

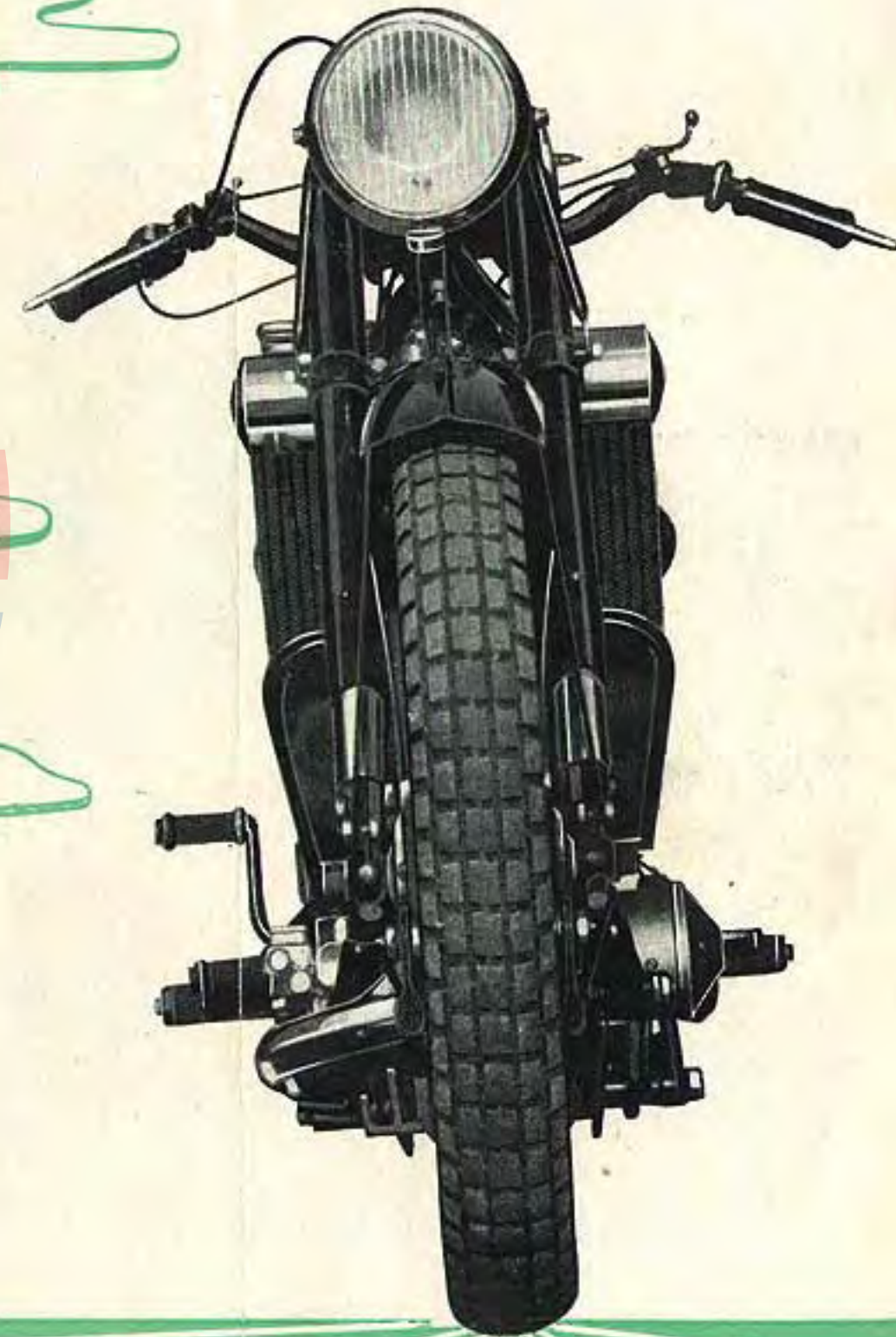
Guarantee

All Motor Cycles are supplied subject to the terms and conditions set out in the works acknowledgment of order form in accordance with the requirements of the British Motor Cycle Manufacturers' Union. The manufacturers reserve the right to alter the specification without notice.



THE BOOK OF THE SCOTT

We publish this comprehensive handbook containing general running instructions, advice upon maintenance and overhaul and a concise explanation of all working principles, covering both past and present models. It is supplied free with every new machine, or will be sent post-free for 3/6.



SCOTT MOTOR CYCLE CO.

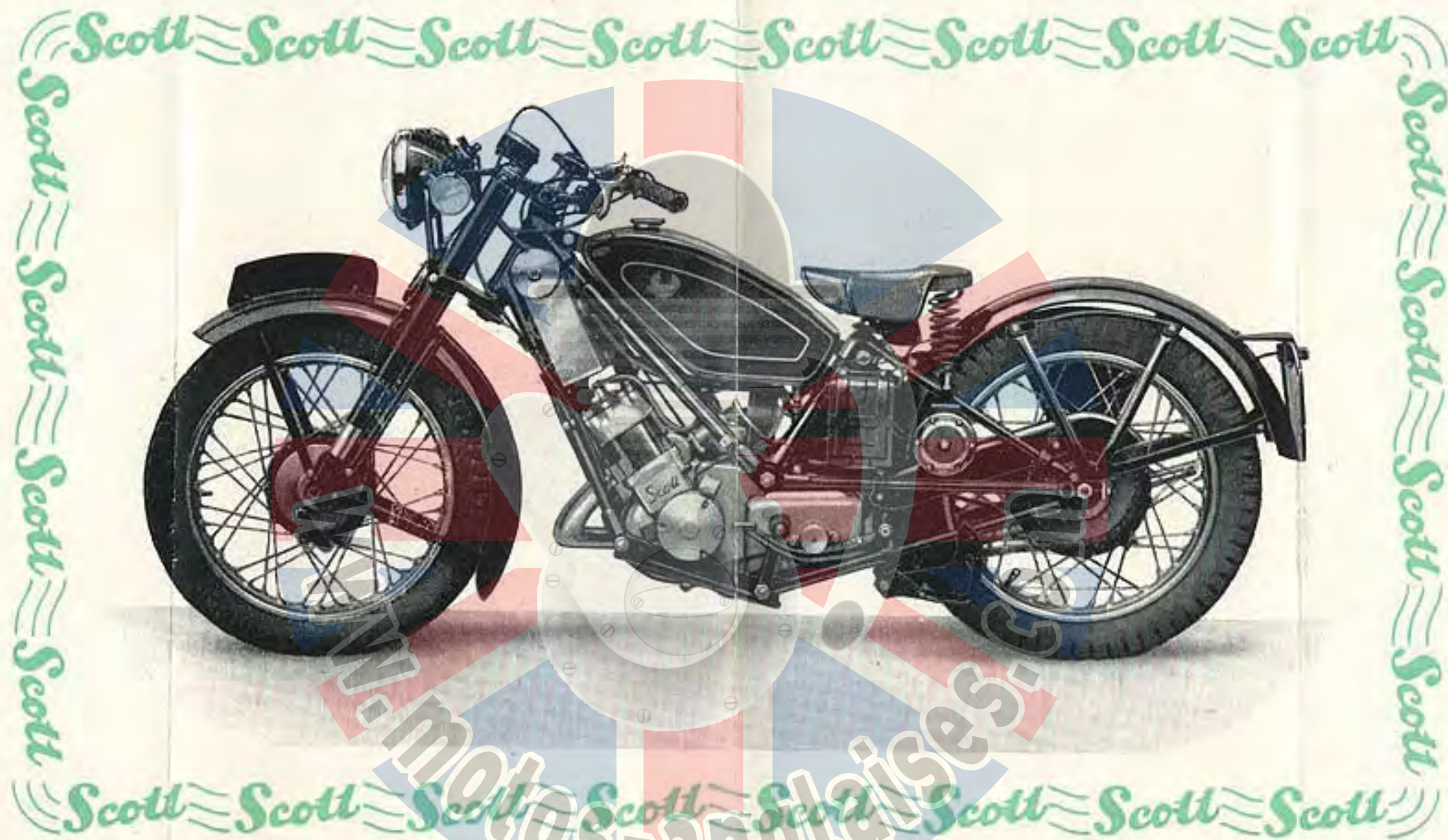
SALTAIRE • SHIPLEY • YORKSHIRE

TELEGRAMS "TWIN," SHIPLEY, YORKS

TELEPHONE • SHIPLEY 51337-8

Scott

The Thoroughbred



THE SCOTT has ever been known as the "different" motor cycle. Silence, performance, simplicity and smoothness give the Scott an individuality which cannot be rivalled by any other make of machine. Though far more simple than a single cylinder four stroke, the Scott by reason of its perfect balance and consistent smooth running, assures a harmony of purpose and the smooth sweet running and acceleration of a luxury car.

Not until you ride a "Scott" does the full significance of its happy difference and the reason for the unique spirit of camaraderie which exists among Scott riders, become evident. It transforms a commonplace ride into a thrill of joy.

The incomparable charm of the Scott is in the effortless power of the Two Stroke Twin—the smooth acceleration—its carefree stability—its unsatiable thirst for hard work—its never tiring glide—no vibration—no clatter—no fuss—just the powerful, yet pleasing musical purr of the exhaust.

We do not claim that the Scott is a utility machine—it is a thoroughbred. Treat it as such and you will get the maximum of pleasure from your "Scotting." You can use the Scott as a hack—you could do the same with a Derby winner—let's leave it at that.

THE Scott FLYING SQUIRREL

The world-famous Scott Flying Squirrel again appears in the characteristic bold unconventional design. To-day the Scott stands alone as the only break-away from the orthodox which has stood the test of time.



Continuous development and improvement have resulted in the new Flying Squirrel which maintains the same high quality of material and thoroughness of workmanship as its predecessors.

EQUIPMENT

IGNITION and LIGHTING. All machines are fitted with Lucas 6v.-70w. Dynamo Lighting, with constant Dynamo Voltage Control. Distributor and coil ignition.

ELECTRIC HORN. High frequency electric horn.

SPEEDOMETER. 80 m.p.h. Internally illuminated.

TRANSMISSION. Large shock absorber built into rear hub.

PRIMARY CHAIN. $\frac{1}{2}$ in. pitch by $\cdot 305$ in. wide.

REAR CHAIN. $\frac{3}{8}$ in. pitch by $\cdot 38$ in. wide.

Primary Chain lubricated by means of adjustable drip feed from oil tank.

SILENCER and EXHAUST PIPE. Two in one exhaust pipe fitted with efficient silencer. Chromium plated and of attractive appearance.

STANDS. Front and central "roll-on" type.

SADDLE. Flexible top. Mounted direct on frame.

TOOLS. Full complement of tools in neat metal case. Repair outfit and inflator.

FINISH. Chromium plate and finest black enamel. All steel parts "Bonderised" to ensure adhesion and thorough rust-proofing.

FRAME

DUPLEX THROUGHOUT. Triangulated in every plane, of immense strength without undue weight. Provides low centre of gravity, freedom from vibration and rock-steady steering. Being a fully-braced complete unit with no loose parts, it retains perfect alignment indefinitely.

TANKS

Petrol tank forms a unit with quickly detachable frame tube. Capacity $3\frac{1}{2}$ galls. Large chromium plated leak-proof filler cap. Two-level tap with self-cleaning filter. Finished black with white lines. Separate tank to hold 5 pints of oil.

MUDGUARDS

Modern design with central rib. Rear guard hinges from stays or can be quickly detached to facilitate wheel removal. Engine shield and chain covers in polished aluminium.

REAR WHEEL AND BRAKE

Extra heavy hub with powerful internal expanding brake 8in. diameter, finger adjusted and thoroughly weatherproof. Drive taken on very large and efficient cushioning device in hub. Deep groove non-adjustable Ball Journals. Hub shell of light alloy deeply finned for cooling. Chromium plated rim 26in. by 3.50in. W.O. tyre. Brake pedal conveniently positioned on left side of machine.

GEAR

Scott three-speed constant mesh, easy-change, close ratio type unusually robust and well-known for its unfailing efficiency. Positive foot change. Hand controlled clutch very easily operated. Wide ratio gears can be fitted if required. Standard Ratios: 4.18; 5.50; 8.90 Solo.

4.62; 6.72; 13.30 Sidecar.

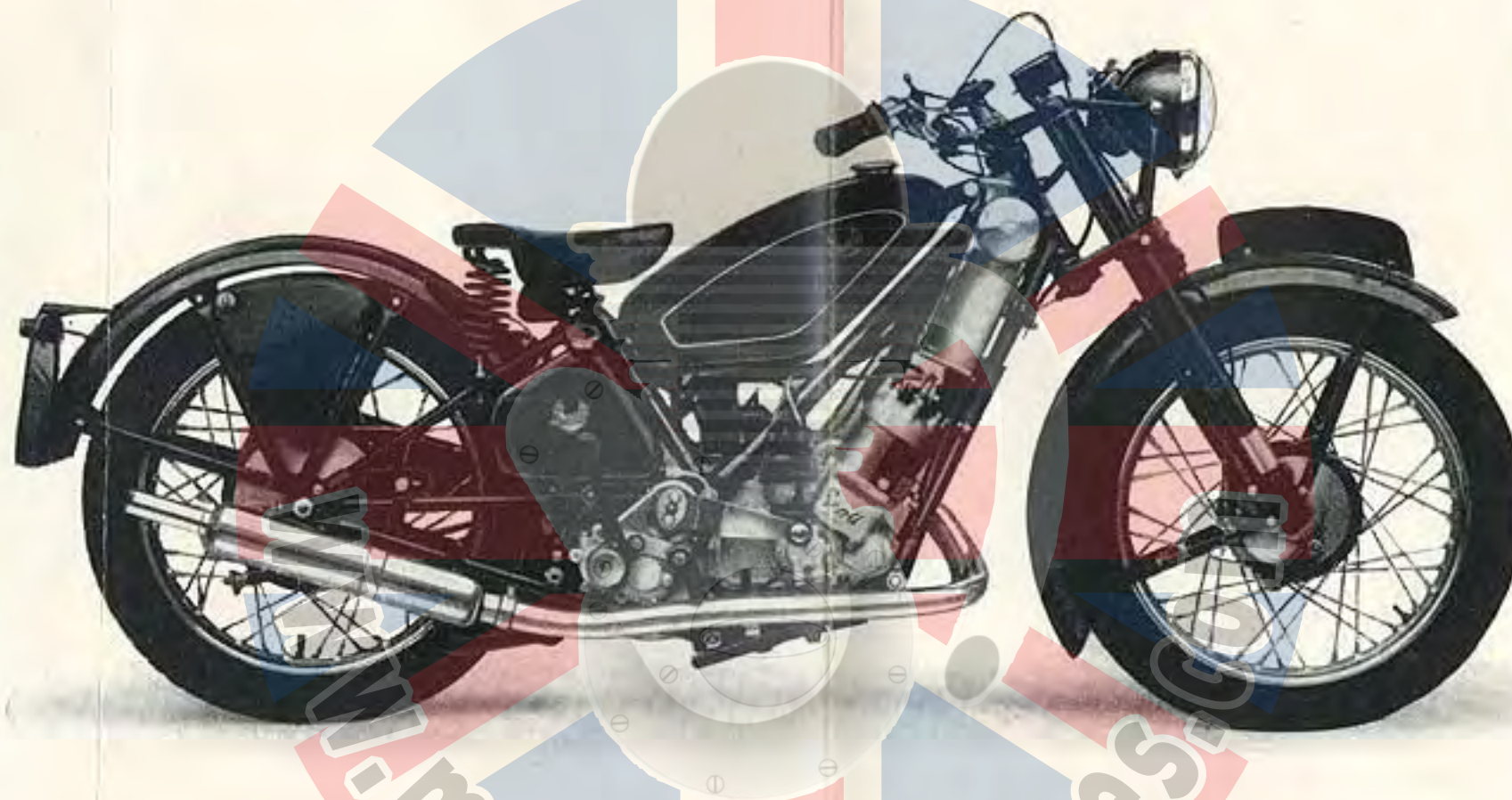
Foot-change mechanism is now integral with the gear box end cover. Improved clutch operation by means of hardened worm. Improved kick-starter.

COIL IGNITION

Lucas 6v.-70w dynamo and distributor mounted one each side of crankcase and driven direct from crankshaft, thus eliminating auxiliary drives. Ignition is controlled by automatic advance and retard mechanism.

ENGINE

Scott twin-cylinder, two-stroke, water-cooled, power plus replica type engine, with central drive, giving exceptional all-round efficiency and reliability. Mechanical pump lubrication with twin adjustment. Wide roller bearings throughout. Detachable high efficiency alloy cylinder head. Central down-draught carburettor. 596 c.c. Bore 73 mm. Stroke 71.4 mm. Power output 16 b.h.p. at 2,500 r.p.m.
30 b.h.p. at 5,000 r.p.m.



FRONT FORKS

Scott-Dowty "Oleomatic." Telescopic, giving 6in. of progressive air springing with constant oil damping. Individual adjustment for any riding condition—solo, pillion or sidecar. Adjustable friction type steering damper.

FRONT WHEEL AND BRAKE

The front wheel is fitted with twin 6in. diameter brakes, one each side of hub, balanced by compensating mechanism, neatly housed on front mudguard. Hub shell of light alloy, deeply finned for cooling. Ball Journal bearings. Chromium plated rim. 26in. by 3.25in. W.O. tyre. Brake operated by lever on right handlebar.

SPEED: 75 to 80 m.p.h.

CONSUMPTION. PETROL: 70 to 80 m.p.g.

CRUISING SPEED: 60 to 65 m.p.h.

OIL: 1,000 to 1,200 m.p.g.