

No. 30.

Scott

THE DIFFERENT MOTOR CYCLE



1925.

The Scott Motor Cycle Co. Ltd.

Telephone No. 337 Shipley.
Telegrams: "Twin Shipley."

SALTAIRE,
YORKSHIRE.

London Depot:
SCOTT MOTORS (LONDON) LTD.,
78, Charlotte Street, W.1.

Telephone No. Museum 6521.
Telegrams: "Nonvalve Wesdo, London."

The SCOTT

Is as pleasing in
performance as
it is dignified
and graceful in
appearance. . .



FOREWORD.

The SCOTT when first introduced broke entirely fresh ground in Motor Cycle Design.

Its divergence from the orthodox was not without sound reason—as time has proved.

Very many original Scott Ideals are now taken for granted in any modern motor cycle of high quality—so much so that the Scott has grown to be looked upon as a standard of excellence.

The SCOTT combines Safety, Comfort and Ease of Control with Simplicity, and Consequent Reliability. It unites Strength with Lightness—Immense Power with Silky Running and Economy.



Two Speed Squirrel

(with 486 c.c. Engine).

ENGINE.— $3\frac{1}{2}$ h.p. Scott, two-stroke Twin cyl., water cooled. Roller bearings throughout, all parts in "constant thrust," central outside flywheel. Aluminium pistons. Bore 70 m/m \times 63.5 m/m stroke. Capacity 486 c.c.

RADIATOR.—Immensely strong and efficient, improved Honeycomb Type Thermo syphon.

CARBURETTOR.—A.M.A.C. two lever. (Racing pattern).

LUBRICATION.—Mechanically operated by engine and automatic in action. Adjustable sight-feed oil control. In convenient and visible position.

TWO-SPEED GEAR AND FREE ENGINE.—"Scott" foot operated frictionless expanding ring clutches. No gear wheels. All steel case hardened and ground to limit gauge, thus avoiding wear and renewals, ball bearings throughout. Driving sprockets removable without disturbing gear. Lubricated from oil tank.

FRAME.—Patent Nos. 16,564/08 and 151,552/20.—"Scott" girder principle, immensely strong and rigid, all straight tubes, providing open frame with low centre of gravity designed to meet the strains of a motor bicycle, not an adaptation of a pedal cycle frame. The saddle position is $27\frac{1}{2}$ in. from ground.

FORKS, Patent Nos. 7,845/09 and 150,944/20.—"Scott" spring forks, vertical movement only, no side play, compound springs and working parts entirely covered in and protected from dust and mud, made with taper gauge fork blades. Unbreakable steering column.

HANDLEBARS.—Squirrel.

STARTING LEVER FITTED NEAR BACK AXLE ALWAYS READY FOR USE.—The ideal method (see Motor Press), very easy, simply requires smart push with the foot—the original kick starter.

TRANSMISSION.—Central Drive, by Haus Renold, extra heavy type, $\frac{1}{2}$ in. pitch chains, silent, effective and reliable.

SADDLE.—Special.

TYRES.—650 m/m \times 65 m/m, back and front.

CARRIER.—This can be fitted at an extra charge.

STAND.—"Kick-operated" strong back wheel stand.

CONTROL.—Handlebar, throttle and extra air on right hand, concealed fixings.

HALF COMPRESSION.—Obtained by the lever fitted to left-hand bar, working in conjunction with magneto cut-out (serving similar purpose as the ordinary valve lifter).

BRAKES.—Internal Expansion both front and back wheels. Very effective.

WHEELS.—10 gauge spokes back wheel, 12 gauge front. 650 m/m \times 65 m/m "standardised" rims. $\frac{1}{2}$ in. back axle.

GEAR SHIELDS.—Pressed metal shields fitted to each side, completely enclosing gear and chains.

UNDERSHIELD AND WINDSHIELD (COMBINED).—Metal, fitting under engine chains, counter shaft and engine.

FOOTRESTS.—Fitted with rubber pads.

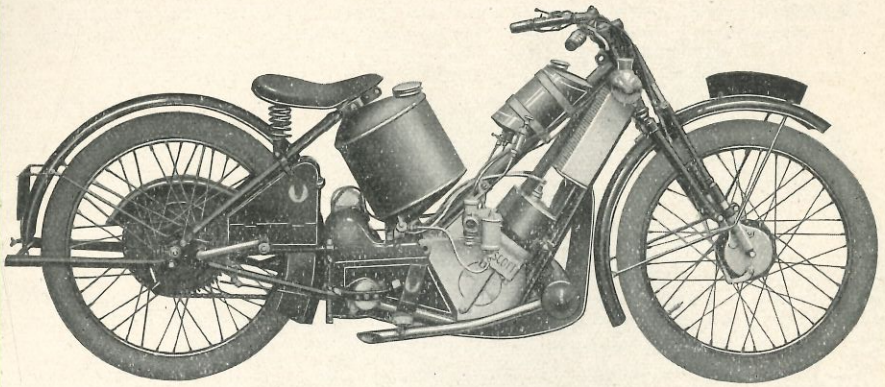
IGNITION.—By weatherproof high tension Magneto, placed in sheltered position.

PETROL.—Capacity $1\frac{3}{4}$ gallon, oval tank (no square corners).

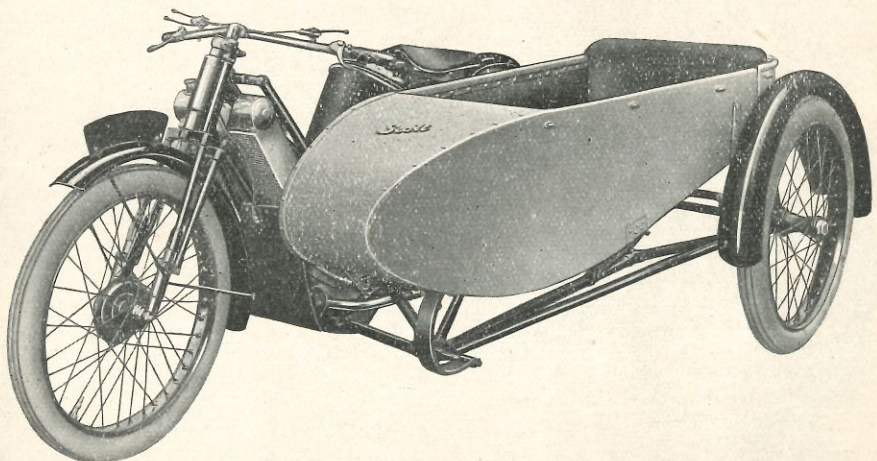
OIL.—Capacity 2 quarts, sufficient for 600 miles, held in separate tank.

TOOL OUTFIT.—In substantial tool box, conveniently situated.

FINISH.—Finest black enamel, Plated Radiator, Tank artistically covered, Handlebars black.



TWO SPEED SQUIRREL SOLO.



TWO SPEED SQUIRREL COMBINATION.

Two Speed Super Squirrels

(with 498 c.c. or 596 c.c. Engine).

ENGINE.—Scott, two-stroke Twin cyl., water cooled. Roller bearings throughout, all parts in "constant thrust," central outside flywheel. Aluminium pistons.

498 c.c. capacity engine:—Bore 68'26 m/m × 68'26 m/m stroke.

596 c.c. capacity engine:—Bore 74'60 m/m × 68'26 m/m stroke.

Both engines fitted with aluminium water-cooled head and straight-through induction.

RADIATOR.—Immensely strong and efficient, improved Honeycomb Type Thermo syphon.

CARBURETTOR.—A.M.A.C. two lever. (Racing pattern).

LUBRICATION.—Mechanically operated by engine and automatic in action. Adjustable sight-feed oil control. In convenient and visible position.

TWO-SPEED GEAR AND FREE ENGINE.—"Scott" foot operated frictionless expanding ring clutches. No gear wheels. All steel case hardened and ground to limit gauge, thus avoiding wear and renewals, ball bearings throughout. Driving sprockets removable without disturbing gear. Lubricated from oil tank.

FRAME.—Patent Nos. 16,564/08 and 151,552/20.—"Scott" girder principle, immensely strong and rigid, all straight tubes, providing open frame with low centre of gravity designed to meet the strains of a motor bicycle, not an adaptation of a pedal cycle frame. The saddle position is 27½ in. from ground.

FORKS, Patent Nos. 7,845/09 and 150,944/20.—"Scott" spring forks, vertical movement only, no side play, compound springs and working parts entirely covered in and protected from dust and mud, made with taper gauge fork blades. Unbreakable steering column.

HANDLEBARS.—Squirrel.

STARTING LEVER FITTED NEAR BACK AXLE ALWAYS READY FOR USE.—The ideal method (see Motor Press), very easy, simply requires smart push with the foot—the original kick starter.

TRANSMISSION.—Central Drive, by Hans Renold, extra heavy type, ½ in. pitch chains, silent, effective and reliable.

SADDLE.—Special.

TYRES.—650 m/m × 65 m/m, back and front.

CARRIER.—This can be fitted at an extra charge.

STAND.—"Kick-operated" strong back wheel stand.

CONTROL.—Handlebar, throttle and extra air on right hand.

HALF COMPRESSION.—Obtained by the lever fitted to left-hand bar, working in conjunction with magneto cut-out (serving similar purpose as the ordinary valve lifter).

BRAKES.—Internal Expansion both front and back wheels. Very effective.

WHEELS.—10 gauge spokes back wheel, 12 gauge front. 650 m/m × 65 m/m "standardised" rims. ½ in. back axle.

GEAR SHIELDS.—Pressed metal shields fitted to each side, completely enclosing gear and chains.

UNDERSHIELD AND WINDSHIELD (COMBINED).—Metal, fitting under engine chains, counter shaft, and engine.

FOOTRESTS.—Fitted with rubber pads.

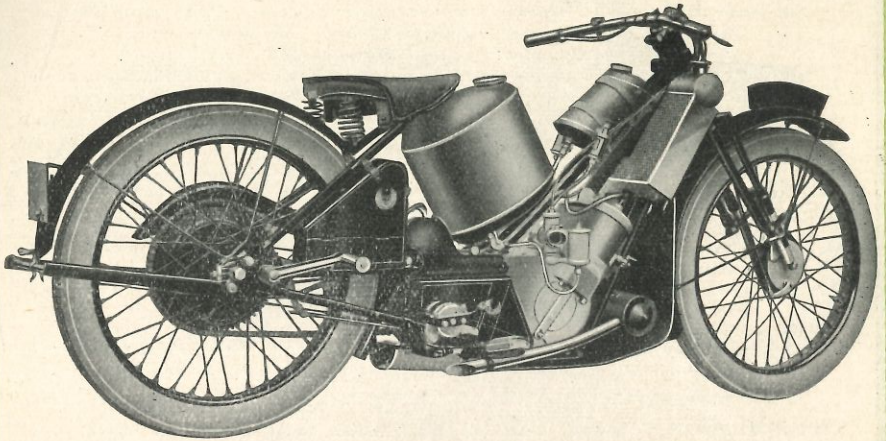
IGNITION.—By weatherproof high tension Magneto, placed in sheltered position.

PETROL.—Capacity 3 gallons, oval tank (no square corners).

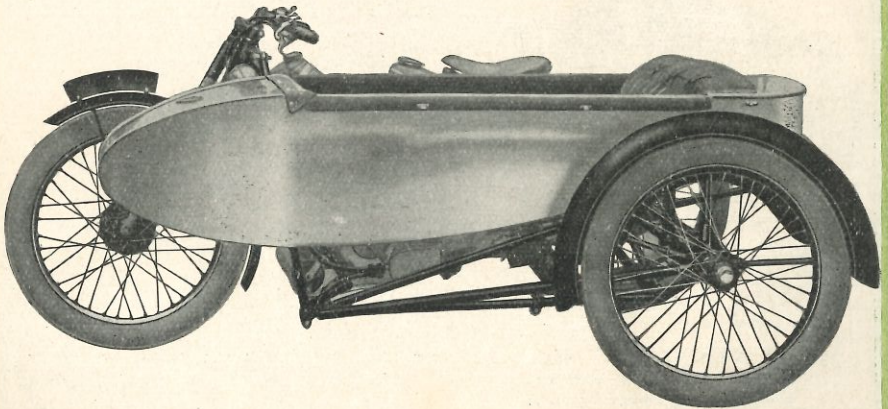
OIL.—Capacity 2 quarts, sufficient for 600 miles, held in separate tank.

TOOL OUTFIT.—In substantial tool box, conveniently situated.

FINISH.—Finest black enamel, Plated Radiator, Tank artistically covered, Handlebars black.



TWO SPEED SUPER SQUIRREL SOLO.



TWO SPEED SUPER SQUIRREL COMBINATION.

Three Speed Super Squirrels

(with 498 c.c. or 596 c.c. Engine).

ENGINE.—Scott, two-stroke Twin cyl., water cooled. Roller bearings throughout, all parts in "constant thrust," central outside flywheel. Aluminium pistons.

498 c.c. capacity engine :—Bore 68'26 m/m × 65'26 m/m stroke.

596 c.c. capacity engine :—Bore 74'60 m/m × 68'26 m/m stroke.

Both engines fitted with aluminium water-cooled head and straight-through induction.

RADIATOR.—Very efficient and of ample size. Immensely strong.

CARBURETTOR.—A.M.A.C. two lever. (Racing pattern).

LUBRICATION.—Mechanically operated by engine, and automatic in action. Adjustable sight-feed oil control in convenient and visible position.

FRAME.—Patent Nos. 16,564/08 and 151,552/20. "Scott" girder principle, immensely strong and rigid, open frame with low centre of gravity, designed to meet the strains of a motor bicycle. Specially made to accommodate Three-speed Gear and Engine, mounted on a Tray, taking place of Engine Stays.

FORKS.—Patent Nos. 7,845/09 and 150,944/20. "Scott" spring forks, vertical movement only, no side play, compound springing unbreakable steering column. Working parts enclosed. Made with taper gauge fork blades.

TRANSMISSION.—Central drive, by chain, extra heavy type, $\frac{1}{2}$ in. pitch, very reliable.

SADDLE.—Special.

TYRES.—700 m/m × 80 m/m., back and front.

CONTROL.—Handlebar, throttle and extra air on right hand side.

HALF COMPRESSION.—Obtained by the lever fitted to left-hand bar, working in conjunction with magneto cut-out (serving similar purpose as the ordinary valve lifter).

BRAKES.—Front and Rear Internal Expansion, very smooth and powerful, both instantly adjustable. Rear Brake and Chain Wheel are left in position when the wheel is removed.

WHEELS.—700 m/m × 80 m/m on C.C. 1. Rims, both having pull-out spindles. Rear wheel quickly detachable, leaving brake and chain wheel in position.
Journal bearings non-adjustable.

KICK STARTER.—Very easily operated, exceptionally strong and reliable.

MAGNETO.—High tension in sheltered position.

PETROL TANK.—Capacity 3 gallons, oval tank.

OIL.—Capacity 2 quarts, sufficient for 600 miles, held in separate tank.

GEAR.—Three-speed sliding dog type. Ball bearings of ample diameter. Wheels always in mesh, hand operated, spring controlled, fool proof, gear ratios easily altered.

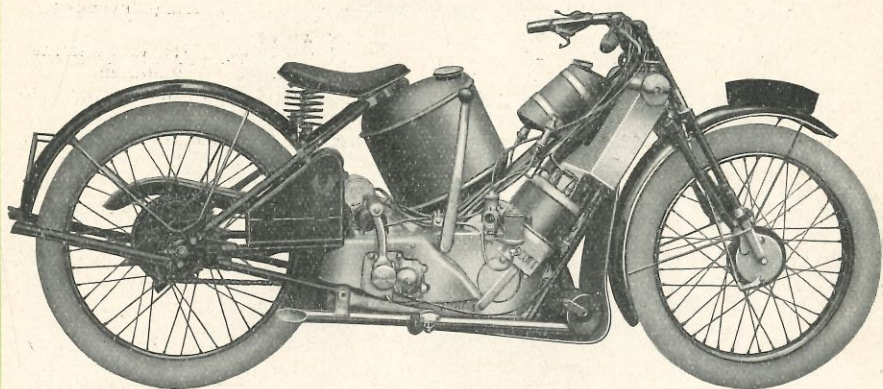
CLUTCH.—Hand controlled, on left hand side, light and smooth in action, very accessible.

CHAIN ADJUSTMENT.—Incorrect alignment impossible, magneto chain and gear operation lever not affected by any adjustment. Driving sprocket side must always be tightened up last.

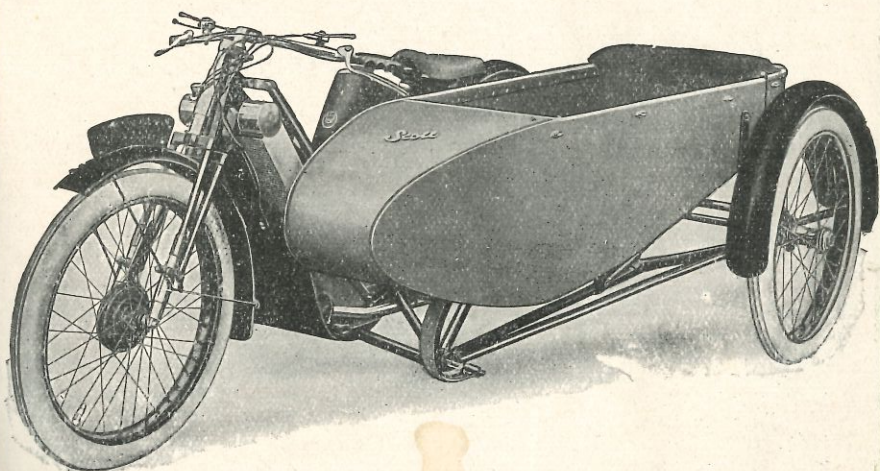
CLIMBING CAPABILITIES.—Any gradient if sufficient wheel grip can be obtained.

TOOL OUTFIT.—In substantial tool box, conveniently situated.

FINISH.—Finest black enamel, plated radiator, tank artistically covered.



THREE SPEED SUPER SQUIRREL SOLO.

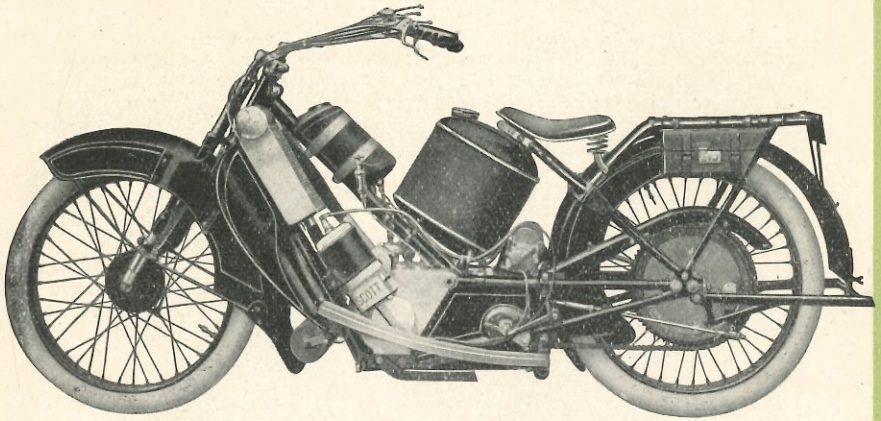


THREE SPEED SUPER SQUIRREL COMBINATION.

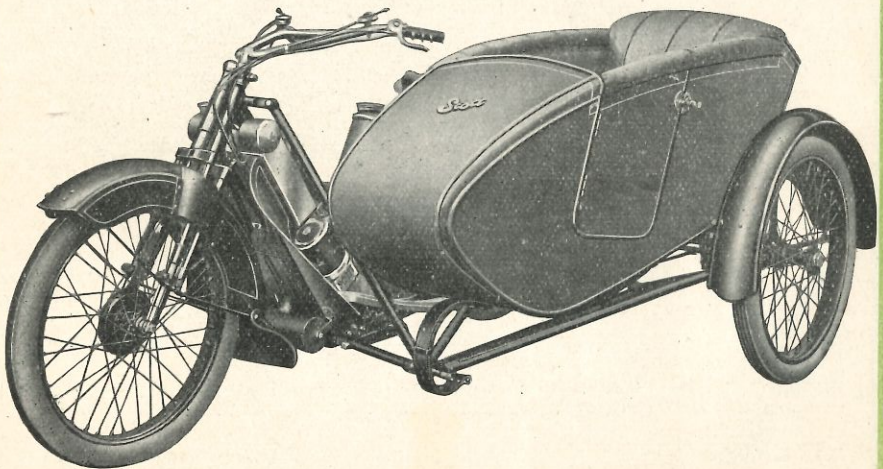
Two Speed Standard

(with 532 c.c. or 596 c.c. Engine).

- ENGINE.**—Scott, two-stroke Twin cyl., water cooled. Roller bearings throughout, all parts in "constant thrust," central outside flywheel.
 532 c.c. capacity engine:—Bore 73 m/m × 63.5 m/m stroke. Cast Iron Pistons.
 596 c.c. capacity engine:—Bore 74.6 m/m × 68.26 m/m ,, Aluminium ,,
 596 c.c. engine is fitted with aluminium water-cooled head and straight-through induction.
- RADIATOR.**—Immensely strong and efficient, improved Honeycomb type Thermo syphon.
- CARBURETTOR.**—A.M.A.C. two lever. (Racing pattern).
- LUBRICATION.**—Mechanically operated by engine and automatic in action. Adjustable sight-feed oil control. In convenient and visible position.
- TWO-SPEED GEAR AND FREE ENGINE.**—"Scott" foot operated, frictionless expanding ring clutches. No gear wheels. All steel case hardened and ground to limit gauge, thus avoiding wear and renewals, ball bearings throughout. Driving sprockets removable without disturbing gear.
- FRAME,** Patent Nos. 16,564/08 and 151,552/20.—"Scott" girder principle, immensely strong and rigid, all straight tubes, providing open frame with low centre of gravity designed to meet the strains of a motor bicycle, not an adaptation of a pedal cycle frame. Saddle position 27½ ins. from ground.
- SIDEWINGS.**—Affording complete protection to the legs and feet, enamelled and lined.
- SIDECAR LUGS.**—Incorporated with frame, Four point attachment.
- FORKS,** Patent Nos. 7,845/09 and 150,944/20.—"Scott" spring forks, vertical movement only, no side play, compound springs and working parts entirely covered in and protected from dust and mud, made with taper gauge fork blades to stand the strains of sidecar use. Unbreakable steering column.
- STARTING LEVER FITTED NEAR BACK AXLE ALWAYS READY FOR USE,**—The ideal method (see Motor Press), very easy, simply requires smart push with the foot—the original kick starter.
- TRANSMISSION.**—Central Drive, by Hans Renold, extra heavy type, ½ in. pitch chains, silent, effective and reliable.
- SADDLE.**—Special.
- TYRES.**—700 m/m × 80 m/m, on both wheels.
- CARRIER AND STANDS.**—Very strong oval tube "one-piece" carrier, with "kick-operated" strong back wheel stand. Front wheel stand, fitted under crank-case.
- CONTROL.**—Handlebar, throttle and extra air on right hand.
- HALF COMPRESSION.**—Obtained by the lever fitted to left hand bar, working in conjunction with magneto cut-out (serving similar purpose as the ordinary valve lifter).
- BRAKES.**—Internal expansion both front and back wheels, very effective.
- WHEELS.**—10 gauge spokes back wheel, 12 gauge front. 650 m/m × 65 m/m "standardised" rims. ½ in. back axle.
- MUDGUARDS**—Substantial 5¾ in. guards with large mud flap and pressed side wings. Extension of front guard forms number plate. Improved back chain guard.
- GEAR SHIELDS.**—Pressed metal shields fitted to each side, completely enclosing gear and chains.
- UNDERSHIELD.**—Metal spring clip undershield (immediately detachable), fitting under engine chains, countershaft, and engine.
- FOOTBOARDS.**—Luxuriously sprung on compound springs. Rubber matting and substantial aluminium edge beading, instantly detachable.
- IGNITION.**—By weatherproof high tension Magneto, placed in sheltered position.
- PETROL.**—Capacity, 3 gallons, oval tank (no square corners).
- OIL.**—Capacity, 2 quarts, sufficient for 600 miles, held in separate tank.
- TOOL BAGS.**—Twin pannier bags fixed to carrier, fitted with spring locks and keys.
- TOOL OUTFIT.**—In substantial Leather Tool Roll.
- FINISH.**—Finest black enamel, Plated Radiator, Tank artistically covered, Handlebars black finish.



TWO SPEED STANDARD SOLO,
Fitted with 596 c.c. Engine

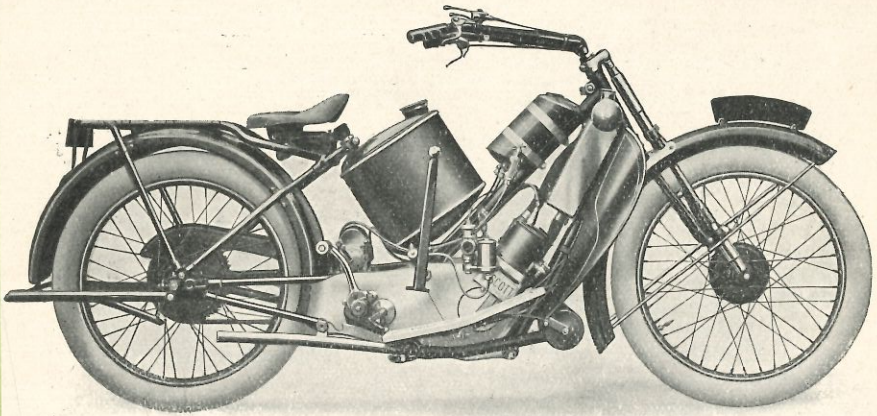


TWO SPEED STANDARD COMBINATION.

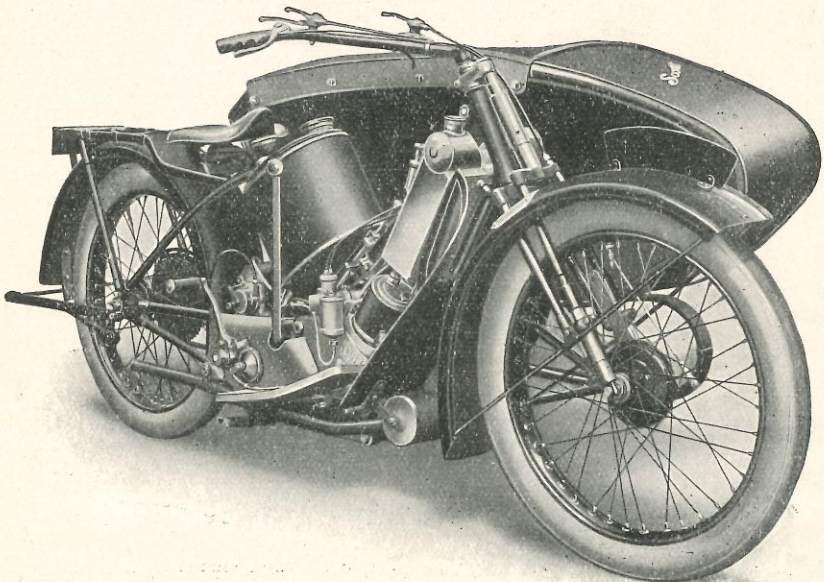
Three Speed Standard

(with 532 c.c. or 596 c.c. Engine).

- ENGINE.**—Scott, two-stroke Twin cyl., water cooled. Roller bearings throughout, all parts in "constant thrust," central outside flywheel.
 532 c.c. capacity engine:—Bore 73 m/m × 63.5 m/m stroke. Cast Iron Pistons.
 596 c.c. capacity engine:—Bore 74.6 m/m × 68.26 m/m " Aluminium "
 596 c.c. engine is fitted with aluminium water-cooled head and straight-through induction.
- RADIATOR.**—Very efficient and of ample size. Immensely strong.
- CARPURETTOR.**—A.M.A.C. two lever. (Racing pattern).
- LUBRICATION.**—Mechanically operated by engine and automatic in action. Adjustable sight-feed oil control in convenient position.
- FRAME,** Patent Nos. 16,564/08 and 151,552/20. "Scott" girder principle, immensely strong and rigid, open frame with low centre of gravity, designed to meet the strains of a motor bicycle. Specially made to accommodate Three-Speed Gear and Engine, mounted on a Tray, taking place of Engine Stays.
- SIDEWINGS.**—Affording complete protection to the legs and feet. Enamelled and lined.
- FORKS,** Patent Nos. 7,845/09 and 150,944/20. "Scott" spring forks, vertical movement only, no side play, compound springing, unbreakable steering column. Working parts enclosed. Made with taper gauge fork blades.
- TRANSMISSION.**—Central Drive, by chain, extra heavy type, $\frac{1}{2}$ in. pitch, very reliable.
- SADDLE.**—Special.
- TYRES.**—700 m/m × 80 m/m, back and front.
- CARRIER AND STAND.**—Very strong oval tube one piece carrier. "Kick-operated," strong back wheel stand.
- CONTROL.**—Handlebar, throttle and extra air on right hand side.
- HALF COMPRESSION.**—Obtained by the lever fitted to left-hand bar, working in conjunction with magneto cut-out (serving similar purpose as the ordinary valve lifter).
- BRAKES.**—Front and Rear Internal Expansion, very smooth and powerful, both instantly adjustable. Rear Brake and Chain Wheel are left in position when the wheel is removed.
- WHEELS.**—700 m/m × 80 m/m on C.C. 1. Rims, both having pull-out spindles. Rear wheel quickly detachable, leaving brake and chain wheel in position.
 Journal Bearings non-adjustable.
- KICK STARTER.**—Very easily operated, exceptionally strong and reliable.
- MUDGUARDS.**—Special 7 in. "Flat" Guards, with valance and mud channels for full arc.
- FOOTBOARDS.**—Luxuriously sprung, rubber matting and aluminium edge beading.
- MAGNETO.**—High tension in sheltered position.
- PETROL TANK.**—Capacity 3 gallons, oval tank.
- OIL.**—Capacity 2 quarts, sufficient for 600 miles, held in separate oil tank.
- GEAR.**—Three-speed sliding dog type. Ball bearings of ample diameter. Wheels always in mesh, hand operated, spring controlled, fool proof, gear ratios easily altered.
- CLUTCH.**—Hand controlled, on left-hand side, light and smooth in action, very accessible.
- CHAIN ADJUSTMENT.**—Incorrect alignment impossible, magneto chain and gear operation lever not affected by any adjustment. Driving sprocket side must always be tightened up last.
- CLIMBING CAPABILITIES.**—Any gradient if sufficient wheel grip can be obtained.
- TOOL BAGS.**—Twin pannier bags fitted to carrier, fitted with spring locks and keys.
- TOOL OUTFIT.**—In substantial leather roll.
- FINISH.**—Finest black enamel, plated radiator, tank artistically covered.



THREE SPEED STANDARD SOLO.



THREE SPEED STANDARD COMBINATION.

GENERAL DIMENSIONS—2-SPEED MODELS.

DESCRIPTION	486 c.c.	498 c.c.	596 c.c.	596 c.c.
	SQUIRREL	SUPER SQUIRREL	SUPER SQUIRREL	STANDARD
Wheel Base ...	4' 5 $\frac{1}{2}$ "	4' 5 $\frac{1}{2}$ "	4' 5 $\frac{1}{2}$ "	4' 5 $\frac{1}{2}$ "
Overall Length ...	7' 0"	7' 0"	7' 0"	7' 0"
Height of Saddle from Ground ...	27 $\frac{1}{2}$ "	27 $\frac{1}{2}$ "	27 $\frac{1}{2}$ "	27 $\frac{1}{2}$ "
Engine Clearance ...	5"	5"	5"	5"
Tyres ...	650 × 65	650 × 65	650 × 65	700 × 80
Chains (Engine) ...	$\frac{1}{2}$ " × .205	$\frac{1}{2}$ " × .205	$\frac{1}{2}$ " × .205	$\frac{1}{2}$ " × .205
„ (Rear Driving) ...	$\frac{1}{2}$ " × .31	$\frac{1}{2}$ " × .31	$\frac{1}{2}$ " × .31	$\frac{1}{2}$ " × .31
„ (Magneto) ...	$\frac{1}{2}$ " × .192	$\frac{1}{2}$ " × .192	$\frac{1}{2}$ " × .192	$\frac{1}{2}$ " × .192
Weight of Engine and Carburettor ...	47 lbs.	52 lbs.	52 lbs.	52 lbs.
Consumption (Petrol) ...	80-110 M.P.G.	80-110 M.P.G.	70-80 M.P.G.	70-80 M.P.G.
„ (Oil) ...	300 M.P.Q.	300 M.P.Q.	300 M.P.Q.	300 M.P.Q.
Gear Ratios H.G. ...	3.75	3.75	3.75	4.26
„ L.G. ...	5.4	5.4	5.4	8.0
Engine (Bore) ...	70 m/m	68.25 m/m	74.6 m/m	74.6 m/m
„ (Stroke) ...	63.5 m/m	68.25 m/m	68.25 m/m	68.25 m/m
„ (Capacity) ...	486 c.c.	498 c.c.	596 c.c.	596 c.c.
Width over Footboards or Rests ...	22"	22"	22"	21"
Width over Handlebars ...	27"	27"	27"	23"
Weight ...	220 lbs.	230 lbs.	230 lbs.	255 lbs.

GEAR RATIOS.

No. of Teeth Driving Sprocket	Back Wheel Sprocket. 66T.			Back Wheel Spkt. 75T	
	H.C.	L.G. 47T	L.G. 36T	H.C.	L.G.
19	4.34	8.16	6.25	4.93	9.27
20	4.13	7.65	5.94	4.68	8.81
21	3.93	7.40	5.66	4.46	8.40
22	3.75	7.10	5.4	4.26	8.00

DON'T expect your machine to give its full power and speed straight away. Treat it as you would a Rolls-Royce.

DON'T be frightened of excess oil for the first few hundred miles.

REMEMBER it takes about 2,000 miles before cylinders and pistons are thoroughly run in. If the machine is required to run hard from the very first, we can thoroughly recommend using the petroil system in conjunction with standard system. $\frac{1}{2}$ pint to 2 gallon tin is very satisfactory.

GENERAL DIMENSIONS—3-SPEED MODELS.

DESCRIPTION	498 C. C.	596 C. C.	532 C. C.	596 C. C.
	SUPER SQUIRREL	SUPER SQUIRREL	STANDARD	STANDARD
Wheel Base	4' 7 $\frac{1}{2}$ "	4' 7 $\frac{1}{2}$ "	4' 7 $\frac{1}{2}$ "	4' 7 $\frac{1}{2}$ "
Overall Length	7' 3"	7' 3"	7' 3"	7' 3"
Height of Saddle from Ground	27 $\frac{1}{2}$ "	27 $\frac{1}{2}$ "	27 $\frac{1}{2}$ "	27 $\frac{1}{2}$ "
Engine Clearance	5"	5"	5"	5"
Tyres	700 x 80	700 x 80	700 x 80	700 x 80
Chains (Engine)	$\frac{1}{2}$ " x 205	$\frac{1}{2}$ " x 205	$\frac{1}{2}$ " x 205	$\frac{1}{2}$ " x 205
" (Rear Driving)	$\frac{1}{2}$ " x 31	$\frac{1}{2}$ " x 31	$\frac{1}{2}$ " x 31	$\frac{1}{2}$ " x 31
" (Magneto)	$\frac{1}{2}$ " x 192	$\frac{1}{2}$ " x 192	$\frac{1}{2}$ " x 192	$\frac{1}{2}$ " x 192
Weight of Engine and Carburettor	52 lbs.	52 lbs.	57 lbs.	52 lbs.
Consumption (Petrol)	80-110 M.P.G.	70-80 M.P.G.	70-80 M.P.G.	70-80 M.P.G.
" (Oil)	300 M.P.Q.	300 M.P.Q.	300 M.P.Q.	300 M.P.Q.
Gear Ratios H.G.	4.5	3.72	4.5	4.1
M.G.	6.9	5.76	6.9	6.3
L.G.	12.7	10.5	12.7	11.6
Engine (Bore)	68.25 m/m	74.6 m/m	73 m/m	74.6 m/m
" (Stroke)	68.25 m/m	68.25 m/m	63.5 m/m	68.25 m/m
" (Capacity)	498 c.c.	596 c.c.	532 c.c.	596 c.c.
Width over Footboards or Rests	22"	22"	23"	23"
Width over Handlebars	27"	27"	23"	23"
Weight	255 lbs.	255 lbs.	265 lbs.	270 lbs.

GEAR RATIOS.

Back Wheel Sprocket, 55T.			No. of Teeth Driving Sprocket.	Back Wheel Sprocket, 50T.		
H.C.	M.C.	L.C.		H.C.	M.C.	L.C.
4.8	7.6	14.0	20	4.40	6.94	12.7
4.7	7.2	13.3	21	4.27	6.60	12.1
4.5	6.9	12.7	22	4.09	6.28	11.5
4.1	6.3	11.6	24	3.72	5.76	10.5

SIDE-CARS.

CHASSIS.—The famous "Scott" triangulated chassis, body suspended on leaf spring at front and conical and tension springs at the rear.

LOCKER ACCOMMODATION.—Convenient locker behind passenger.

BODY SQUIRREL.—Comfortable polished Aluminium body with apron.

STANDARD.—Luxuriously upholstered aluminium body enamelled in Scott purple, and apron.

SUPERSQUIRRELLING.

(vide Ixion in "Motor Cycle," 25/9/24).

"At the moment I disport myself on such another "Scott" Super Squirrel as Langman rode in the T.T. Ordinarily, I am a modest man with no illusions. But, really, when I go out on this 'bus, and find my ear full of nettles as I lay her well over on a corner, I begin to think that I could win the 1925 T.T., if I entered and got a clean run. She is quite the Scottiest "Scott" I ever rode. Seventy, whenever you want it. Acceleration to suit. And all the familiar road holding, steering and grease-conquering virtues thrown in. The brakes on both wheels are worthy of such a lightning 'bus."

A Few Successes.

Twice winners of the International Tourist Trophy Race.

Three times winners of the Spanish Tourist Trophy Race.

Winners of Eight 1923 Championships.

Three Cups International Six Days' Trial, Switzerland.

Winners of Eight 1924 Championships.

1924 T.T. SENIOR.

2nd—Average Speed, 61.33 m.p.h. Two Entered—Both Finished.

Holders of Record Laps T.T. Sidecar Race.

MOTOR CYCLE GUARANTEE.

We give the following Guarantee with our motor cycles instead of the Guarantee implied by statute, or otherwise, as to the quality or fitness of such machines for the purpose of motor cycling; any such implied guarantee being in all cases excluded. In the case of machines which have been used for "hiring out" purposes, or from which our trade mark or manufacturing number has been removed no guarantee of any kind is given, or is to be implied.

WE GUARANTEE, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for three months only from the date of purchase and damages for which we make ourselves responsible under this guarantee, are limited to the replacement of any part which may have proved defective, but not to the cost of any work involved in effecting such replacement. We undertake, subject to the conditions mentioned below, to make good at any time within three months any defects in these respects. As motor cycles are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

The term "misuse" shall include amongst others the following acts:—

1. The attaching of a side-car to the motor cycle in such a manner as to cause damage, or calculated to render the latter unsafe when ridden.
2. The use of a motor cycle, or of a motor cycle and side-car combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturers.

Any motor cycle sent to us to be plated, enamelled or repaired, whether the repairs are required for the purpose of making good the defect before referred to or otherwise, will be repaired upon the following conditions:—

i.e., we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of material and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed, and this guarantee is in lieu and in exclusion of any common law or statute warranty, and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

Notes.—All letters should be addressed to the firm and not to individuals. If machines at any time have been fitted with up-to-date parts, it is advisable to specify this on orders for spare parts.

CONDITIONS OF GUARANTEE.

If a defective part should be found in our motor cycles or in any part replaced, it must be sent to us carriage paid, and accompanied by an intimation from the sender that he desires to have it repaired free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the name of the agent from whom he purchased, and the date of the purchase or the date when the alleged defective part was replaced, as the case may be.

Failing compliance with the above, no notice will be taken of anything which may arrive, but such articles will lie here at the risk of the senders, and this guarantee, and any implied guarantee, shall not be enforceable.

We guarantee only those machines which are bought either direct from us, or from one of our duly appointed agents, and under no other conditions.

We do not guarantee the specialities of other firms, such as Tyres, Saddles, Chains, Lamps, etc., or of any component part supplied with our motor cycles, or otherwise.

A post-card is enclosed with each new Scott Motor Cycle which, when duly filled in and returned to us, entitles the purchaser to a signed Guarantee for three months, and an Instruction Booklet. Unless the purchaser is in possession of a numbered and signed Guarantee we do not undertake repairs or supply replacements under our Guarantee.

THE TERM "AGENT" is used in a complimentary sense only, and those firms whom we style our "agents" are not authorised to advertise, incur any debts or transact any business whatsoever on our account, other than the sale of goods which they may purchase from us; nor are they allowed to give any warranty or make any representation on our behalf other than those contained in the above Guarantee.

THE SCOTT MOTOR CYCLE CO. LTD., Saltaire, Yorks.

PRICES.

	SOLO
2-Speed Squirrel (486 c.c. Engine) - -	63 guineas
2-Speed Super Squirrel (498 c.c. Engine) -	70 „
2-Speed Super Squirrel (596 c.c. Engine) -	73 „
2-Speed Standard Touring (532 c.c. Engine)	73 „
2-Speed Standard Touring (596 c.c. Engine)	78 „
Squirrel Sidecars -	20 Guineas
Standard Sidecars -	24 „

For further Sidecar particulars see Special List—S1.

Squirrel and Super Squirrel machines can be fitted with Windshields at small extra cost.

3-Speed Gear instead of 2-Speed - 10 Guineas Extra
Terry Saddle Fitted at £1 Extra.

	Solo	Combination
B.T.H. Electric Lighting Set -	£10-18-0	£11-18-0
Lucas Magdyno Set -	£11-10-0	£12-10-0

WE RESERVE THE RIGHT TO DEVIATE IN MINOR PARTICULARS FROM THIS SPECIFICATION.

Every machine is subjected to a severe road test of 20 miles, over a course including a 1 in 4 gradient, and every engine is subjected to a three hours' test on the testing bed, and a certificate of its performance is supplied to the purchaser.

DELIVERY.—Machines Carriage Free to any part of United Kingdom. Carriage charged extra on Side-Cars.

Packing Cases and Crates extra and not returnable.

The Scott Motor Cycle Co. Ltd.

Telephone No. 337 Shipley.
Telegrams: "Twin Shipley."

SALTAIRE,
YORKSHIRE.

London Depot:
SCOTT MOTORS (LONDON) LTD.,
78, Charlotte Street. W.1.

Telephone No. Museum 6521.
Telegrams: "Nonvalve Wesdo," London.

BRIEF CHARACTERISTICS.

498 c.c. SUPER SQUIRREL MODEL

is most suitable for very fast solo work ; it is capable of speeds up to 75 m.p.h.

596 c.c. SUPER SQUIRREL MODEL

is most suitable for very fast solo and sidecar work ; it is also capable of 75 m.p.h.

Of these Super-Squirrel Engines.
the 596 c.c. is the better "puller,"
Whilst the 498 c.c. is the "livelier."

486 c.c. SQUIRREL MODEL

is suitable for ordinary fast running, giving up to a speed of 60 m.p.h.

The STANDARD MODELS

are for general utility work, the extra mud-guarding giving greater weather protection.

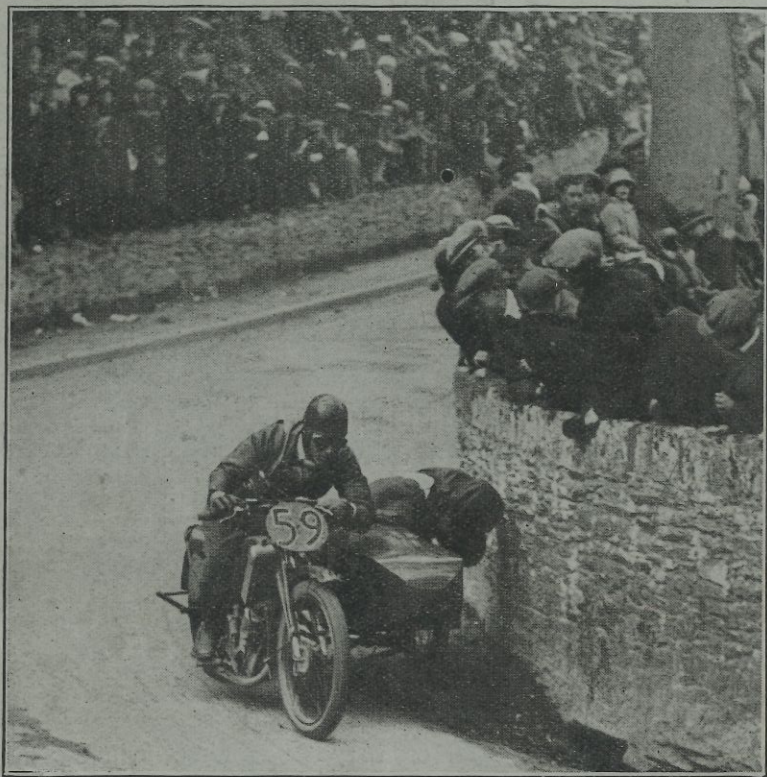


We publish

"THE BOOK OF THE SCOTT"

Price 1/-

It gives general running instructions, together with mechanical details of construction.



H. Langman (596 c.c. Scott) creating the Record Lap
of the 1923 Sidecar T.T. Race.

A Record Still Unbroken.

Only a Motor Cycle designed as
a complete unit — frame, engine,
transmission and even the smaller
components — could possess the
well-proportioned appearance,
the harmonious working qualities
and the satisfying efficiency that
distinguish every **SCOTT.**