



The 596 c.c.  
Twin Two-stroke  
1939

## SCOTT "CLUBMAN'S SPECIAL"

A Delightful Machine Capable of  
Effortless High-speed Cruising

ONE of the high-spots of the 1938 Show was undoubtedly the appearance on the Scott stand of the very sporting Clubman's Special model with a guaranteed speed of over 90 m.p.h. It is a machine which definitely comes into the de luxe class, and after an extended test of just on 2,000 miles the tester can find little room for serious criticism.

The machine has been designed for the Scott enthusiast who demands "that little extra something," and in consequence many little refinements calculated to give additional performance are incorporated. A specially bench-tested engine is used, the internals of which have been highly polished and carefully assembled. Slight modifications have been carried out to the transfer ports, and the Amal carburetter is of the large-bore racing pattern.

So far as the lubrication system is concerned, this has been considerably modified, and two duplex pumps are carried, one on each side of the crankcase. The pump on the right-hand side feeds the main and big-end bearings and that on the left deals with the cylinder wall oiling.

Other features of the specification include a combined four-gallon fuel tank and half-gallon oil tank, both with quick-opening filler caps. The chain oiling is dealt with from a separate tank on the off-side backstay, not from the main supply, as on the standard jobs.

Starting was nearly always a first or second kick matter, even when the engine was quite cold. With the ignition and air

levers in, respectively, the retarded and closed positions and the carburetter flooded, the engine was given a couple of "sucking-in" kicks with the throttle closed; then, with the twist-grip turned a little, an easy kick usually had the desired result. After a few moments' running to allow the engine to warm up, the ignition could be advanced and the air control opened. When warm, no flooding was necessary and the "sucking-in" procedure could also be dispensed with.

The gearbox is very pleasant to use and the pedal is easily adjustable for height. It was noticed, however, that on several occasions when changing from bottom to second the ratio was missed and a false "neutral" was found. In the lowest ratio it was possible to reach 50 m.p.h.; in second, 71 m.p.h.; and in top, 92 m.p.h., so it will be readily seen that there is ample range of speed in any gear, particularly as the engine could accelerate easily from 30 m.p.h. in top. Considering the fact that it is designed for fast motoring, the pulling power of the motor at low revs. was good and the unit was pleasantly free from four-stroking when running free.

When the machine was taken to Brooklands for the speed figures to be obtained, the conditions were not by any means favourable for fast motoring. A strong breeze was blowing in the rider's face down the Railway Straight and the maximum was greatly reduced thereby. Notwithstanding this, a speed of 81.8 m.p.h. was recorded—a most satisfactory result. With the wind

in a more favourable direction the best quarter speed was 91.8 m.p.h., which gives a mean speed of 86.8 m.p.h.

There is room for improvement in the handling of the Scott over the bumps of Brooklands. Above 60 m.p.h. it seemed rather light and, as the speed increased, the rider's sense of control lessened slightly. In all fairness, it must be explained that it is the tester's opinion that the mounting of the head lamp was largely responsible for this complaint. This component is held at a considerable distance ahead of the forks on unusually long arms and the unsprung weight, so far out in the front, tends to have a distinct pendulum effect.

At ordinary cruising speeds the steering was delightful; the machine could be ridden at below walking pace perfectly steadily and high-speed curve-swerving was a very pleasant pastime. The rear wheel seemed inclined to "step-out" when the model was banked well over on fast bends, but this characteristic never caused any anxious moments, as the front end always stayed put in a manner which inspired the greatest confidence.

The brakes were good, particularly the rear one. The front stopper could be improved if the lever were a little longer and curved to bring it more easily within reach. They were, nevertheless, always up to their job and were smooth and progressive. Although the rear wheel could be locked, this could never be done accidentally.

### BRIEF SPECIFICATION

**Engine:** Monobloc Scott twin two-stroke; 73 mm. by 71.4 mm.—596 c.c.; water-cooled; detachable alloy head; twin-float-chamber Amal down-draught carburetter; ignition by Lucas Magdyno; lubrication by twin duplex mechanical pumps with sight-feeds and separate supply to cylinder walls; cooling by thermo-siphon system with large cell-type radiator.

**Frame:** Duplex triangulated; girder-type spring-up rear stand; central bolt-up auxiliary stand; girder pattern, central spring type front forks incorporated twin adjustable shock absorbers and steering damper; 5-in. central ribbed mudguards.

**Transmission:** Via Scott constant mesh three-speed gearbox; ratios, 4.10, 5.50 and 8.90:1; enclosed positive stop foot operation; 1/2 in. by .305 in. central primary chain and 5/8 in. by .38 in. rear chain lubricated by individual feeds from separate oil tank on off-side rear stays; efficient guard over top run of rear chain; polished aluminium shield over drive end of gearbox.

**Wheels:** Rear fitted with shock-absorber hub, 8-in. brake, taper roller bearings and 27-in. by 3.25-in. studded Dunlop tyre; front fitted with 7-in. brake, ball journal bearings and 27-in. by 3.00-in. ribbed Dunlop tyre; rims chromium-plated.

**Saddle:** Waterproof top mounted on separate frame adjustable for tilt.

**Tank:** Petrol capacity, 4 gal.; separate built-in 1/2-gal. oil compartment; large snap-opening filler caps; self-cleaning filter and two-level petrol tap; separate tap to each float chamber.

**Finish:** Black with gold lining; usual bright parts heavily chromium-plated.

**Equipment:** Lucas Magdyno, rubber-mounted battery; voltage control; h.f. electric Altette horn; stop lamp; illuminated 120 m.p.h. Smiths speedometer; handle-bar ignition cut-out button; twin tool panniers; licence holder.

**Extra:** Rear springing, £10.

**Price:** £105.

**Makers:** The Scott Motor Cycle Co., Shipley, Yorks.