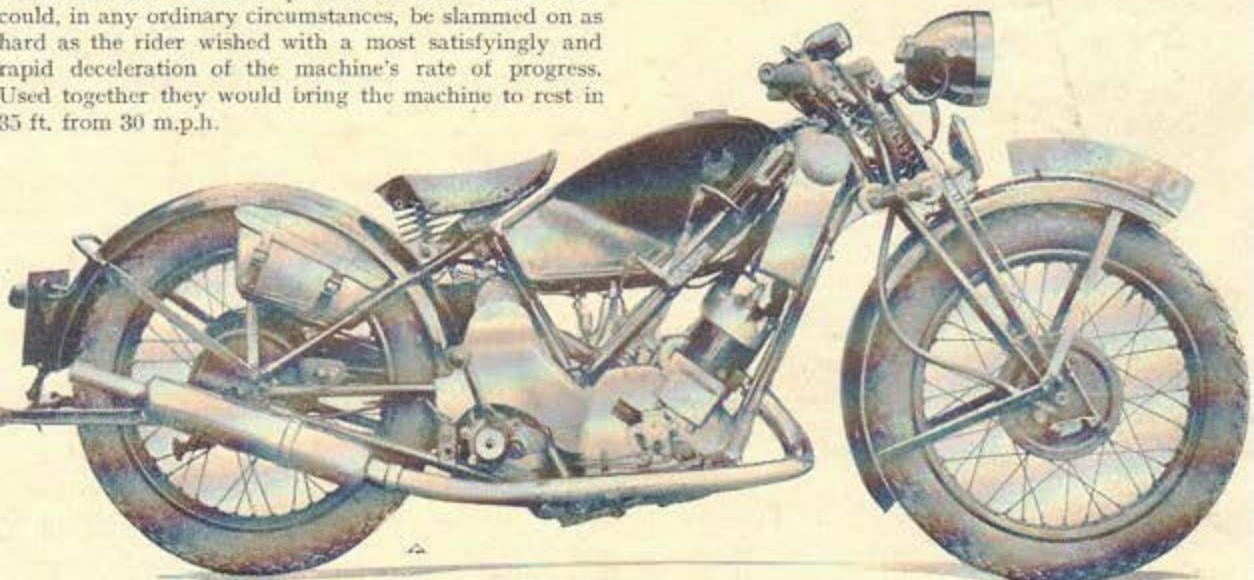
The mudguards fit close to the tyres, and although the roads were mainly dry throughout the test, there is no doubt but what they are adequate protectors of machine and rider against any mud and water on the road.

The general appearance and finish of the machine are very fine indeed, the handsome black and purple of the tank being well set off by the aluminium transmission covers and chromium-plated exhaust system.

A tool box of reasonable size is provided and is secured to the off-side chain stays. The tools were of good quality and adequate for all repair work which is normally carried out by the rider. A grease gun is provided and accessible nipples are placed at all points requiring attention.

A fine machine, with a fascination all of its own, and one that should give long and trouble-free service. Its price is £75 plus extra for an electric horn and speedometer.

The Scott is insurable under a *Motor Cyclist* policy at the following rates: Solo, London Postal Area and Glasgow, fully comprehensive, £11, third party only, £4 5s, London Metropolitan Police Area (excluding the Postal Area) and County of Lancashire south of the River Ribble, comprehensive £9 10s., third party only, £3 12s. 6d. Other districts, comprehensive, £9 10s., third party only, £3. Where a sidecar is permanently attached to the machine, the above premiums are reduced by 40 per cent.



With its well-protected moving parts and adequate ground clearance, the Scott is a really practical mount for all kinds of going, and sells for £79 8s. 6d. as above with electric horn and speedometer.