

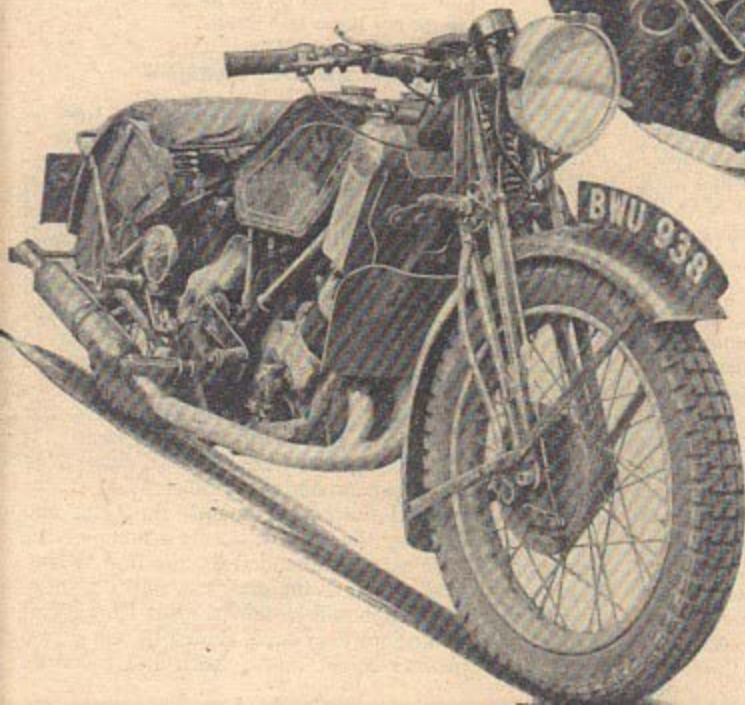
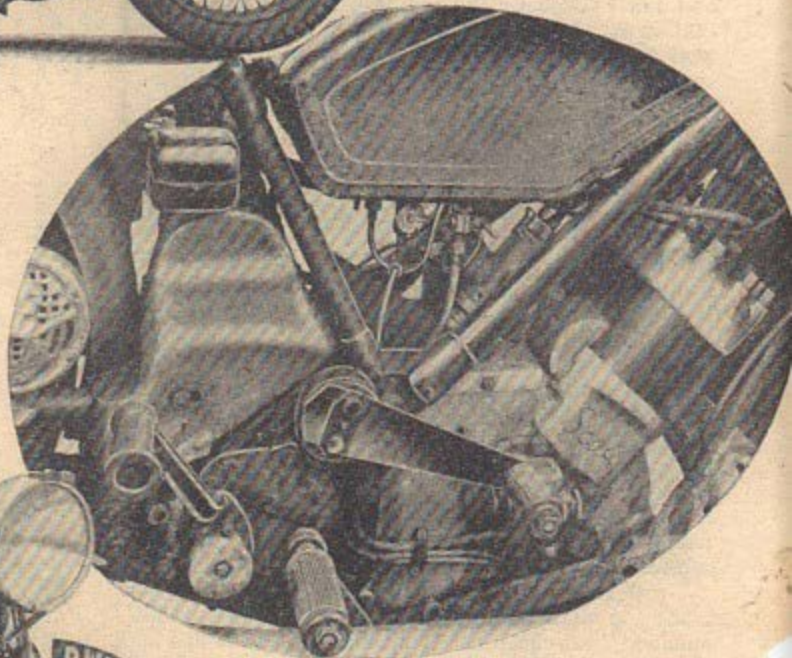
# The 498 c.c.



The 1937 "Flying Squirrel" Scott retains the sporting lines of its predecessors

(Right) A positive-stop foot-gear change is now standardised on the Scott. The adjustable oil-feed under the tank is for the chains. Neatly mounted below the saddle is the voltage control unit, a new feature

(Below) This view of the Scott shows the shield protecting the engine from mud and water, and also the hollowing of the sides of the petrol tank



**E**VER since 1908, when the first twin-cylinder Scott was produced, Scott machines have attracted enthusiasts because of the delightful way in which the engine produces its power. The basic design of the 1937 498 c.c. Scott engine is the same as the 1908 model, and with the design has been retained all the charm that has made the name of Scott famous throughout the motor cycle world.

The outstanding characteristic of this unique engine is its remarkable smoothness. So smooth was the engine of the model tested that it was only by gross maltreatment that the transmission could be made to snatch—the engine never complained. In top gear (4.62 to 1), the usable range of speed was from 10 m.p.h. to very nearly

# Scott "FLYING SQUIRREL"

80 m.p.h., and throughout this range not a trace of vibration could be felt from engine or transmission. In traffic, the lower gears were only required when getting away from a standstill, and top gear could be engaged almost as soon as the model was on the move.

But the makers of the Scott do not claim that the machine is an ideal hack mount, and, in truth, the real charm of the Scott lies in its performance on the open road. Speeds of 60-65 m.p.h. are as effortless as could be wished with this "Flying Squirrel," partly because of its almost uncanny smoothness and partly owing to the entire absence of mechanical noise. Throughout the Scott's range the only sounds that could be heard were the swish of the chains and the hiss of the air intake blending pleasantly with the delightful drone from the exhaust.

## Top-gear Performance

Maximum speeds attained in the intermediate gears were second (6.16 to 1), 67 m.p.h., and bottom (9.90 to 1), 42 m.p.h. In top, the mean timed speed over a quarter-mile was 78 m.p.h., this speed being attained, of course, with the rider streamlining himself as much as possible.

Since the machine pulls a fairly high top gear, the acceleration from 15 to 30 m.p.h. in this gear was not extremely rapid, but higher up in the speed range the acceleration of the Scott is excellent. The fact that a speed of 66 m.p.h. was reached in a quarter of a mile is a true indication of the model's accelerating powers.

At hill-climbing the Scott excelled. The model held its speed particularly well on main road hills, and one hardly noticed that a three-speed, and not a four-speed, gear box is fitted. One of the very useful features of this excellent top-gear performance is that after slowing down for bends or traffic the cruising speed can be quickly regained. Thus high average speeds are easy to maintain, and over long distances the effortless ease of driving the model was fully appreciated by the rider.

This feeling of ease would be even more apparent if the riding position of the machine could be adjusted to suit tall riders. For a rider of normal stature, the riding position is extremely comfortable, but for long-legged individuals, the range of footrest adjustment is insufficient. The positioning of the various components—saddle, footrests, and handlebars—is particularly well suited to fast road work, and aided by the unique hollowing of the petrol tank, the rider is able to clamp himself on the machine without the aid of knee-grips.

The controls on the handlebars are all well placed and pleasant in use. The clutch was light and smooth, and gear-changing with the three-speed box was a delightful operation. The Scott gear box has long been renowned for the ease with which its gears engage, and now that a positive-stop foot-change is fitted, extremely rapid changes can be made.

On the near-side of the machine is the long rear brake pedal, which is situated conveniently under the rider's

## PERFORMANCE DATA.

Gear.	Maximum Speeds.	Acceleration.	
		15-30 m.p.h.	20-50 m.p.h.
First (9.90)	42 m.p.h.	3 secs.	—
Second (6.16)	67 m.p.h.	54 secs.	97 secs.
Top (4.62)	78 m.p.h.	81 secs.	154 secs.

Speed attained over  $\frac{1}{4}$  mile through gears from standing start: 66 m.p.h.  
Braking from 30 m.p.h. in top gear: 39ft.  
Fuel consumption at a maintained 40 m.p.h.: 65 m.p.g.  
Minimum non-scratch speed in top gear: 10 m.p.h.

left toe. Both brakes were smooth and delightfully "spongy" in use. The rear brake was excellent under all conditions, but for really fast work a little more power in the front brake would have been desirable.

The steering and road-holding of the Scott were of a high order. Although a large section front tyre was fitted, the steering was light at low speeds and positive at high cruising speeds, and only when approaching the maximum was the steering damper brought into use. On rough roads, the rear wheel had a slight tendency to hop, but at no time was this tendency bad enough to disconcert the rider, even when tackling twisty and bumpy roads. The cornering of the "Flying Squirrel" was extremely good, and permitted high-speed "curve-swerving", with perfect safety.

A magneto cut-out is part of the Scott's standard equipment; its correct use is for stopping the engine with the throttle open, and when this is done, starting from cold is a simple matter. The lubrication system of the Scott is, of course, of the plain mechanical pump type, and as the machine was new a generous oil setting was given. Nevertheless, over a fairly large mileage the oil consumption worked out at approximately 800 m.p.g. Petrol consumption at a maintained 40 m.p.h. was 65 m.p.g.

One feature of the Scott that can be criticised is the rear stand, which is of the old-fashioned clip-up type. It requires a long and hearty pull to get the machine up into position. Other than this small feature, there is little to criticise, and it may be said that the Scott provides high-speed motor cycling with a smoothness that cannot fail to delight every owner.

## SPECIFICATION

**TYPE:** Flying Squirrel.  
**ENGINE:** 66.6 mm. x 71.4 mm. (498 c.c.) water-cooled, twin-cylinder, two-stroke Scott.  
**CARBURETTOR:** Amal, with quick-action twist-grip.  
**GEAR BOX:** Scott three-speed with foot control.  
**TRANSMISSION:** Chain.  
**IGNITION:** Lucas Magdyno.  
**LIGHTING:** Lucas 6-volt, with voltage control.

**FUEL CAPACITY:** 3 gals.  
**TYRES:** Dunlop "Universal" 3.25-19 (26 x 3.25 in.).  
**GROUND CLEARANCE:** 5 ins.  
**WEIGHT:** 391 lb. in full touring trim.  
**PRICE:** £80 (with full electrical equipment and speedometer).  
**MAKERS:** Scott Motor Cycle Co., Shipley, Yorks.