

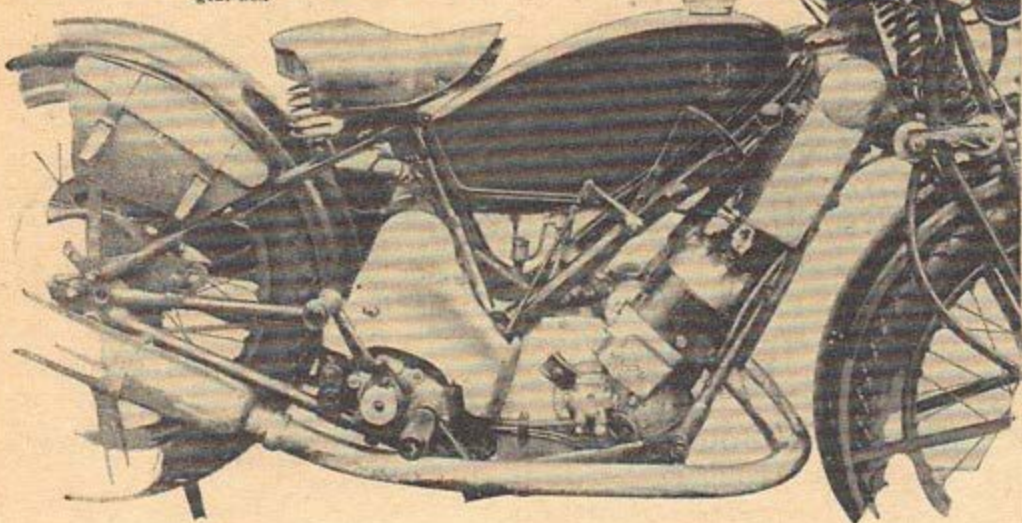
## Road Tests of 1935 Models

# The

# 498

# C.C.

The new Scott has a detachable aluminium-alloy cylinder head. Underneath the petrol tank can be seen the lubricator for the magneto chain. A cast aluminium shield partially covers the gear box.



**I**N many respects a vertical-twin two-stroke engine is similar to a four-cylinder four-stroke. The two engines have the same torque, and there is also the same smooth flow of power.

Possibly it is in this and the absence of mechanical noise that the fascination of a Scott twin two-stroke lies. The latest model to be tested is the 1935 498 c.c. Flying Squirrel, fitted with the new detachable aluminium-alloy cylinder head. It is possibly even more fascinating than its predecessors, because it is more docile, more flexible, and faster.

All the controls of the Scott are well placed, while the relation of the saddle to the handlebars is such that a long run can be accomplished without any after-effects. One small criticism can be levelled at the saddle, which is so mounted that it is impossible to prevent the nose pointing upwards.

### Easy Starting

Starting at no time called for great effort. The engine could always be started first kick without getting off the saddle—even when cold, provided the engine had been choked by a hand across the air intake when the machine was last used. However, when the engine was cold it was advisable to flood the carburetter.

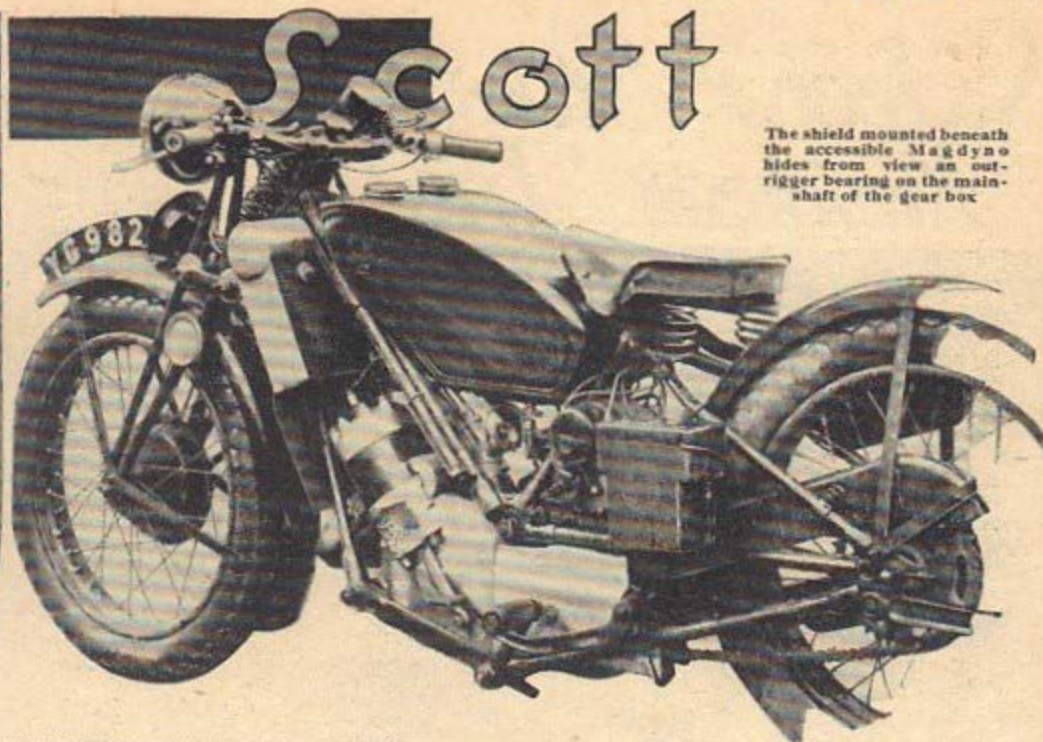
For a two-stroke engine the tick-over was excellent. On light throttle, four-stroking ceased at speeds above 25 m.p.h. in top gear. Below this speed the engine would fire smoothly and evenly, provided it was being gradually accelerated. Actually, it was possible to throttle down to 10 m.p.h. in top gear, and slowly to increase the speed without a trace of snatch from the transmission. At no time would the engine knock. A

series of tests showed that the machine accelerated considerably better if the throttle was opened gradually rather than suddenly. In top gear (4.62 to 1) the Scott accelerated from 20 m.p.h. to 45 m.p.h. in just under 9s., while in second gear (6.16 to 1) the best time was 7s.

One of the best features of this fascinating machine was the gear box. Although a hand control is fitted, it is so placed that a change can be accomplished almost as quickly as with a foot control. Regardless of engine revolutions, the gears appeared literally to fall into mesh. A magneto cut-out button is mounted (rather awkwardly) on the handlebars, and if this is used there is no need to shut off the throttle or to use the clutch when changing up at speed. The clutch was light and easy to operate, but when starting off from a standstill it was inclined to be a trifle jerky while taking up the drive.

Either on the open road or in the traffic of London the Scott was a pleasure to handle. The new silencer is such that the exhaust note is practically inaudible at speeds below 25 m.p.h. Above this speed the typical angry hum of the make can be heard, but very much more subdued than in the past. The only mechanical sounds that reach the ear are those slight noises from the chain transmission.

The handling of the machine at speed was admirable on both dry and wet roads. Even at the maximum speed of 77 m.p.h. in top gear, the steering damper was unnecessary, while the fork action was ideally suited to the machine. The maximum speed reached in second gear was 65 m.p.h., while 43 m.p.h. was the best figure in bottom gear. On a long run 60 m.p.h. could be maintained indefinitely. As a precautionary measure a



A mud shield beneath the radiator effectively keeps the engine unit free from water and dirt in bad weather

generous oil setting was given for high speeds, and this noticeably affected the two-stroking qualities of the engine on light throttle at low speeds.

Cornering was excellent, though at low speeds the steering was slightly on the heavy side. Road holding was another commendable feature of the Scott, there being practically no tendency for the rear wheel to hop over rough roads.

When it is borne in mind that a two-stroke engine, with the throttle closed, offers little or no resistance to a coasting machine, the front brake of the Scott, although quite up to ordinary standards in the matter of power was barely in keeping with the machine. Both back and front brakes were light in operation, though the application of the former was a trifle uneven.

The coasting properties of the Scott in top gear must be likened to a free-wheel clutch, and provide a most exhilarating feeling, for the machine is then practically silent and glides along almost as if in neutral.

#### Hard Driving

The fuel consumption at a maintained 35 m.p.h. was 76.4 m.p.g., while the oil consumption, with the pumps set for reasonably fast road work, amounted to just on 2,500 m.p.g.

Although the machine was practically new it was driven hard throughout the test, yet at no time did it show signs of tightening up—a fact which speaks well for the water-cooling system. It might be added that the engine never gave signs of being over-worked—the contrary, it revelled in hard driving.

The mudguarding amply protected the rider and machine from mud, while at the end of the test there were

no signs of oil leakages. It should be emphasised that stout cast-aluminium shields protect the gear box at the clutch, while there is also a shield under the duplex cradle open-type frame. The result is that all working parts, except the rear chain, are hidden from view and therefore, protected from grit and dirt. To lubricate the centrally disposed magneto chain a small oil feed is mounted on the chain case.

#### A Fascinating Machine

The rear stand, which is of the clip-up type, lifts the rear wheel nearly six inches off the ground. With the machine weighing nearly 3 cwt. this calls for considerable physical effort and a certain amount of knack. It is, however, a very small point when considering such a fascinating machine. Once a Scott owner, always a Scott owner is a familiar saying, and there is no doubt that to judge from the machine tested the 1935 version of the make is better than ever.

#### SPECIFICATION

**ENGINE:** 66 × 71 mm. (498 c.c.) twin-cylinder, water-cooled, two-stroke Scott.

**LUBRICATION:** Mechanical, with adjustable duplex pump.

**CARBURETTER:** Amal, with twist-grip throttle.

**IGNITION:** Lucas Magdyno.

**GEAR BOX:** Scott three-speed with hand control. Ratios, 4.62, 6.16, and 9.9 to 1.

**TRANSMISSION:** Chain,

with outrigger bearing to gear box mainshaft.

**TYRES:** Goodyear 26 × 3.25 in.  
**FUEL CAPACITY:** 2½ gallons.

**OIL CAPACITY:** 3 pints.  
**WEIGHT:** 318 lb. (equipped with lighting, horn and speedometer).

**PRICE:** (including electrical lighting) £75.

**MAKERS:** Scott Motor Cycle Co., Shipley, Yorks.