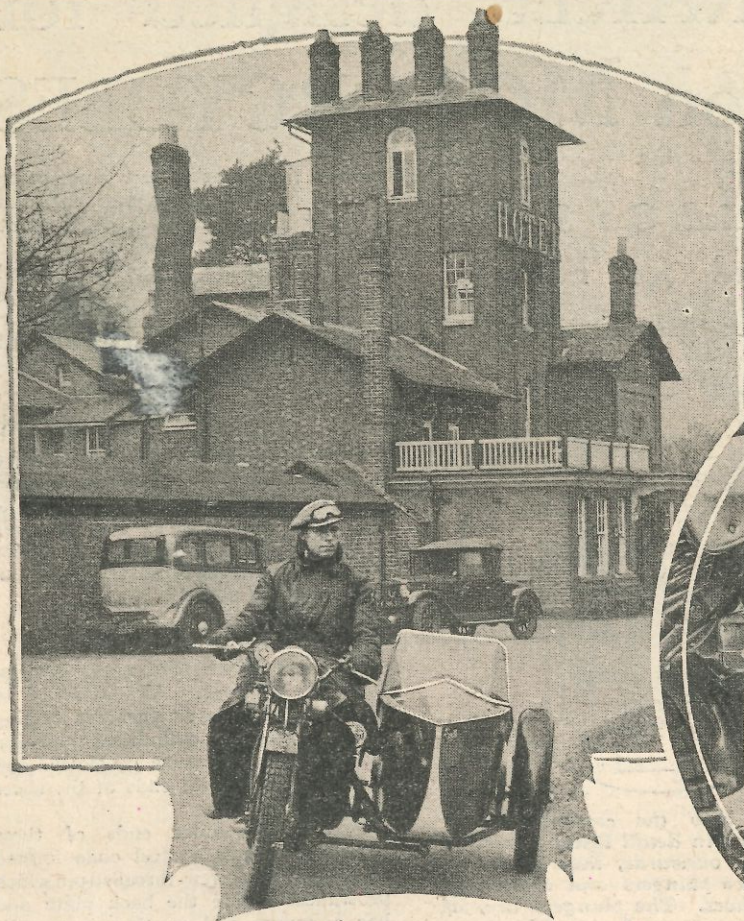


Road Tests of 1937 Models



A VERY short time ago, *Motor Cycling* was given the opportunity of road-testing a sidecar outfit which could only be called that of a true connoisseur.

The machine was a 596 c.c. 1937 Scott, and fitted to it was a Noxal "Coronation" model sidecar, the whole outfit being one to give joy to the heart of any touring enthusiast.

Mr. J. Kelly, of Scott Motors, the owner of this sidecar outfit, told us that the Scott was not altogether a standard job, being fitted with a special low-compression engine to obtain more than the usual tractability at low speeds.

He also gave us to understand that the outfit would not have such a high maximum speed as the standard 596 c.c. Scott, bearing in mind the comparatively "soft" engine and lowish gear ratios. The primary consideration, in fact, was acceleration, particularly in second gear, the ratio of which was 6.72 to 1.

Interesting things about this turnout, apart from the engine, were a sidecar brake, a pair of very effective legshields, and backward-swept handlebars, giving an unusually pleasant touring position.

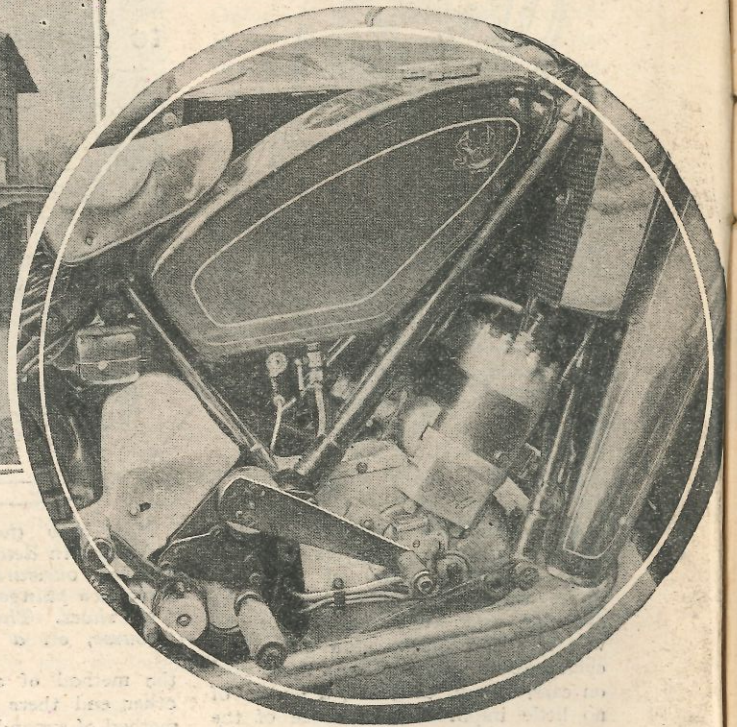
It must be pointed out, in all fairness, that the fairly high initial cost of this combination was due largely to the detail modifications and extras specified by Mr. Kelly.

The Scott had marked appeal as a luxurious touring outfit. Comfort was of a very high standard, thanks largely to a generously proportioned pan-type saddle, pleasantly shaped handlebars, and forks having just the right degree of springing.

A14

THE 596 c.c. TWIN SCOTT

A Luxurious Outfit for the



(Left) Positive cornering was a virtue of the Scott outfit. (Above) The very clean and businesslike-looking "engine-room" of the 596 c.c. Flyer. Observe the detachable cylinder heads and the foot gear change.

The only small criticism that could be made in the matter of comfort was that no knee-grips were fitted and the rider found that the edges of the tank tended to cause slight discomfort to the knees. This is something which could, of course, be very easily rectified.

At the machine's cruising speed of approximately 50 m.p.h., motoring was extremely pleasant; there was not a trace of vibration, and the exhaust note, although quite healthy, was mellow and musical.

That Useful Second Gear

Quite stiff gradients could be stormed up in top gear, but this ratio could not be adhered to for too long and a quick change into second gear was indicated. It was a delightful business, however, to snick into this ratio with an upward movement of the toe, and then one could accelerate away in exhilarating fashion.

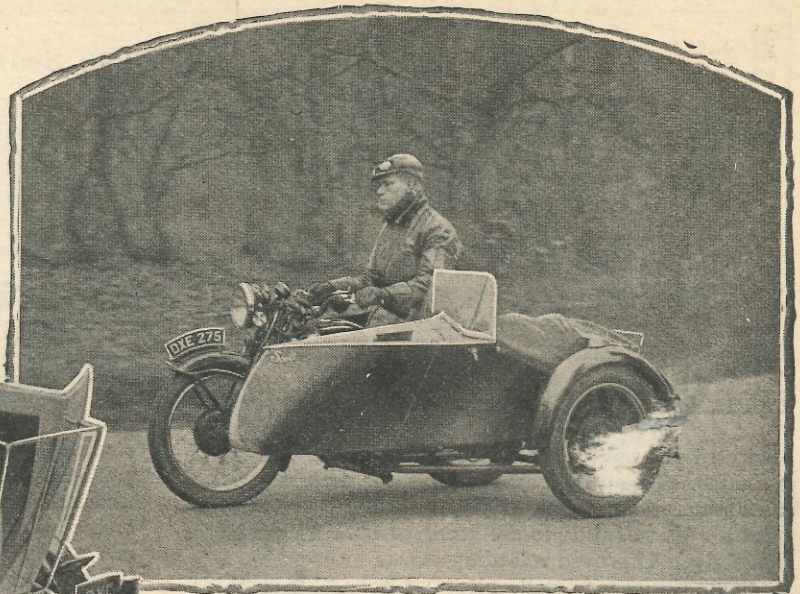
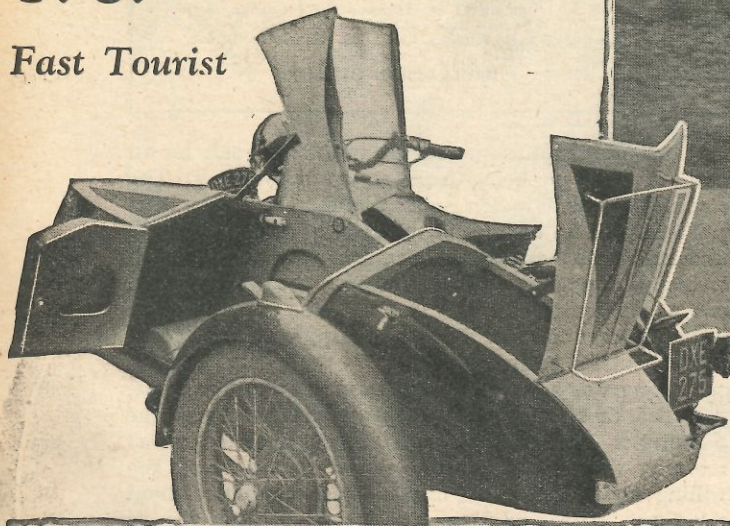
The maximum speed of just over 50 in second could be reached without much fuss and then a very quick and positive change could be made into top gear.

An interesting thing, of course, is that although the engine sounded as if it was revving amazingly fast at

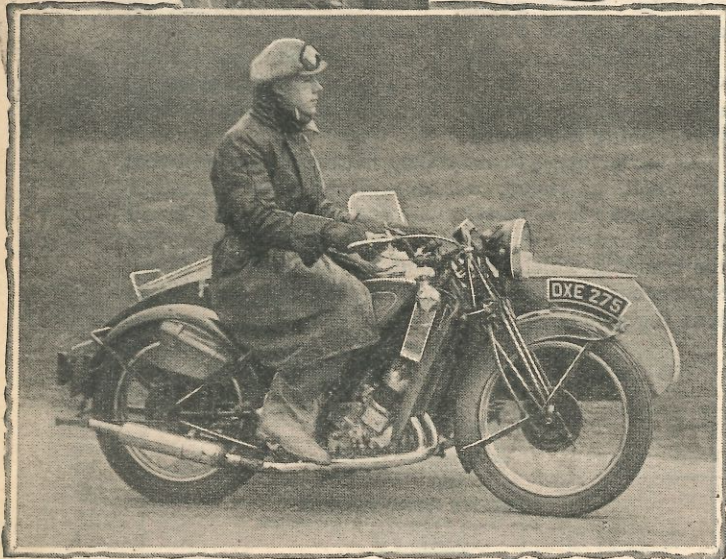
TWO-STROKE

S. C.

Fast Tourist



(Left) How the sidecar design provides for the passenger's comfort and the carrying of a large amount of luggage. A hood was included, and was quite easy to erect when needed. (Above) The pleasant lines and excellent finish of the sidecar match the handsomeness of the machine.



(Above) The machine would cruise happily and without any fuss at 50 m.p.h. for hours on end. The exhaust pipe, it will be noticed, sweeps into a Burgess silencer, making for very silent running.

50 in second gear, actually this was not the case. The Scott engine is essentially a slow-revving one compared with a four-stroke of the same capacity and it is the close power impulses of the twin two-stroke unit (equivalent to those of a four-cylinder four-stroke) that give the impression of high engine speed.

The handling of the outfit at fairly high average speeds over main and secondary roads was for the most part excellent, although the steering seemed just a trifle stiff at high speeds; this was apparently nothing to do with the damper and may have been the result of excessive fork trail. However, the front wheel could be "placed" to an inch when cornering, and there was no trace of steering judder on taking a fast right-hand bend.

The Noxal "Coronation" sidecar which was fitted

seemed to conform with the highest standards attained in this form of passenger transport.

Beautifully finished, both inside and out, it is designed with a view to giving exceptional comfort over long distances and under all conditions. Luggage space is excellent, there being a large locker, access to which can be gained without disturbing the passenger. The windscreen is highly effective.

A Master of Traffic

It is quite often the case that a machine which excels in the sphere of fast cruising is disappointing when it comes to motoring in heavy traffic or even in quite normal built-up areas. Not so this product of the Shipley factory, however—it proved as docile and tractable an outfit as anyone could wish for in traffic. In fact, it was one of the finest jobs for this sort of work that it has been the tester's pleasure to ride. Let us investigate the reasons:—

All the controls worked smoothly and easily. The clutch was light and sweet, and the gear change never called for adverse criticism. And anyone who thinks that two-strokes are necessarily lacking in slow-running qualities would surely have had his theories destroyed by an experience of this Scott. With the magneto control half retarded the tick-over was as good as anyone could wish for.

The excellent acceleration in the two lower ratios was, of course, of great value in traffic, as also was the astonishing pulling power at low engine speeds.

This characteristic of power "low down" is, of course, well known in connection with Scott machines. It has to be experienced to be appreciated to the full extent and in this particular case the experience came as something of a revelation.

There are few sidecar outfits on which one can come down to 10 m.p.h. or 15 m.p.h. in top gear and then pull away sweetly without touching the clutch!

The brakes were not quite so good as might have been

Brief Specification of the 596 Scott and Sidecar

Engine: Scott Power Plus Replica twin-cylinder water-cooled two-stroke, inclined cylinders. Bore 73 mm., stroke 71.4 mm. = 596 c.c. Power output 30 b.h.p. at 5,000 r.p.m. Detachable cylinder heads. Mechanical-pump lubrication with twin adjustments. Wide roller bearings throughout. Central down-draught Amal carburetter.

Transmission: Scott three-speed constant-mesh, easy-change type, with positive foot operation.

Frame: Duplex throughout and triangulated in every plane. Very low centre of gravity. Girder-pattern forks

incorporating steering damper and shock absorbers with large wing adjusters. Strong, forged-steel front and rear stands. Wide-section mudguards.

Wheels: Fitted with 27-in. by 3-in. front tyre and 27-in. by 4-in. rear. Taper-roller bearings to rear hub, ball journals to front.

Brakes: Both finger-adjusted and including water deflectors. Front 7 ins. diameter, rear 8 ins. diameter.

Tanks: Fuel tank forming unit with quickly detachable top frame tube, filling "open" part of frame. Capacity, 5

gallons. Separate three-pint built-in oil container. Leakproof easily opened filler caps; self-cleaning petrol filter.

Dimensions: Width, 60 ins.; length, 94 ins.; height, 39 ins.; saddle height, 28½ ins.; wheelbase, 55½ ins.; ground clearance, 4½ ins.

Finish: Tank, black with white lining; all usual parts chromed, including rims.

Makers: Scott Motor Cycle Co., Shipley, Yorks. Sole concessionaires: Scott Motors and Kitson, Ltd., 78, Charlotte Street, W.1.

Price (as tested): £112.

ROAD TEST OF A 596 SCOTT s.c. (contd.)

expected in view of the high quality of the rest of the machine. To get the best results it was necessary to use a considerable amount of physical effort. It was felt that a little attention to the lining of both brakes might have given improved retarding effect.

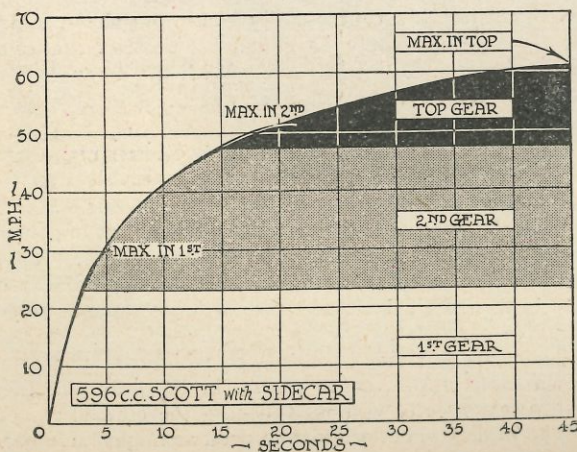
Night riding was made pleasurable on this combination by very fine lighting equipment. The headlamp gave a beam which had very good penetration and yet did not merely illuminate a part of the road ahead; it seemed to seek out *all* the road. When the dipping switch was operated the beam dropped politely, although continuing to give sufficient illuminating power to make reduced speed unnecessary.

Precision Manufacture

The general design of this Scott is very highly creditable and, judging by the performance and external appearance, the assembly is carried out with meticulous care. At the end of the test the whole power unit was remarkably oil-free.

The exhaust note, as previously mentioned, was pleasing; its volume was not excessive and varied little with the engine speed. Mechanical noise, as is to be expected, was practically non-existent, being confined to that caused by the chains.

The usual graph and tester's chart are incorporated in this report. It must be pointed out that when these figures were ascertained at Brookland's track, an exceptionally heavy passenger (weighing about 13 stone) was carried, whilst conditions were not particularly favourable owing to varying winds. Nevertheless, the speeds and times recorded are highly creditable for a touring outfit, and the acceleration, as will be seen, was most satisfactory.



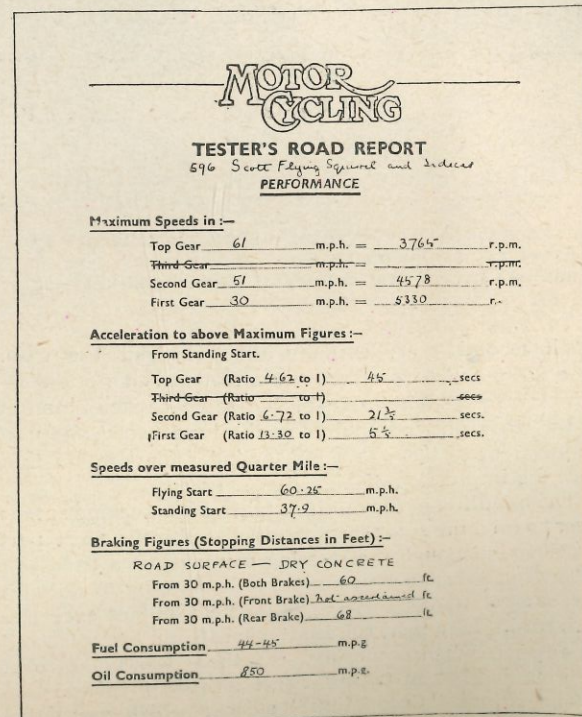
A16

Petrol consumption was rather on the high side for an outfit of this type, being in the region of 45 m.p.g. The carburetter was, however, set so that there would be little possibility of an over-weak mixture, such being highly undesirable on a two-stroke machine. Similarly, the oil setting was on the generous side so that the figure worked out at approximately 850 m.p.g. The oiling system incorporates a duplex Pilgrim pump, with individual adjustment for each cylinder.

Starting was a really certain business with the Scott, provided that the controls were set properly and the carburetter flooded copiously. Even on the coldest morning three kicks on the starter would bring the willing engine to life and it would purr happily without faltering. It was advisable, of course, to keep the air control closed for a little when the engine was cold.

Particularly deserving of credit is the finish of the whole machine. It looks a magnificent piece of machinery from stem to stern and it is quite obvious that nothing is skimped.

As a conclusion, it may very reasonably be said that the Scott, as tested, was one of the finest passenger machines we have had through our hands. It is a credit to its designers and builders, and carries on splendidly the tradition which was set up by the late Mr. Alfred Scott when he brought into being the first machine to bear the name.



Brief Specification of the 596 Scott and Sidecar

Engine: Scott Power Plus Replica twin-cylinder water-cooled two-stroke, inclined cylinders. Bore 73 mm., stroke 71.4 mm. = 596 c.c. Power output 30 b.h.p. at 5,000 r.p.m. Detachable cylinder heads. Mechanical-pump lubrication with twin adjustments. Wide roller bearings throughout. Central down-draught Amal carburetter.

Transmission: Scott three-speed constant-mesh, easy-change type, with positive foot operation.

Frame: Duplex throughout and triangulated in every plane. Very low centre of gravity. Girder-pattern forks

incorporating steering damper and shock absorbers with large wing adjusters. Strong, forged-steel front and rear stands. Wide-section mudguards.

Wheels: Fitted with 27-in. by 3-in. front tyre and 27-in. by 4-in. rear. Taper-roller bearings to rear hub, ball journals to front.

Brakes: Both finger-adjusted and including water deflectors. Front 7 ins. diameter, rear 8 ins. diameter.

Tanks: Fuel tank forming unit with quickly detachable top frame tube, filling "open" part of frame. Capacity, 3

gallons. Separate three pint built-in oil container. Leakproof easily opened filler caps; self-cleaning petrol filter.

Dimensions: Width, 60 ins.; length, 84 ins.; height, 39 ins.; saddle height, 28½ ins.; wheelbase, 55½ ins.; ground clearance, 4½ ins.

Finish: Tank, black with white lining; all usual parts chromed, including rims.

Makers: Scott Motor Cycle Co., Shipley, Yorks. Sole concessionaires: Scott Motors and Kitson, Ltd., 78, Charlotte Street, W.1.

Price (as tested): £112.

ROAD TEST OF A 596 SCOTT s.c. (contd.)

expected in view of the high quality of the rest of the machine. To get the best results it was necessary to use a considerable amount of physical effort. It was felt that a little attention to the lining of both brakes might have given improved retarding effect.

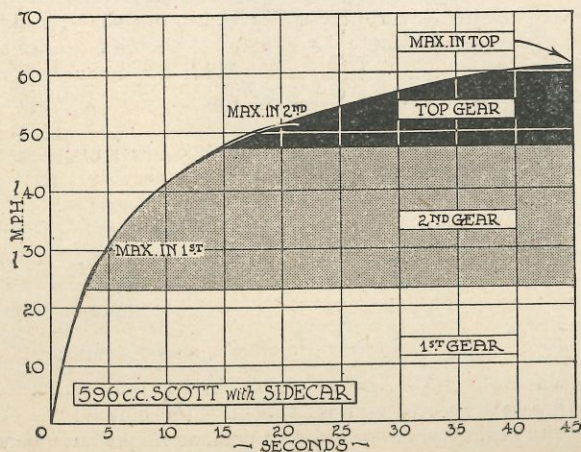
Night riding was made pleasurable on this combination by very fine lighting equipment. The headlamp gave a beam which had very good penetration and yet did not merely illuminate a part of the road ahead; it seemed to seek out *all* the road. When the dipping switch was operated the beam dropped politely, although continuing to give sufficient illuminating power to make reduced speed unnecessary.

Precision Manufacture

The general design of this Scott is very highly creditable and, judging by the performance and external appearance, the assembly is carried out with meticulous care. At the end of the test the whole power unit was remarkably oil-free.

The exhaust note, as previously mentioned, was pleasing; its volume was not excessive and varied little with the engine speed. Mechanical noise, as is to be expected, was practically non-existent, being confined to that caused by the chains.

The usual graph and tester's chart are incorporated in this report. It must be pointed out that when these figures were ascertained at Brookland's track, an exceptionally heavy passenger (weighing about 13 stone) was carried, whilst conditions were not particularly favourable owing to varying winds. Nevertheless, the speeds and times recorded are highly creditable for a touring outfit, and the acceleration, as will be seen, was most satisfactory.



A16

Petrol consumption was rather on the high side for an outfit of this type, being in the region of 45 m.p.g. The carburetter was, however, set so that there would be little possibility of an over-weak mixture, such being highly undesirable on a two-stroke machine. Similarly, the oil setting was on the generous side so that the figure worked out at approximately 850 m.p.g. The oiling system incorporates a duplex Pilgrim pump, with individual adjustment for each cylinder.

Starting was a really certain business with the Scott, provided that the controls were set properly and the carburetter flooded copiously. Even on the coldest morning three kicks on the starter would bring the willing engine to life and it would purr happily without faltering. It was advisable, of course, to keep the air control closed for a little when the engine was cold.

Particularly deserving of credit is the finish of the whole machine. It looks a magnificent piece of machinery from stem to stern and it is quite obvious that nothing is skimped.

As a conclusion, it may very reasonably be said that the Scott, as tested, was one of the finest passenger machines we have had through our hands. It is a credit to its designers and builders, and carries on splendidly the tradition which was set up by the late Mr. Alfred Scott when he brought into being the first machine to bear the name.

