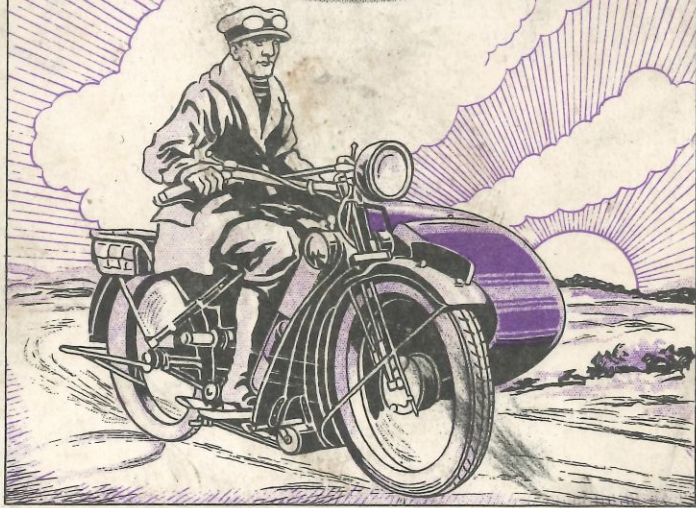


Scott

MOTOR CYCLES



1926

The Scott
is

as pleasing in
performance as it is
dignified and grace-
ful in appearance

1926

Scott

MOTOR CYCLES

MADE TO LIMIT GAUGE



Telephone : SHIPLEY 337

Telegrams : TWIN SHIPLEY

The **SCOTT MOTOR CYCLE**
COMPANY : LIMITED
SALTAIRE, SHIPLEY, YORKS.

LONDON DEPÔT :

SCOTT MOTORS (LONDON) LTD
78 CHARLOTTE STREET, W.1

Telegrams : NONVALVE WESDO, LONDON

Telephone : MUSEUM 6521



THE CHOICE OF A MOTOR CYCLE



IN order to get the fullest satisfaction and enjoyment from a motor cycle, it must be designed scientifically and made correctly from the best materials. Moreover, its efficiency should depend upon sturdy simplicity rather than upon complex mechanism.

The keynote of the SCOTT design is this simplicity. In this Two-stroke Twin Cylinder Engine there are only five working parts, and thus there is little that can go wrong, whilst the principles employed are easy to understand.

Although its engine contains less working parts than does the simplest of four-stroke single cylinder types, it is most highly efficient and gives the even propulsion of a four-cylinder car. Prolonged and consistent efficiency is still further maintained by reason of its water-cooling system—unique in motor cycle practice.

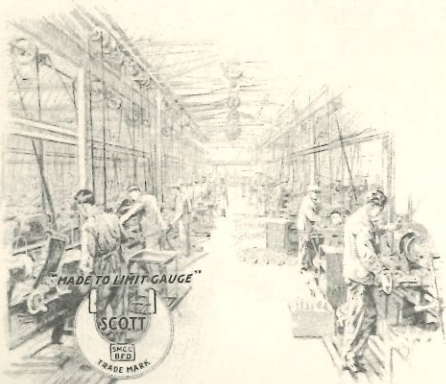
The SCOTT is a striking example of a machine designed throughout on scientific lines. Its triangulated frame construction not only means less weight and greater strength, but results in the machine being altogether more comfortable and safe to ride. SCOTT excellence in this respect has become famous throughout the world.

A Motor Cycle ought to steer as if by instinct. When cornering it must show no tendency to wobble or to skid. For years the SCOTT has been held to be an example of perfect stability and steering.

So as to ensure the highest attainable degree of quality and accuracy throughout, the machine is built from start to finish at the Scott Works, Saltaire.

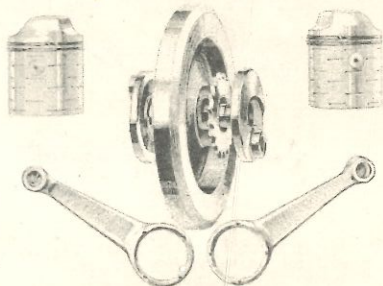
That we may show how thoroughly this is done, we cordially invite any rider or prospective customer to pay us a visit.

ACCURACY



A Trade Mark of Significance

SIMPLICITY



The Five Working parts of The Scott Engine.

Scott

MOTOR CYCLES

SCOTT Motor Cycles were first introduced more than fifteen years ago. Unlike others they were not evolved from pedal cycle practice. The original SCOTT machine was the outcome of scientific research, and although unorthodox, it was destined to become a leader of modern design.

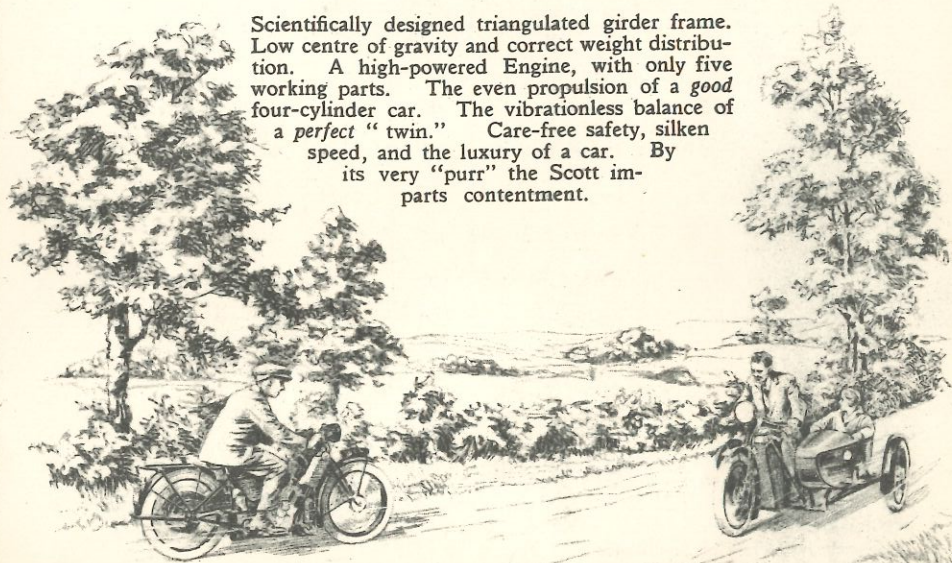
The once ambitious features embodied in the SCOTT showed the foresight of a true Idealist. Those SCOTT Ideals were no sooner achieved than they were widely appreciated, and many of them are now looked for quite naturally in any modern motor cycle.

The correctness of SCOTT methods may further be judged by the fact that this machine has retained pre-eminence without any radical change having become necessary in its basic design.

The public were not slow to display interest in something out of the ordinary, and the SCOTT has always been the subject of keen comment, criticism and praise. It takes time to win public confidence, as well as interest, but the SCOTT has satisfied all critics by repeated successes in competitions, and by the enviable reputation it has earned from private users.

Meanwhile, the machine itself has undergone steady development and improvement year by year, with the result that the 1926 Models are distinguished by a perfection of detail and a delicate refinement as are possible only in such a "THOROUGHbred" motor cycle.

Scientifically designed triangulated girder frame. Low centre of gravity and correct weight distribution. A high-powered Engine, with only five working parts. The even propulsion of a good four-cylinder car. The vibrationless balance of a perfect "twin." Care-free safety, silken speed, and the luxury of a car. By its very "purr" the Scott imparts contentment.



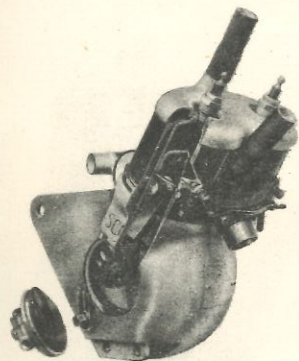
GENERAL SPECIFICATION

COVERING ALL MODELS

ENGINE: "Scott" valveless Two-stroke, Twin Cylinder, Watercooled. All working parts accurately and *mechanically* balanced. **CYLINDERS**—side-by-side inclined Monobloc casting of special close grained iron with integral water jackets providing adequate and uniform cooling even under the most strenuous conditions. The cylinder exterior is a smooth enameled surface. **CRANKCASE**—One piece aluminium casting carried entirely within the duplex frame, forming the centre section of its cantilever construction, but mounted so that it is freed from all torsional stresses, and designed for excellent accessibility. Inspection doors afford instant access to each crank-chamber, big-end bearings, etc. The Crankcase exterior is highly polished to facilitate cleaning. **PORTS**—These replace the valves customary in 4-stroke engines and are integral with the cylinders, being uncovered as required by the pistons' movement. There are no loose parts except the Port Covers, which are readily removable for cleaning or inspection. **HALF-COMPRESSION**.—Simple Release Valves, actuated by handlebar control reduce Engine compression for starting purposes and very slow running. Their use does not prevent the Engine firing as does the common form of compression release. **PISTONS**—All "Squirrel" models—die-cast Aluminium Alloy, with two rings and hollow floating gudgeon pin protected by aluminium buttons. "Standard" Models—Light cast iron, with three rings and floating gudgeon pin. **CONNECTING RODS**—Special steel stampings, machined and ground all over, combining strength and lightness. Roller bearing big-ends, replaceable chrome steel bushes, Phosphor-bronze small-end bushes of liberal dimensions. **CRANKSHAFT**—Built up from two steel stampings, each machined to form a one-piece crank and balance weight.

ENGINE DATA

| Type of Engine | Capacity c.c. | Bore mm. | Stroke mm. | Speed for max. b.h.p. in r.p.m. | Petrol consumption m.p.g. | Weight lbs. |
|-----------------|---------------|----------|------------|---------------------------------|---------------------------|-------------|
| Squirrel . . . | 486 | 70 | 63.5 | 3,500 | 80-110 | 47 |
| Super Squirrel | 498 | 68.25 | 68.25 | 3,800 | 80-110 | 52 |
| Super Squirrel | 596 | 74.6 | 68.25 | 3,500 | 70-90 | 52 |
| Flying Squirrel | 498 | 68.25 | 68.25 | 4,200 | 70-90 | 52 |
| Flying Squirrel | 596 | 74.6 | 68.25 | 3,800 | 60-80 | 52 |
| Standard . . . | 596 | 74.6 | 68.25 | 3,200 | 70-90 | 54 |



UNCOMMONLY good accessibility is a feature of the "Scott" engine. This sectioned view reveals all the working parts, access to which is very easy when carrying out overhauls. The mechanical oil pump, driven by a link from the crankpin, is shown detached.

GENERAL SPECIFICATION

CONTINUED

These are assembled as a rigid unit with the central "outside" flywheel, but are readily detachable by the withdrawal of one central bolt. Roller main-bearings, replaceable chrome steel bushes.

LUBRICATION: Unique automatic feed to all Engine parts mechanically operated by valves in the glands which retain the crankcase compression, and which function almost indefinitely without attention.

MAGNETO: B.T.H. Situated in a sheltered and high position. It rotates at Engine speed, thus giving a powerful spark that facilitates starting. Magneto timing is extremely simple.

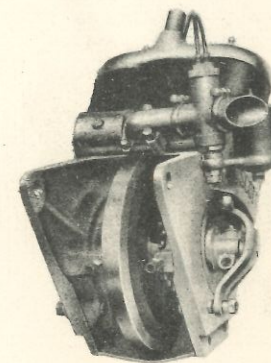
CARBURETTER: Amac Semi Automatic. Two lever control. Fitted in a most accessible position.

TRANSMISSION: Central Chain drive to countershaft totally enclosed by detachable side-shields, thence by adequately protected chain to driving wheel sprocket. All chains are *within* the frame members, all sprockets are of large dimensions. **CHAINS**—Renold extra heavy $\frac{1}{2}$ in. pitch, which under the smooth impulse of the Scott Engine, withstand extremely long usage.

TWO-SPEED GEAR: "Scott" foot-operated. Engagement through expanding ring clutches. There are no gear wheels. It is both simple in principle and sweet in action.

MACHINE DATA

| Description of Model | Wheel Base | Overall Length | Width over Footrests | Width over Handlebars | Engine Clearance | Weight Complete lbs. |
|----------------------|----------------------|----------------|----------------------|-----------------------|------------------|----------------------|
| Squirrel . . . | 4' 5 $\frac{1}{2}$ " | 7' | 22" | 27" | 5" | 220 |
| 2-Speed Super | 4' 5 $\frac{1}{2}$ " | 7' | 22" | 27" | 5" | 230 |
| Flying Squirrel | 4' 5 $\frac{1}{2}$ " | 7' | 22" | 27" | 5" | 240 |
| 2-Speed Standard | 4' 5 $\frac{1}{2}$ " | 7' | 21" | 23" | 5" | 255 |
| 3-Speed Super | 4' 7 $\frac{1}{2}$ " | 7' 3" | 23" | 27" | 5" | 255 |
| 3-Speed Standard | 4' 7 $\frac{1}{2}$ " | 7' 3" | 23" | 23" | 5" | 270 |



THE centrally disposed transmission of the "Scott" *between* the engine main-bearings, obviates lateral stress. The chains are completely protected and breakages are almost unknown. Chain replacement and adjustment are however, very simple matters.

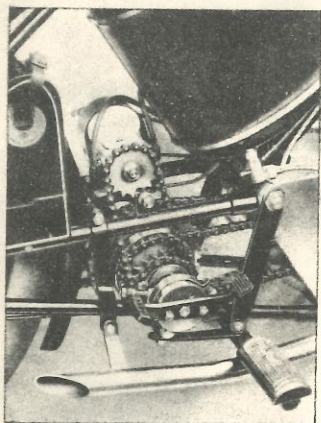
GENERAL SPECIFICATION

CONTINUED

All parts are of special alloy steel hardened and ground to limit gauge. Ball bearings throughout. Lubricated by positive pump from Oil Tank. Gear ratios may be readily altered. Special improved chain adjustment is now provided. **KICK-STARTER**—Conveniently placed in such a position that it cannot get in the rider's way. Very serviceable and effective, turning the Engine through *two* power strokes.

THREE-SPEED GEAR: "Scott" constant mesh gear box of improved type. Extremely compact, robust and reliable. Engagement by one sliding dog, operated by a convenient lever mounted direct on box. Actuating mechanism self-contained, totally enclosed, and employing no small connecting links, etc. Specially designed for lubrication with Engine Oil. Gear ratios may be readily altered. **CLUTCH**—Improved multi-plate type of large dimensions, with die-pressed asbestos friction linings. Sweet in action, impervious to wear and of good accessibility. Handlebar control very light in operation. **KICK-STARTER**—Mounted direct on gear box. Simple and substantial construction. Turns the Engine through *two* power strokes.

FRAME: Patent Nos. 16,564/08 and 151,552/20. "Scott" triangulated girder principle—the leader of scientific frame designs. Immensely strong, yet much lighter than the orthodox type. Provides ideal housing for all components and also gives an "open frame," low centre of gravity, low riding position, and accurate distribution of weight.

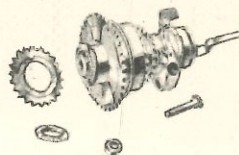


TWO-SPEED GEAR RATIOS

| No. of Teeth Driving Sprocket | Back Wheel Sprocket 66T | | | | B. Wheel Spkt. 75T | |
|-------------------------------|-------------------------|--------|--------|--------|--------------------|--------|
| | HG. | LG.47T | LG.40T | LG.36T | HG. | LG.47T |
| 19 | 4.34 | 8.16 | 6.95 | 6.25 | 4.93 | 9.27 |
| 20 | 4.13 | 7.75 | 6.60 | 5.94 | 4.68 | 8.81 |
| 21 | 3.93 | 7.40 | 6.30 | 5.66 | 4.46 | 8.40 |
| 22 | 3.75 | 7.06 | 6.00 | 5.40 | 4.26 | 8.00 |

Further variations of "close ratio" gears are also possible.

The "Two-Speed" Driving Sprocket is readily detachable without disturbing the gear.



THE Two-Speed Gear is instantly accessible by removing the side-shields. Chain tension is regulated by a simple screw adjustment. The magneto on a "Scott," driven from the countershaft, can be retimed with greater ease than on practically any other machine.

GENERAL SPECIFICATION

CONTINUED

FRONT FORKS: Patent Nos. 7,845/09 and 150,944/20. "Scott" system of compound springing allowing movement only parallel to the steering head, thus giving perfect steering irrespective of speed or road surface. Sliding bearings of ample surfaces, lubricated internally and automatically—no links or loose working parts, and therefore, no lateral wobble. Taper gauge fork blades and massively strong taper gauge steering column. *Indisputably one of the most successful designs yet produced.*

BRAKES: Internal expanding on both wheels. **FRONT**—Drum built into hub **REAR**—One-piece steel Drum and Driving Sprocket, readily detachable. Ferodo lined. Very powerful, yet sweet and progressive in action. Massive torque anchorages relieve frame lugs of stress. Accessible and simple adjustments.

RADIATOR: Of neat and pleasing design. Immensely strong, and supported at three points on the frame, completely insulated by rubber. Highly efficient Honeycomb type. Thermo Syphon circulation.

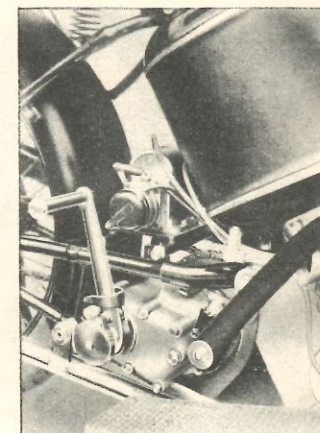
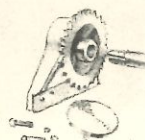
CONTROLS: **RIGHT HANDLEBAR**—Carburettor (Throttle and Air). Front Brake Lever. **LEFT HANDLEBAR**—Ignition Control. Half-Compression Lever, the *full* operation of which cuts out the ignition. (Three-Speed Models only) Clutch Lever. **RIGHT FOOT PEDAL**—(Two-Speed Models only) Gear and Free Engine. **LEFT FOOT PEDAL**—Rear Brake (heel operated). Three-Speed Models only—Hand Gear Lever on right side. *On a "Scott" the controls are thoughtfully placed, just where you want them.*

THREE-SPEED GEAR RATIOS

| No. of Teeth Driving Sprocket | Back Wheel Sprocket 50T | | | Back Wheel Sprocket 55T | | |
|-------------------------------|-------------------------|------|-------|-------------------------|------|-------|
| | HG. | MG. | LG. | HG. | MG. | LG. |
| 20 | 5.00 | 7.35 | 14.00 | 5.50 | 8.10 | 15.45 |
| 21 | 4.76 | 7.00 | 13.32 | 5.23 | 7.68 | 14.64 |
| 23 | 4.34 | 6.38 | 12.13 | 4.80 | 7.05 | 13.45 |
| 26 | 3.84 | 5.64 | 10.75 | 4.23 | 6.21 | 11.83 |

Five intermediate varieties are available with 22, 24 and 25T driving sprockets.

The "Three-Speed" Driving Sprocket can be quickly detached, complete with its outside bearing.



THE Three-Speed Gear box is mounted together with the engine in an aluminium tray, which assembly may be removed from the frame intact. The driving sprocket is supported by an outside bearing and the magneto is driven from that side.

THE SQUIRREL MODEL

486 c.c.

THE Scott "Squirrel," first introduced five years ago, has become one of the most famous and envied names in motor cycling history. It is a unique and admirable mount for light, fast solo work. Its silky and economical running comes as a pleasant surprise. The Squirrel can comfortably do 60 miles per hour on the road, whilst it can easily exceed even 100 miles per gallon of petrol.

ENGINE. Aluminium Alloy pistons. Medium compression ratio. Bore and stroke, 70 x 63.5 mm.

LUBRICATION. "Scott" automatic system with adjustable sight-feeds conveniently mounted on oil tank.

CARBURETTER. Amac racing type.

GEAR RATIOS. High 3.9 to 1, Low 6.3 to 1 (others available to choice).

WHEELS. "Standardized" flat base rims. Rear—Stamped steel hub, 10 gauge spokes, Journal ball bearings, $\frac{1}{2}$ in. diameter "knock-out" spindle. Front—12 gauge spokes, adjustable large size bearings, "knock-out" spindle.

TYRES. 650 x 65 mm. (700 x 80 tyres extra).

TANKS. Oval Petrol Tank with no square corners, mounted by a unique central fixing that prevents distortion and resultant leakage. Capacity, 3 gallons. Petrol Tap incorporates non-clogging filter. Circular Oil Tank accessibly fitted to down-tube. Capacity, 3 pints.

SADDLE. Special design mounted direct on Frame, giving low riding position. Lycett or Leckie (other make extra).

FOOTRESTS. Exceptionally neat and substantial, made in one piece and fitted with rubber pads. The method of mounting the cross tube safeguards against accidental frame damage, whilst removal or replacement is simple.

HANDLEBARS. "Squirrel" pattern giving perfect control without fatigue.

MUDGUARDS, ETC. Handsome and efficient "D" section Sports type. Front guard mounted so that it gets the benefit of fork springing. One piece combined windshield and undershield, quickly detachable. Neat and rattle-proof pressed metal gear shields, completely enclosing gear and chains, instantly detachable.

STAND. Substantial "Kick-up" rear stand.

TOOL OUTFIT. Carried in substantial and sensible metal tool box conveniently situated.

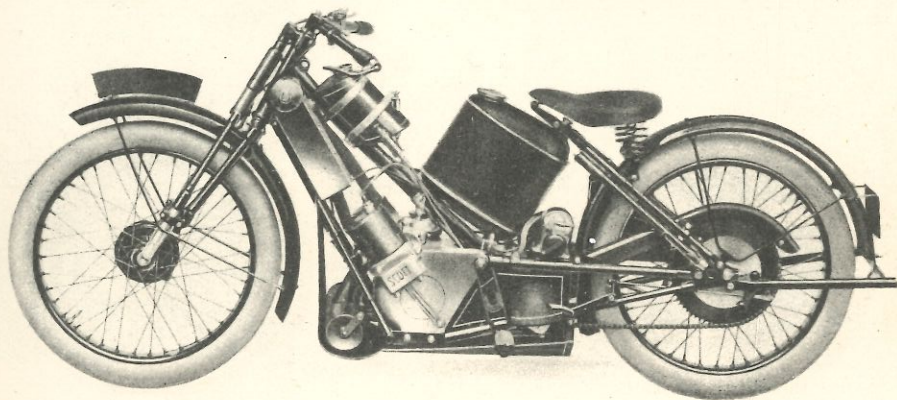
FINISH. Finest black enamel. Petrol Tank artistically covered with Scott purple leathercloth. Oil Tank, Scott purple enamel. Gear Shields, etc., tastefully lined. Radiator, plated. Handlebars, ebony black.

Detachable carrier or special legshields supplied as extras.

All other details as general specification, pages 4 to 7.
Weight complete 220 lbs.

Though primarily a Solo, it is a popular light sidecar machine. Suitable Sidecars from 15 gns.

Price 63 Guineas



Like the pretty graceful, agile little Squirrel, this "Scott" is noteworthy for its delicate grace and liveliness—for its nubile, never-tiring stride. Each "Scott" model is designed for a specific purpose, and is distinguished by a characteristic name.

TWO-SPEED SUPER SQUIRRELS

498 c.c. and 596 c.c.

IN general design these machines follow the famous Squirrel model. The 498 c.c. engine is recommended for very fast solo work, and the 596 c.c. engine for either fast solo or sidecar work, the former being the "livelier," and the latter the better "puller" at low speeds. These models are capable of 70/75 miles per hour on the road.

ENGINE. Aluminium Water-cooled Head. Straight-through Induction system. Aluminium Alloy Pistons. Medium compression ratio. Bore and stroke, 498 c.c.—68.25 x 68.25 mm.; 596c.c.—74.6 x 68.25 mm.

LUBRICATION. Mechanical Oil Pump working in conjunction with "Scott" automatic engine feed. The pump is accessibly mounted, and simple to regulate.

CARBURETTER. Amac racing type fitted to Straight-through induction pipe.

GEAR RATIOS. 498 c.c. model—High 3.9, Low 6.3; 596 c.c. model—High 3.75, Low 5.4 (others available to choice).

WHEELS. "Standardized" flat-base rims. Rear—Stamped steel hub, 10 gauge spokes, Journal ball bearings, $\frac{1}{2}$ in. diameter "knock-out" spindle. Front—12 gauge spokes, adjustable large size bearings, "knock-out" spindle.

TYRES. 650 x 65 m.m. (700 x 80 tyres extra).

TANKS. Oval Petrol Tank with no square corners, mounted by a unique central fixing that prevents distortion and resultant leakage; capacity, 3 gallons. Petrol Tap incorporates non-clogging filter. Circular Oil Tank accessibly fitted to down-tube; capacity, 3 pints.

SADDLE. Special design mounted direct on Frame, giving low riding position. Lycett or Leckie (other make extra).

FOOTRESTS. Exceptionally neat and substantial, made in one piece and fitted with rubber pads. The method of mounting the cross tube safeguards against accidental frame damage, whilst removal or replacement is simple.

HANDLEBARS. "Squirrel" pattern, giving perfect control without fatigue.

MUDGUARDS, ETC. Handsome and efficient "D" section Sports type. Front guard mounted so that it gets the benefit of fork springing. One piece black metal combined windshield and undershield, quickly detachable. Neat and rattle-proof pressed metal gear shields, completely enclosing gear and chains, instantly detachable.

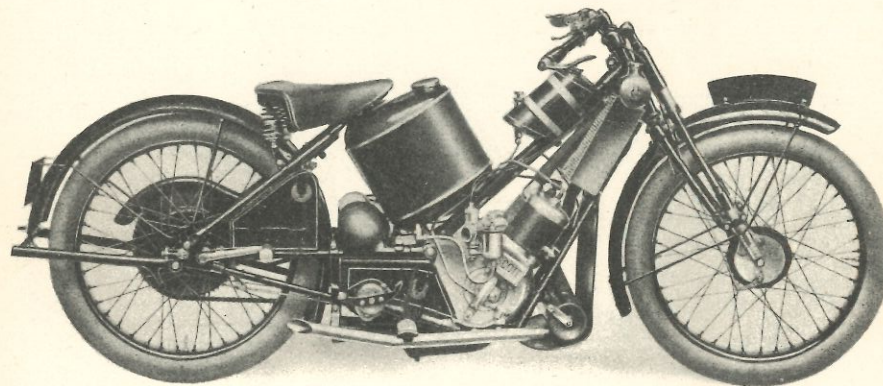
STANDS. Substantial "Kick-up" rear stand. Front Stand fitted below engine; easy to operate, strong and neat.

TOOL OUTFIT. Carried in substantial and sensible metal tool box, conveniently situated.

FINISH. Finest black enamel. Petrol Tank artistically covered with Scott purple leathercloth. Oil Tank, Scott purple enamel. Gear Shields, etc., tastefully lined. Radiator, plated. Handlebars, ebony black. Detachable carrier or special legshields supplied as extras.

All other details as general specification, Pages 4 to 7.
Weight complete 230 lbs.

Price : 498 c.c., 70 Gns.; 596 c.c., 73 Gns. (Terry Saddle, as illustrated, extra)
For Sidecar Prices, see page 14.



All "Scott" engines are easy to keep in tune. Owing to water-cooling and low oil consumption (approx. 1,000 m.p.g.) carbon deposit does not form rapidly. Up to 5,000 miles can often be done without a complete decarbonization, whilst the cleaning of ports is simpler than the grinding-in of valves.

FLYING SQUIRRELS

498 c.c. and 596 c.c.

THESE models are based upon the machine used in the 1925 Senior T.T. Race, being a racing development of the Super Squirrel type. In construction, they follow standard "Scott" practice. A special racing tank fitted across the open frame gives excellent knee grip, and a very low riding position for fast speed work.

Either model is capable of 80/85 miles per hour on the road.

ENGINE. Special high efficiency type. Improved Water-cooled heads, giving additional plug cooling. Straight-through induction system. Large diameter exhaust outlet, and polished ports and passages. Extra high compression ratio. Bore and stroke, 498 c.c.—68.25 x 68.25 mm., 596 c.c.—74.6 x 68.25 mm.

LUBRICATION. Mechanical Oil pump working in conjunction with "Scott" automatic engine feed. The pump is accessibly mounted, and simple to regulate.

CARBURETTER. Amac racing type fitted to Straight-through induction pipe.

GEAR RATIOS. 498 c.c. model—High 3.9, Low 6.3; 596 c.c. model—High 3.75, Low 5.4 (others available to choice).

WHEELS. "Standardized" flat base rims. Rear—Stamped steel hub, 10 gauge spokes, Journal ball bearings, 1/2 in. diameter "knock-out" spindle. Front—12 gauge spokes, adjustable large size bearings, "knock-out" spindle.

TYRES. 650 x 65 (700 x 80 tyres extra).

TANK. Special racing pattern of unique and pleasing design. It surrounds the seat tube, and is supported by rubber pads on the down-tube; braced by internal baffle. Petrol capacity, 3 1/2 gallons. Separate oil compartment of half gallon capacity.

SADDLE. Special Terry or Lycett Aero, mounted direct on frame, giving very low riding position.

FOOTRESTS. Exceptionally neat and substantial, made in one piece and fitted with rubber pads. The method of mounting the cross tube safeguards against accidental frame damage, whilst removal or replacement is simple.

HANDLEBARS. Latest T.T. type, giving forward position. Adjustable steering damper incorporated.

MUDGUARDS, ETC. Handsome and efficient "D" section Sports type. Front guard mounted so that it gets the benefit of fork springing. One piece combined windshield and undershield, quickly detachable. Neat and rattle-proof pressed metal gear shields, completely enclosing gear and chains, instantly detachable.

STANDS. Substantial "Kick-up" rear stand. Front stand fitted below engine; easy to operate, strong and neat.

TOOL OUTFIT. Carried in substantial and sensible metal tool box, conveniently situated.

FINISH. Finest black enamel. Petrol Tank, Gear shields, etc., artistically lined. Radiator, plated. Handlebars, ebony black.

Standard equipment includes Twin Fork Stabilizers, Steering Damper and Lycett, Aero or Terry Saddle.

All other details as general specification, pages 4 to 7.

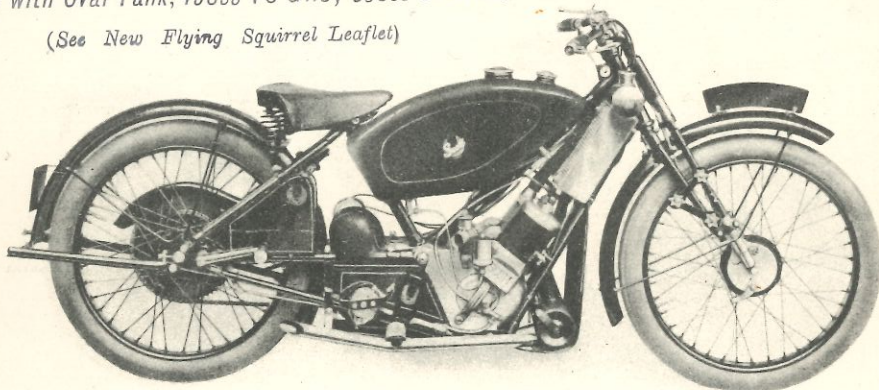
Weight complete 240 lbs.

Price : 498 c.c. **82 Gns.**; 596 c.c. **85 Gns.**

For particulars and prices of Super Sports Sidecars—See page 14.

Price with Oval Tank, 498cc 78 Gns; 596cc 81 Gns.

(See New Flying Squirrel Leaflet)



The Scott "Flying Squirrel" aptly takes the name of that rare and fascinating member of the Squirrel family, remarkable for its extreme agility, and peculiar power of gliding through the air at almost incredible speed.

TWO SPEED STANDARD TOURING

596 c.c.

LUXURIOUS comfort and the utmost protection are outstanding features of this model. Its unique and most efficient guards and legshields add to, rather than detract from, its graceful, dignified appearance. The new engine is designed for hard work and slow pulling in particular, but has also an excellent turn of speed.

ENGINE. Aluminium Water-cooled head. Straight-through induction system. Cast iron pistons. Medium compression ratio. Bore and stroke, 74.6 x 68.25 mm.

LUBRICATION. Mechanical Oil Pump working in conjunction with "Scott" automatic engine feed. The pump is accessibly mounted, and simple to regulate.

CARBURETTER. Amac semi-automatic, fitted to Straight-through induction pipe.

GEAR RATIOS. High 4.26, Low 8.0 (others available to choice).

WHEELS. "Standardized" flat base rims. Rear—Stamped steel hub, 10 gauge spokes, Journal ball bearings, 1/2 in. diameter "knock-out" spindle. Front—12 gauge spokes, adjustable large size bearings, "knock-out" spindle.

TYRES. 700 x 80 Cord.

TANKS. Oval Petrol Tank with no square corners, mounted by a unique central fixing that prevents distortion and resultant leakage; capacity, 3 gallons. Petrol tap incorporates non-clogging filter. Circular Oil Tank accessibly fitted to down-tube; capacity, 3 pints.

SADDLE. Special design mounted direct on frame, giving low riding position. Lycett or Leckie (large size Terry as illustrated extra).

FOOTBOARDS. Luxuriously sprung on compound coil springs at the back, and leaf springs at the front. Covered with thick moulded rubber matting, and finished with substantial aluminium edging. Instantly detachable.

HANDLEBARS. "Touring" pattern affording extreme comfort (especially recommended for side-car work). "Squirrel" handlebars (as illustrated) to order.

MUDGUARDS, ETC. Extra deep pattern of domed section, with large valances. Front guard fitted with mudflap, detachable side pieces covering fork blades, but mounted as on other models. Graceful and highly efficient legshields, readily detachable. Separate one piece quick-detachable undershield. Gear shields as other two speed models.

STANDS. Specially strengthened rear stand. Front stand fitted below engine; easy to operate, strong and neat.

CARRIER. Substantial one piece welded type of neat design.

TOOL OUTFIT. Carried in two neat and substantial pannier bags fitted with spring-locks and straps.

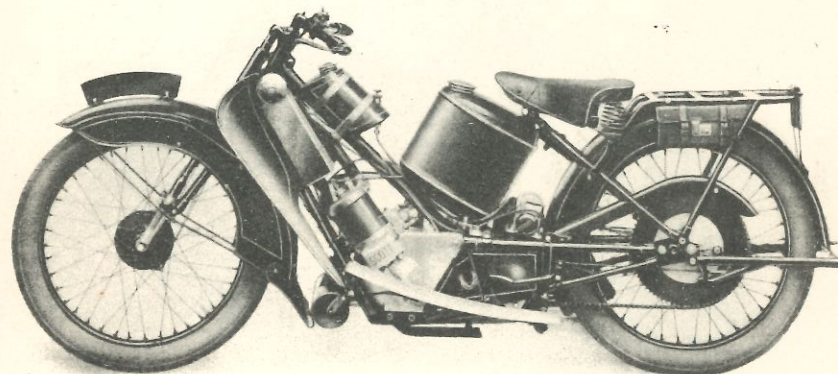
FINISH. Finest black enamel. Tanks, Gear Shields, etc., as other two speed models. Legshields finished in Scott purple artistically lined.

All other details as general specifications, pages 4 to 7.

Weight complete 255 lbs.

Price 78 Guineas

With either Touring or Squirrel Handlebars. (Terry Saddle, as illustrated, extra). For Touring Sidecars see page 14



The "Scott" in its Two-Speed form, will prove itself equal to every occasion, owing to its light weight, unequalled transmission efficiency, and exceptional pulling powers. The "Scott" engine will deliver useful power even at the lowest speeds.

THREE SPEED SUPER SQUIRRELS

498 c.c. and 596 c.c.

THE Three-Speed models embody many original and exclusive "Scott" features. They meet the demand of those who prefer hand clutch control, or who wish to have another alternative gear ratio. A Three-Speed Super Squirrel makes a very fast "go anywhere" mount, whilst engine sizes are available for either solo or sidecar work.

ENGINE. Aluminium Water-cooled head. Straight-through induction system. Aluminium alloy pistons. Medium compression ratio. Bore and stroke, 498 c.c.—68.25 x 68.25 mm.; 596 c.c.—74.6 x 68.25 mm. The engine is so mounted in a cast aluminium tray, that it forms a complete and readily detachable unit with the gear box and primary drive.

LUBRICATION. Mechanical Oil pump working in conjunction with "Scott" automatic engine feed. The pump is accessibly mounted, and simple to regulate.

CARBURETTER. Amac racing type fitted to straight-through induction pipe.

GEAR RATIOS. Machines are normally supplied with the most suitable ratios for all-round purposes. Special Ratios available to choice, see page 7.

WHEELS. Quick-detachable type. The rear wheel may be removed without disturbing in any way the transmission or brake. Otherwise as two speed models, having Journal bearings for the rear hub, and large size adjustable bearings for the front.

TYRES. 700 x 80 Cord.

TANKS. As two speed Super Squirrels.

SADDLE. Special design mounted direct on frame, giving low riding position. Lycett or Leckie (other make extra).

FOOTRESTS. Strong and neat one-piece cross tube, fitted with rubber pads. The mounting is very

similar to that on two speed models, the weight being carried by steel hangers from the frame bottom bracket lug. Support is also afforded by the cast aluminium tray into which the footrest tube is recessed. Easy removal is also a feature.

HANDLEBARS. "Squirrel" pattern, giving perfect control without fatigue.

MUDGUARDS, ETC. Handsome and efficient "D" section sports type, as two speeds models. Polished aluminium windshield below radiator, quick-detachable type. An efficient undershield is formed by the cast aluminium tray that carries engine and gear assembly. Neat and substantial cast aluminium gear shields, completely enclosing gear box and chains; Single nut fixing, readily detachable.

STANDS & TOOL OUTFIT. As two speed Super Squirrels.

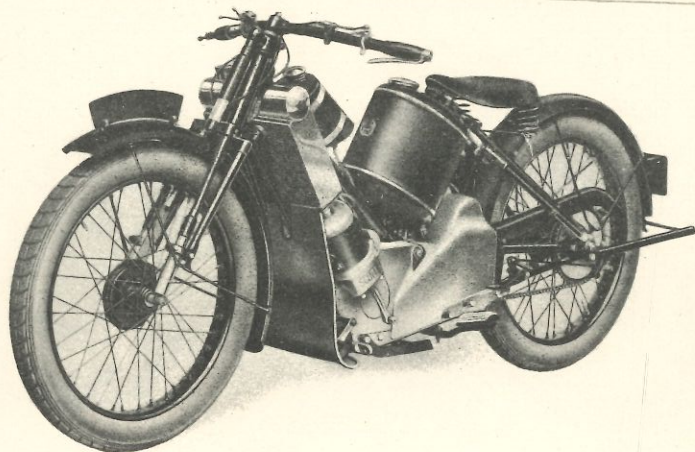
FINISH. Finest black enamel. Petrol Tank artistically covered with Scott purple leathercloth. Oil Tank, Scott purple enamel. Gear Shields and Wind Shield, highly polished aluminium. Radiator, plated. Handlebars, ebony black.

Detachable carrier or special legshields supplied as extras.

All other details as general specification, pages 4 to 7
79. Weight complete 255 lbs.

For prices and particulars of Sidecars—See page 14

Price : 498 c.c. ⁷⁶80 Gns.; 596 c.c. ⁷⁹83 Gns.



"Scott" water-cooling, means that the engine is always kept under ideal working conditions. The hardest work over prolonged periods cannot cause overheating, nor can the engine tire. This is one of the secrets of the "Scott's" remarkable efficiency. If a car is better water-cooled—so is a motor cycle.

THREE SPEED STANDARD TOURING

596 c.c.

EXCEPTIONALLY good for heavy sidecar work in hilly districts, this model makes a wide appeal. It is capable of climbing any gradient on which wheel-grip is possible. Being of comparatively light weight, however, it is also a most comfortable machine to handle for solo touring work, whilst, despite its high power, it is economical to run.

ENGINE. Aluminium Water-cooled head. Straight-through induction system. Cast iron pistons. Medium compression ratio. Bore and stroke, 74.6 x 68.25 mm. Mounted as on Three-Speed Super Squirrels.

LUBRICATION. Mechanical Oil pump working in conjunction with "Scott" automatic engine feed. The pump is accessibly mounted, and simple to regulate.

CARBURETTER. Amac semi-automatic, fitted to straight-through induction pipe.

GEAR RATIOS. Machines are normally supplied with the most suitable ratios for all-round purposes. Special Ratios available to choice, see page 7.

WHEELS. Quick-detachable type. The rear wheel may be removed without disturbing in any way the transmission or brake. Otherwise as two speed models, having Journal bearings for the rear hub, and large size adjustable bearings for the front.

TYRES. 700 x 80 Cord.

TANKS. As Super Squirrel models.

SADDLE. Special design mounted direct on frame, giving low riding position.

FOOTBOARDS. Luxuriously sprung on leaf springs back and front. Covered with thick moulded rubber matting, and finished with substantial aluminium edging. Readily detachable.

HANDLEBARS. "Touring" or "Squirrel" pattern to choice.

MUDGUARDS, ETC. Handsome and highly efficient flat "D" section, 7 inches in width, incorporating mud channels along the inside edges. The mounting of the front guard is as on other models. Graceful and highly efficient legshields, readily detachable. An efficient undershield is formed by the aluminium engine tray. Cast aluminium gear shields as on three-speed Super Squirrels.

STANDS. Specially strengthened rear stand. Front Stand fitted below engine; easy to operate, strong and neat.

CARRIER. Extra wide substantial one-piece welded type, of neat design.

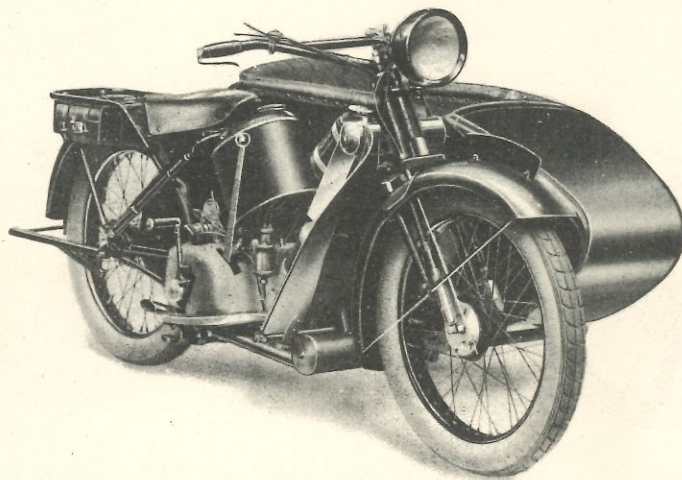
TOOL OUTFIT. Carried in two neat and substantial pannier bags fitted with spring-locks and straps.

FINISH. Finest black enamel, Petrol Tank artistically covered with Scott purple leathercloth. Oil Tank and Legshields, Scott purple enamel, tastefully lined. Gear shields and Wind Shield, highly polished aluminium. Radiator, plated. Handlebars, ebony black.

All other details as general specification, pages 4 to 7.
84. Weight complete 270 lbs.

Price ⁸⁴88 Guineas

With either Touring or Squirrel Handlebars.
No. 10 Touring Sidecar 20 Guineas



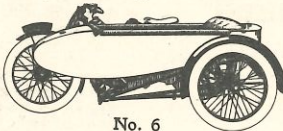
For all-weather riding, no motor cycle could be better suited than is a "Scott." Both rider and machine receive the benefit of mud protection, whilst the "Scott's" almost uncanny stability on greasy roads, inspires implicit confidence. "It takes a lot to skid a 'Scott.'"

SCOTT SIDECARS

IN the choice of a sidecar it is highly advisable to consider only those designed especially for the one particular make of machine. The SCOTT triangulated sidecar chassis, has long been famous for its immense strength and ability to stand up to the roughest usage without distortion or loss of alignment. It also incorporates a unique system of spring suspension, that may be adjusted to suit varying loads, whilst the luxurious comfort is such as cannot be over-rated.

To meet the demand for less expensive sidecars, alternative types have been introduced for both light and heavy work, and a very wide range of models is now available to suit every need.

No. 6. LIGHT SPORTS. Distinctive roomy aluminium body on Triangulated Chassis 20 Gns.



No. 6

No. 4. LIGHT SPORTS. Aluminium Body as No. 8, but fitted to Chassis as No. 6 15 Gns.

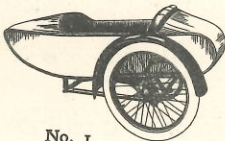
No. 1. SPORTS. Graceful Body. Deeply upholstered. Large Locker. Purple Coach finish 15 Gns.

No. 9. TOURING. Roomy heavyweight Body. Large Locker. Purple Coach finish 19 Gns.

No. 2. SEMI-SPORTS. Light Body with door and small Locker. Purple Coach finish 15 Gns.

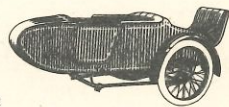
No. 11. TWO-SEATER. Commodious Body with large extra seat in rear. Coach finish 24 Gns.

No. 13. TOURING. De luxe Body fitted to Triangulated Chassis. Purple Coach finish 24 Gns.

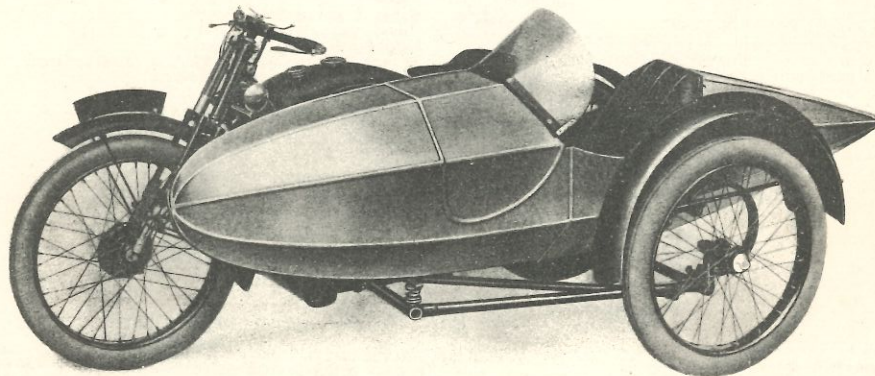


No. 1

A Waterproof Apron is supplied with each model. Sidecars are carefully packed (free). Carriage charged extra. Crates or Cases (if desired) extra and not returnable.



No. 11



No. 8. SUPER SPORTS SIDECAR. Handsome Streamline Body with hinged scuttle and screen. Mottled or polished aluminium finish 21 Gns.

For particulars of other Sidecars see Special List.

PRICES AND BRIEF CHARACTERISTICS

TWO-SPEED MODELS

| Model | Characteristics | Price | Notes |
|---------------------------|--|-------|--------------|
| 486 c.c. Squirrel | A light fast and economical solo machine. Capable of 60 m.p.h. on the road | 63 | SOLO Guineas |
| 498 c.c. Super Squirrel | A very fast and "lively" solo mount. Capable of 70/75 m.p.h. on the road | 70 | " |
| 596 c.c. Super Squirrel | For very fast solo or sidecar work. This engine is the better "puller." Also capable of 70/75 m.p.h. on the road | 73 | " |
| 498 c.c. Flying Squirrel | Designed for the highest speed work solo. Capable of 80/85 m.p.h. on the road | 82 | " |
| 596 c.c. Flying Squirrel | An Ultra Sports Model, suitable for either solo or sidecar work. Also capable of 80/85 m.p.h. on the road | 85 | " |
| 596 c.c. Standard Touring | For general utility solo or sidecar work with the maximum comfort | 78 | " |

THREE-SPEED MODELS ARE 10 GUINEAS EXTRA TO THE ABOVE PRICES

ACCESSORIES

| Accessory | Price (£ s. d.) |
|--|-----------------|
| Lucas Magdyno Lighting Set Solo | 11 10 0 |
| Lucas Magdyno Lighting Set, Combination | 12 10 0 |
| (Above sets include Large Headlamp) | |
| B.T.H. Mag-generator Lighting Set, Solo | 10 18 0 |
| B.T.H. Mag-generator Lighting Set, Combination | 11 18 0 |
| Accumulator Lighting Sets | from 3 10 0 |
| Acetylene Lighting Sets | from 1 12 6 |
| Bonniksen Speedometers | from 4 10 0 |
| Speedometers of other makes | from 3 5 0 |
| Electric Horns | from 1 1 0 |
| Bulb Horns | from 0 10 6 |
| Squirrel Mascot | 0 4 6 |

Sidecar Windscreens, etc.—Prices on application

EXTRAS

| Extra | Price (£ s. d.) |
|---|-----------------|
| Terry Lightweight Saddle | 1 0 0 |
| Terry Heavyweight Saddle | 1 5 0 |
| Lycett Aero Saddle | 0 16 0 |
| Brooks Supple Seat Saddle | 2 5 0 |
| Legshields for Squirrel Models (small or large) | 0 16 0 |
| Langman Racing Bars | 0 15 0 |
| Fork Stabilizers as on Flying Squirrels | 1 17 0 |
| Fork Stabilizer (Single Type) | 1 10 0 |
| Steering Damper | 1 1 0 |
| Amac Twist Grip Control | 0 12 6 |
| Variable Jet, Handlebar control | 1 2 6 |
| 700 x 80 Tyres (if 650 x 65 are standard) per wheel | 0 10 0 |

Tyres of makes other than standard—extra charge on application

DELIVERY

Solo machines are sent carriage free to any Railway Station in the United Kingdom or nearest Seaport in the Irish Free State. Cases or crates (if desired) are extra and not returnable.

TEST

Every engine is given a thorough test of several hours duration on the test bed, and its B.H.P. recorded by Dynameter. The complete machine is then subjected to a severe road test of twenty miles including a gradient of 1 in 4. A certificate of performance is issued to the purchaser.

EASY PAYMENT.—Scott machines can be supplied upon attractive Easy Payment Terms. Full particulars on application.

We reserve the right to alter or amend any of the specifications without previous notice. Illustrations must not be taken as binding in detail, although every endeavour has been made to obtain accuracy. This catalogue cancels all previous catalogues.

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, SHIPLEY, YORKS.



"THE BOOK OF THE SCOTT"

A comprehensive Handbook containing general running instructions, working principles and constructional details, simply described.

ONE SHILLING POST FREE

THE SIGN
OF
SCOTT SERVICE

