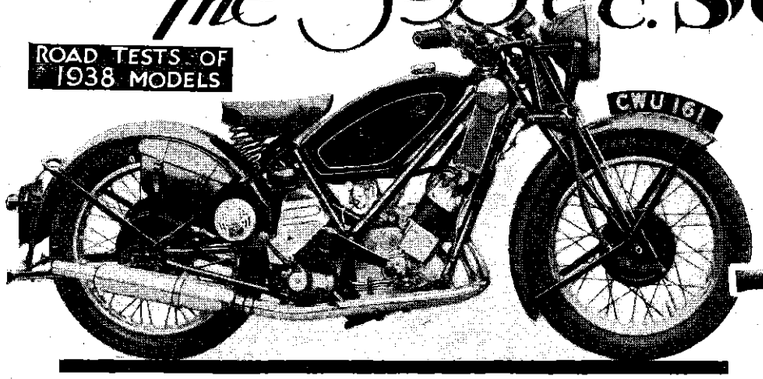
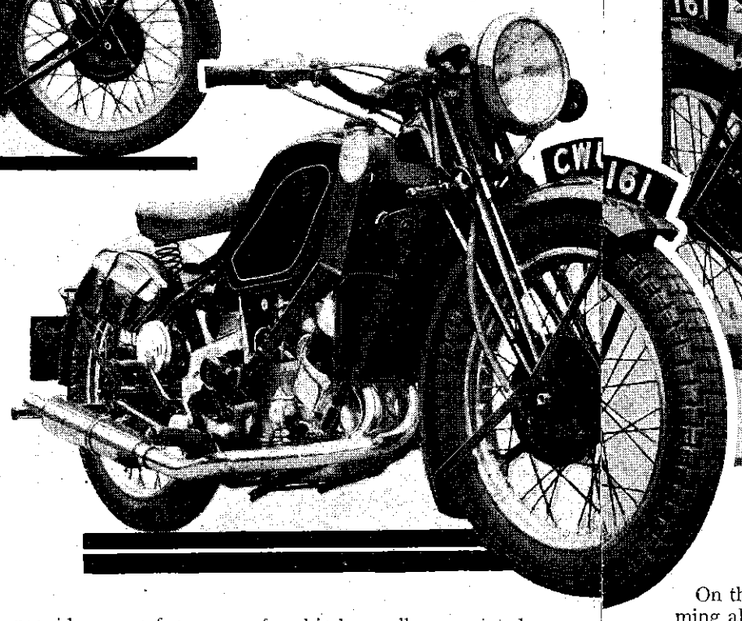
The 596 c.c. Scott

ROAD TESTS OF 1938 MODELS



(Left) There is little about the "Flying Squirrel" to suggest that it is a "six-hundred." The twin-cylinder water-cooled two-stroke engine is housed in a sturdy, open duplex-cradle frame

(Below) Mounted in front of the machine is a neat shield, which effectively prevents mud and water reaching the engine



IT is easy to understand the fascination that a Scott motor cycle holds for many enthusiasts, for it has a charm entirely its own.

The model under review is a 596 c.c. Scott "Flying Squirrel." It has the well-known twin-cylinder two-stroke engine inclined forward in a sturdy, open duplex-cradle frame. And the three-speed Scott gear box is fitted with positive foot-change.

While the riding position is comfortable, it is not entirely suitable for the speed of which the machine is capable. This is due in part to the somewhat forward position of the saddle in relation to the handlebars. The latter tend to be of the "upswept" type.

Nine times out of ten the Scott would start on the second or third dig at the kick-starter. From cold, a sure start could be obtained with this particular model by turning the engine over once or twice with the magneto cut-out button in operation, the throttle being half open and the air lever closed. After releasing the cut-out and closing the throttle, a brisk dig at the kick-starter would provoke immediate response from the engine.

A Joy to Ride

At idling speeds—the Scott had an unusually good tick-over for a two-stroke—the exhaust was a trifle noisy. Curiously enough, the chains and carburettor were also distinctly audible. But once under way the Scott was a joy to ride.

The engine pulls sweetly and smoothly, after the manner of a four-in-line. Firing impulses normally felt by the rider at low engine speeds are conspicuous by their absence. The surge of power is utterly smooth and delightful to experience.

From 10 m.p.h. in top gear the acceleration is gentle. At 20 m.p.h. it becomes noticeable, and above 30 m.p.h. the Scott will, if given the chance, take the bit between its teeth. Yet all this can be accomplished without a trace of snatch or pinking.

A three-speed gear box is fitted, but, except for starting, top gear is the only one that need be used for pottering. On the other hand, the second ratio (5.5 to 1) provides a performance of a kind usually associated with the third gear of a four-speed box.

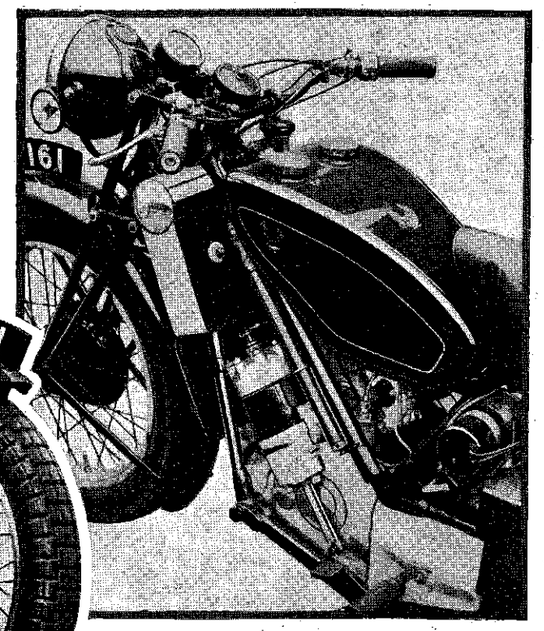
While bottom gear, which is 8.9 to 1, is very high by four-stroke standards, it is sufficiently low to enable this 596 c.c. two-stroke twin to restart on a 1-in-4 gradient. The machine is on Jekyll and Hyde lines, and the gear ratios are adequate—indeed, excellent—for all normal riding conditions. How excellent they are will be gathered from the performance figures that follow.

The machine is capable of a speed of 72 m.p.h. in second gear, but the useful acceleration tails off noticeably after 65 m.p.h. In bottom gear the machine attained 51 m.p.h., although in this ratio and at that speed the engine was being grossly over-revved.

Maximum Speed

In top gear, the mean speed of four runs timed over the quarter-mile in both directions was 79.5 m.p.h., with a best one-way run of 83 m.p.h. There is no doubt that had special sparking plugs been fitted for these timed runs an even better figure would have been obtained. As it was, on two runs the engine showed signs of pulling-up.

"Flying Squirrel"



Slightly "upswept" handlebars are fitted to the 596 c.c. Scott. The forwardly mounted radiator merges inconspicuously into the general lines of the machine

On the road the Scott is completely happy when humming along at a steady 65 m.p.h. At this speed—or, in fact, at any speed—it is difficult to feel the engine, and it is impossible, without turning the head and listening to the exhaust note, to realise or sense the engine revs.

Because of the somewhat high gear ratios, the figures in the performance table do not give quite a true picture of the Scott's acceleration.

If 30 to 50 m.p.h. were one of the speed ranges standardised in the performance table, or 30 to 60 m.p.h., the machine would show up in an even better light. Nevertheless, the figures obtained are above the usual standard. From a standing start, using all three gear ratios, a speed of 69 m.p.h. was attained at the end of a quarter-mile.

A characteristic of the Scott is its ability to climb main-road hills in top gear at slow speeds, for the engine develops surprising power at low revs.

The steering was well up to Scott standards. It was light and extremely positive; one could always feel exactly where the front wheel was going. On the other hand, on corners the tail was apt to wag a trifle. This was at first a little disconcerting, but confidence was soon gained and this trait forgotten.

The riding position is excellent for low-speed work—in restricted areas and for traffic riding generally—and for ordinary, as opposed to very high-speed, touring. And the machine gives an almost uncanny feeling of stability at low speeds. Few motor cycles afford their riders such a high degree of confidence on greasy roads.

As with most two-strokes, the engine provides little braking effect when the throttle is closed, and it is therefore satisfactory to record the excellent braking figure of 29ft. from 30 m.p.h. in top gear. The brakes are delightfully "spongy" in action.

One of the outstanding features of the Scott is the gear box, which can be misused with the certain knowledge that the desired ratio will be selected regardless of the throttle setting. The actual gear change was a trifle heavy, and required more than a flick of the toe. However, this is a very small point when one considers the many outstanding features of a delightful and fascinating machine.

To sum up, the 596 c.c. Scott proved a lively thoroughbred with first-class traffic manners. There is an effortlessness about its performance which is exceptional, and allied with these characteristics is braking that proved just about perfect. Other features are in keeping: a good driving light, a fuel tank so shaped that it goes comfortably between the rider's knees, the speedometer mounted where it can easily be read, and a saddle position that obviates "tank-top cascades." The fuel consumption at a maintained 40 m.p.h. was 64 miles per gallon.

PERFORMANCE DATA.

Gear.	Maximum Speeds.	Acceleration. 15-30 m.p.h.	Acceleration. 20-50 m.p.h.
First (8.90)	51 m.p.h.	3½ secs.	8⅘ secs.
Second (5.50)	72 m.p.h.	5 secs.	8⅗ secs.
Top (4.10)	*79.5 m.p.h.	8½ secs.	13⅗ secs.

* Mean speed of four timed runs over the quarter-mile.

Speed attained over ¼-mile through gears from standing start: 69 m.p.h.
Braking from 30 m.p.h. in top gear: 29ft.
Fuel consumption at a maintained 40 m.p.h.: 64 m.p.g.
Minimum non-snatch speed in top gear: 12 m.p.h.

SPECIFICATION

TYPE: Flying Squirrel.
ENGINE: 73 mm. × 71.4 mm. (596 c.c.) water-cooled, twin-cylinder two-stroke Scott, with detachable cylinder headblock.
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.
GROUND CLEARANCE: 5in.
WEIGHT: 382 lb. in full touring trim.
PRICE: £80 (with full electrical equipment and speedometer).
MAKERS: Scott Motor Cycle Co., Shipley, Yorks.