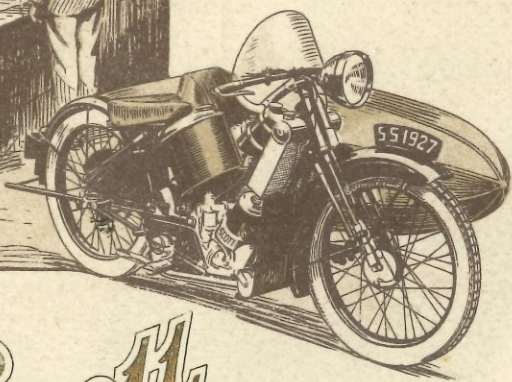
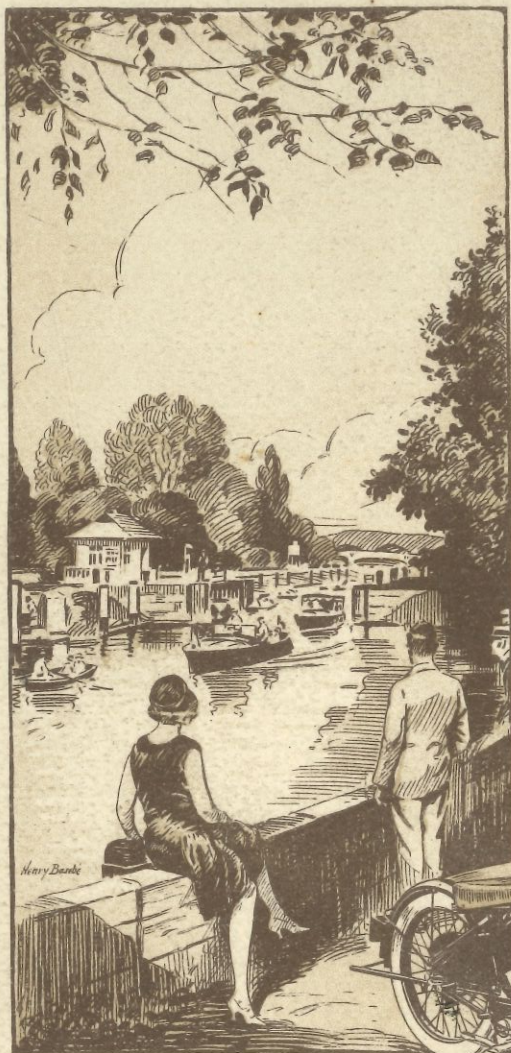


1927



Scott

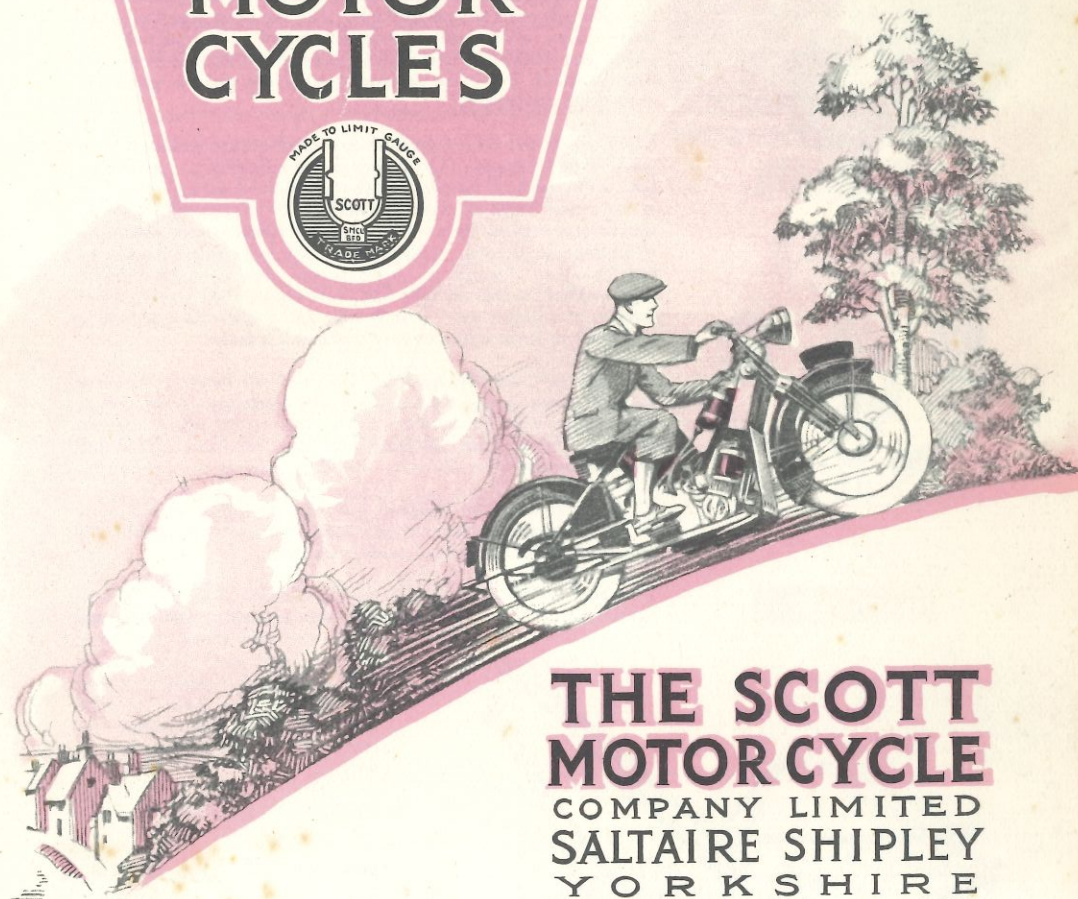
MOTOR
CYCLES

THE SCOTT IS AS
PLEASING IN PERFORM-
ANCE AS IT IS DIGNIFIED
AND GRACEFUL IN
APPEARANCE

Scott

1927

MOTOR CYCLES



**THE SCOTT
MOTOR CYCLE**
COMPANY LIMITED
SALTAIRE SHIPLEY
YORKSHIRE
Telephone SHIPLEY 337. Telegrams TWIN SHIPLEY.

SERVICE DEPOTS :

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Telephone : Leeds 26686*

BRISTOL SCOTT MOTORS (BRISTOL)
8 NELSON STREET
*Telegrams : "Nonvalve, Bristol"
Telephone : Bristol 7890*

Scott

MOTOR CYCLES

AMBITIOUS as were the earliest Scott ideals, when, in 1909 the first machine emerged from its experimental state, one could scarcely have foreseen the world-wide fame awaiting this bold and unconventional design. The Scott was "different" not for novelty's sake, but to test out scientific theories, the outcome of many years' research. Those same theories are the basis of present Scott design; every year has added further proof of their correctness; every year has seen the wider adoption of such methods. But the Scott was first in the field! Thus, whilst general progress swayed with hindering prejudice, and whilst fads and fashions came and went, the Scott was, from its birth, free to be developed studiously towards perfection in its detail refinement.

"MADE TO LIMIT GAUGE"



ACCURACY

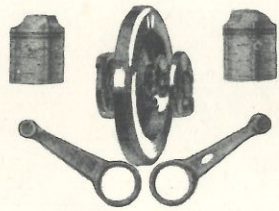
Every one of the Scott's unusual structural features yields profit in practical performance. The Scott's innate reliability is due to more than high quality of material and thoroughness of workmanship. It is the logical result of these combined with an uncommon sturdy simplicity of working parts. Moreover, in the Scott engine a harmony of purpose is assured, because of perfect balance and consistent water-cooling. Though far more simple than a single cylinder engine of the four-stroke type, the Scott provides the smooth sweet running of a luxury car. It is flexible and docile—yet ever willing to provide its turbine-like surge of vibrationless power.

The famous Scott Triangulated Frame—"the leader of modern scientific designs"—and the equally original Scott front forks, endow the machine with yet another charm that is its own—Inherent Stability. This means instinctive steering, care-free safety—and personal comfort.

All Scott machines are designed and built throughout in the Scott Works at Shipley. Thus, not only is uniform quality ensured, but a uniformity of fitness between every component.

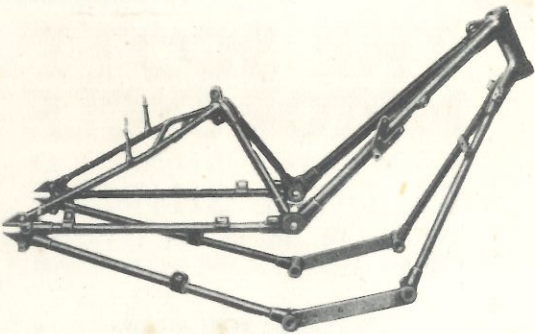
With such traditions to uphold, the introduction of an entirely new Scott—the 1927 Flying Squirrel—arouses widespread interest. Being the embodiment of every famous Scott ideal enhanced by eighteen years' accumulated experience and the most modern engineering skill, this machine has met with instant acclamation.

We cordially invite any rider or prospective customer to visit our works



SIMPLICITY

The five working parts of the Scott Engine



The Flying Squirrel Frame

SCIENTIFIC STURDINESS

THE HAPPY DIFFERENCE

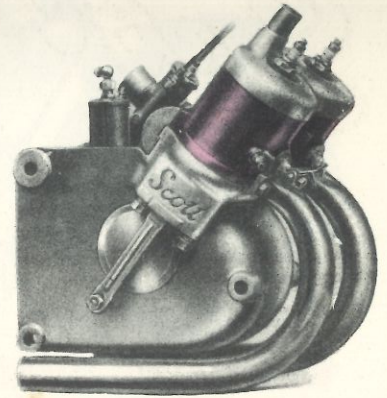
THE 'Scott' has ever been a "different" motor cycle, but its greatest difference is the way in which it fulfills its purpose—it transforms a commonplace ride into a thrill of joy! What gives the 'Scott' this incomparable charm, is the effortless power of the Two-stroke Twin—The way it "purrs"—Its care-free stability that banishes the very thought of skids—Its insatiable thirst for good, hard work—Its zestful never-tiring glide.

Picture yourself in the saddle. The riding position is right—and how astonishingly low! Your hands and feet fall naturally into their places—the controls are just where you yourself would choose to fit them. With a gentle dig on the starter, the engine bursts into life—you are off and away. Lightning acceleration, power in plenty, but no vibration—no fuss—no clatter—just that enrapturing musical purr, in itself a song of joy!

Corners seem hardly to exist, or at any rate, you are round before they are noticed. Then—when you wish to check your speed, a new delight is found—a feeling of absolute mastery, inspired by glorious brakes. And all the time there is comfort, that puts you at perfect ease—imparting real contentment.

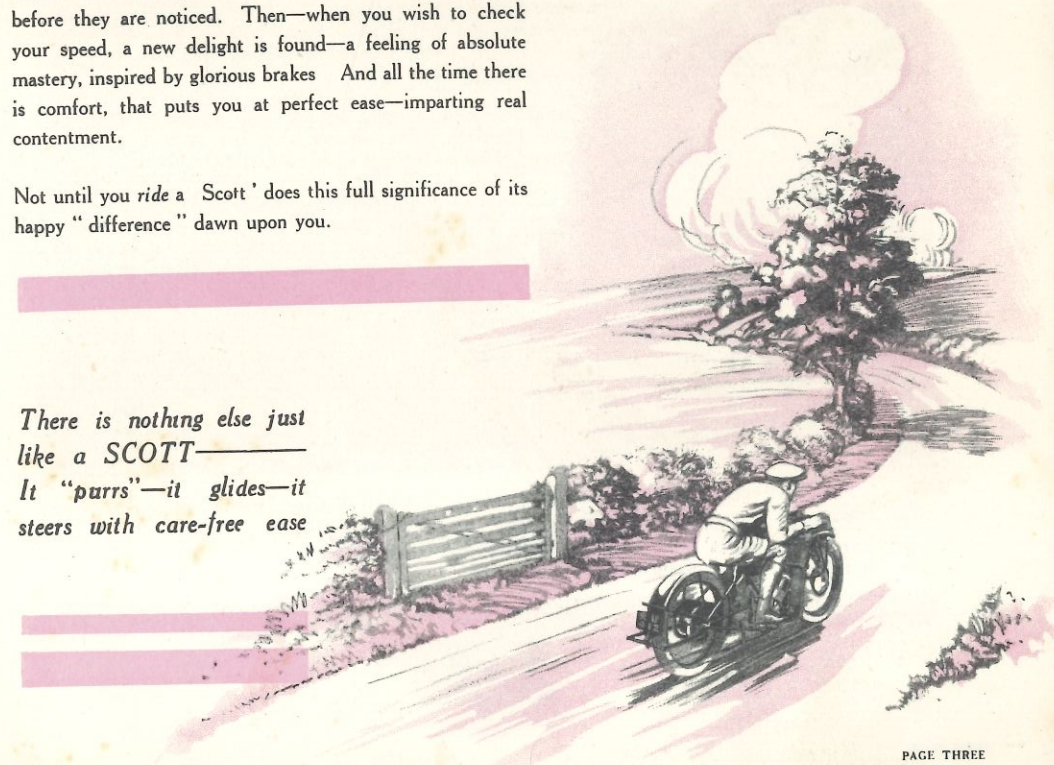
Not until you ride a Scott' does this full significance of its happy "difference" dawn upon you.

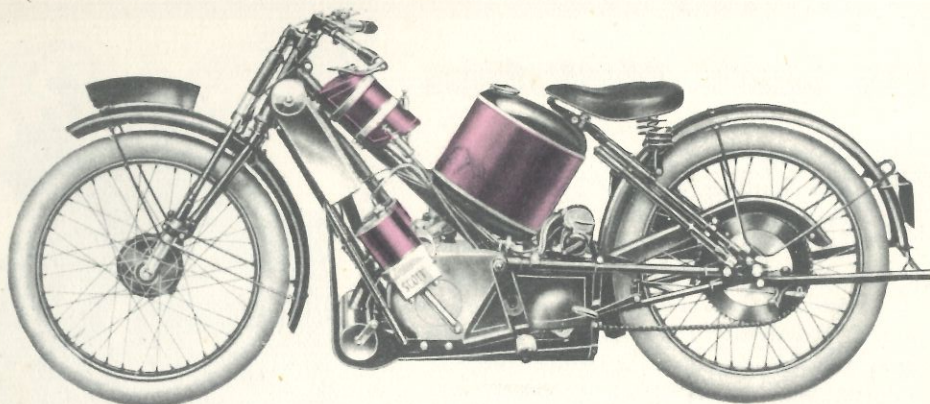
*There is nothing else just like a SCOTT—
It "purrs"—it glides—it steers with care-free ease*



The Flying Squirrel Engine

The result of a steadfast aim for High Efficiency without loss of Simplicity or Reliability.





THE SQUIRREL MODEL

486 c.c.

FIRST introduced six years ago, The Scott "Squirrel" has become one of the most famous and envied names in motor cycling history. It is still unique as a light, handy mount, combining silky effortless running with economy and speed. A comfortable 60 miles per hour, and a petrol consumption of less than a gallon per 100 miles are points that appeal no less than the machine's extreme docility. For the 1927 Season, the "Squirrel" whilst retaining all its popular features and its air of downright simplicity, has been improved mechanically and in details of equipment.

Engine. "Scott" Twin Cylinder Two-stroke. Aluminium Alloy Pistons. Medium compression. Bore and Stroke, 70 x 63.5 mm. Lubrication by "Scott" automatic crankcase suction system with adjustable sightfeeds conveniently mounted on oil tank. Improved "Amac" pilot-jet Carburetter (with air filter) mounted on straight-through induction pipe.

Gear. "Scott" two-speed, foot operated. Standard close ratios, 3.9 and 6.3 to 1. Kickstarter incorporated. Extra heavy 1/2 in. pitch chains throughout.

Frame. "Scott" triangulated open type girder frame giving strength, lightness, low centre of gravity and ideal housing for all components.

Forks. "Scott" system of compound springing; sliding bearings only; constant angle of trail and no lateral wobble. Internal lubrication.

Tanks. Three gallon Oval Petrol Tank, unique distortionless mounting; petrol tap incorporates non-clogging filter. Accessible separate circular oil tank fitted to down tube; capacity, 3 pints.

Wheels. Rear: Stamped steel hub, Journal bearings, "knock-out" spindle. Front: Adjustable large size

bearings, "knock-out" spindle. Flat base rims, 650 x 65 mm. Cord Tyres.

Brakes. Internal expanding, 7 in. Rear; 5 in. Front. Sweet in action, yet very powerful.

Saddle. Special direct mounted light saddle giving low position.

Footrests. Exceptionally neat and strong, made in one piece and fitted with rubber pads.

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

Mudguards, etc. Handsome "D" Section sports type. One-piece combined front-shield and under-shield with improved fixings. Neat quick-detachable pressed metal gear-shields. Substantial Rear Stand of improved type. Equipment includes tool kit in strong metal box in handy position. Tyre repair outfit, inflator, etc. Detachable Carrier or Legshields extra.

Finish. Finest black enamel. Petrol tank artistically covered with Scott purple leathercloth. Oil Tank, purple. Radiator, plated. Handlebars, ebony black.

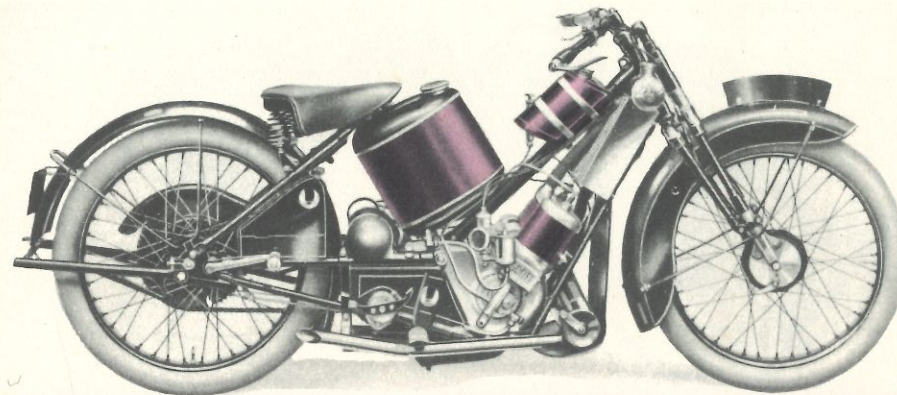
Weight complete. 220 lbs.

Price: 63 Guineas

Code Word: KORSO

For further details of Specification, see pages 10 and 11. For Sidecars, page 13. Easy Terms, page 14

Like the pretty, graceful, agile little Squirrel, this "Scott" is noteworthy for its delicate grace and liveliness—for its nimble, 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.

FOLLOWING the same general design as the famous Squirrel, these models have a better road performance and embody numerous refinements in their equipment. As in the case of other models for which alternative engines are listed, the 498 c.c. is intended primarily for solo work whilst the 596 c.c. is suitable for either solo or sidecar work. Either model is capable of 70/75 m.p.h. 1927 improvements include wide big-end bearings, wide front forks and wider mudguards.

Engine. "Scott" Twin Cylinder Two-stroke. Aluminium water-cooled Cylinder Head. Alloy Pistons. Medium compression. Wide big-end bearings. Bore and Stroke, 498 c.c.—68.25 x 68.25 mm; 596 c.c.—74.6 x 68.25 mm. Mechanical Pump lubrication. Improved "Amac" pilot-jet Carburetter (with air filter) mounted on straight-through induction pipe.

Gear. "Scott" two-speed, foot operated. Standard close ratios (solo), 3.9 and 6.3 to 1. Kickstarter incorporated. Extra heavy 1/2 in. pitch chains throughout.

Frame. "Scott" triangulated open type girder frame giving strength, lightness, low centre of gravity and ideal housing for all components.

Forks. Improved wide type. "Scott" system of compound springing; sliding bearings only; constant angle of trail and no lateral wobble. Internal lubrication.

Tanks. 3 gallon Oval Petrol Tank, unique distortionless mounting; petrol tap incorporates non-clogging filter. Accessible separate circular oil tank fitted to down tube; capacity, 3 pints.

Wheels. Rear: Stamped steel hub, Journal bearings, "knock-out" spindle. Front: Adjustable large size

bearings, "knock-out" spindle. Flat base rims, 650 x 65 mm. Cord Tyres.

Brakes. Internal expanding, 7 in. Rear; 5 in. Front. Sweet in action, yet very powerful.

Saddle. Special Terry Spring-top saddle, giving low riding position.

Footrests. Exceptionally neat and strong, made in one piece and fitted with rubber pads.

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

Mudguards. Handsome "D" Section, 5 in. wide Front, fitted with deep valance. One-piece front-shield and undershield with improved fixings. Neat quick detachable pressed metal gear-shields. Substantial rear stand of improved type. Front stand neatly fitted beneath engine. Equipment includes tool kit in strong metal box in handy position. Tyre repair outfit, inflator, etc. Detachable Carrier or Legshields extra.

Finish. Finest black enamel. Petrol tank artistically covered with Scott purple leathercloth. Oil tank, purple. Radiator, plated. Handlebars, ebony black.

Weight complete. 230 lbs.

Price: 498 c.c. 70 Guineas

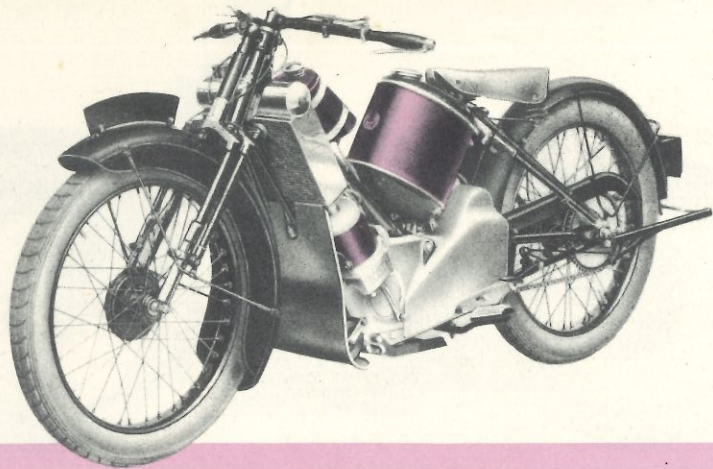
Code Word: KLONE

596 c.c. 73 Guineas

Code Word: KRENO

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.





THREE-SPEED SUPER SQUIRRELS

498 c.c. and 596 c.c.

EMBODYING many original and exclusive "Scott" features, the three-speed models have won a name for their dependable service and are becoming as popular as the two-speed type. For those who prefer hand clutch control or wish to have an emergency gear ratio, they make a wide appeal, whilst they are ideal dual purpose mounts.

Engine. "Scott" Twin Cylinder Two-stroke. Water-cooled Head. Alloy Pistons. Medium compression. Wide big-ends. Bore and Stroke, 498 c.c. 68'25 x 68'25 mm; 596 c.c. 74'6 x 68'25 mm. Mechanical Pump lubrication. Improved "Amac" pilot-jet Carburetter (with air filter) on straight-through induction pipe. The Engine is mounted in a cast-aluminium tray so that it forms a unit construction with gear-box.

Gear. "Scott" constant mesh three-speed box of improved type, operated by hand lever, providing unusually easy gear change. Close or wide ratios. Improved multiplate clutch. Kickstarter. Extra heavy 1/2 in. pitch chains.

Frame. "Scott" triangulated open type, similar to two-speed models, except for detachable aluminium engine tray and wider rear fork stays.

Forks. Improved wide type. "Scott" system of compound springing; sliding bearings only; constant angle of trail, and no lateral wobble. Internal lubrication.

Tanks. 3 gallon Oval Petrol Tank, and 3 pint separate oil tank, similar to two-speed models.

Wheels. Quick-detachable type: the rear may be removed without disturbing the transmission or brake. Otherwise as two-speed models. Flat base rims. 700 x 80 Cord Tyres.

Brakes. Internal expanding. 7in. Rear. 5in. Front. Sweet in action, yet very powerful.

Saddle. Special Terry Spring-top saddle, giving low riding position.

Footrests. Exceptionally neat and strong, made in one piece and fitted with rubber pads.

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

Mudguards, etc. Handsome "D" Section, 5in. wide. Front: fitted with deep valance. Polished aluminium front-shield with improved fixings. Handsome cast-aluminium gear-shields. Substantial rear stand of improved type. Neat front stand beneath engine. Equipment includes tool kit in strong metal box in handy position. Tyre repair outfit, inflator, etc. Detachable Carrier or Legshields, extra.

Finish. Finest black enamel. Petrol tank, artistically covered with "Scott" purple leathercloth. Oil tank purple. Radiator plated. Handlebars, ebony black. **Weight complete.** 255 lbs.

Price: 498 c.c. 76 Guineas

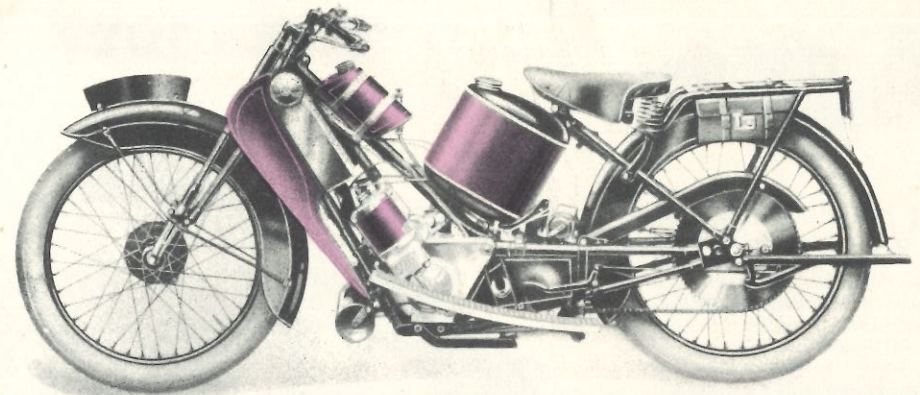
Code Word: KATNA

596 c.c. 79 Guineas

Code Word: KERZI

"Scott" water-cooling means long-lived and consistent efficiency. The hardest work over prolonged periods cannot cause overheating, nor can the engine tire. If a car is better water-cooled—so is a motor cycle.

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.'"



TWO AND THREE-SPEED TOURING MODELS

596 c.c.

LUXURIOUS comfort and the utmost protection are outstanding features of these models, wherein are blended skilfully, practical efficiency and pleasing harmony of outline. The engine is specially designed for hard work, and slow pulling in particular, though it can boast an excellent turn of speed.

Engine. "Scott" Twin Cylinder Two-stroke. Aluminium water-cooled Head. Cast-iron Pistons. Wide big-ends. Bore and Stroke, 74'6 x 68'25; Mechanical Pump lubrication. Improved "Amac" pilot-jet Carburetter (with air filter) on straight-through induction pipe.

Gear. Two-speed; as fitted to two-speed Super Squirrel, but with wide ratios—4'26 and 8'0. Three speed; as fitted to Three-speed Super Squirrel, but with lower wide ratios. Kickstarter incorporated. Extra heavy 1/2 in. pitch chains throughout.

Frame and Forks. Similar to Three-speed Super Squirrels.

Tanks. 3 gallon Oval Petrol Tank, and separate 3 pint oil tank, as fitted to Super Squirrels.

Wheels. Rear: Stamped steel hub, Journal bearings. "Knock-out" spindle (quick-detachable type on three-speed model). Front: Adjustable large size bearings. "knock-out" spindle. Flat base rims. 700 x 80 mm. Cord Tyres.

Brakes. Internal expanding. 7in. Rear. 5in. Front. Sweet in action, yet very powerful.

Saddle. Extra large Terry Spring-top saddle, providing luxurious comfort.

Footboards. Comfortably sprung fore and aft, covered with thick moulded rubber, and finished with substantial aluminium edging; readily detachable.

Handlebars. "Touring" pattern, affording extreme comfort, specially recommended for sidecar work. "Squirrel" handlebars (as illustration) to order.

Mudguards, etc. Handsome "D" Section, 5in. wide. Both Front and Rear deeply valanced. Graceful and highly efficient Legshields, readily detachable. Gearshields as on Super Squirrel models.

Stands. Specially strengthened rear stand. Neat front stand below engine.

Carrier. Substantial one-piece welded type of neat design. Equipment includes tool kit in pannier bags, tyre repair outfit, inflator, etc.

Finish. Finest black enamel. Petrol tank artistically covered with Scott purple leathercloth. Oil tank, purple. Radiator, plated. Handlebars, ebony black.

Weight complete. Two-speed, 255 lbs. Three-speed, 270 lbs.

Price: 2-speed 78 Guineas

Code Word: KROBE

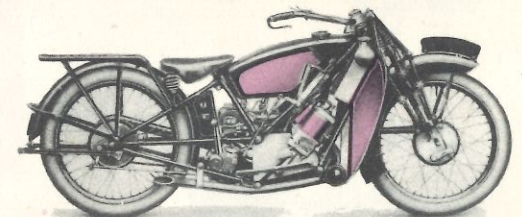
3-speed 84 Guineas

Code Word: KLEPO

TOURING MODEL DE LUXE

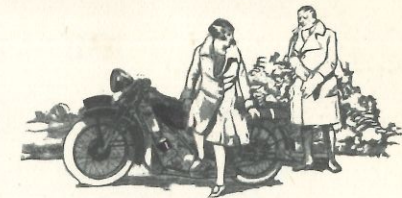
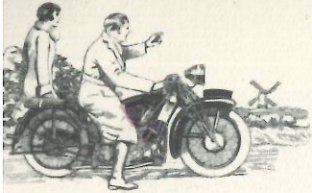
The Three-speed Flying Squirrel as described on the following page, is available with touring equipment, comprising large Terry Touring Saddle, Footboards, Legshields, Carrier, Valanced rear guard, and special adjustable touring handlebars. Its 596 c.c. Engine has aluminium pistons, but a lower compression ratio, and is modified for touring requirements. 26 x 3'25 Wired-on Tyres.

Code Word: KAROD Price: 95 Gns.

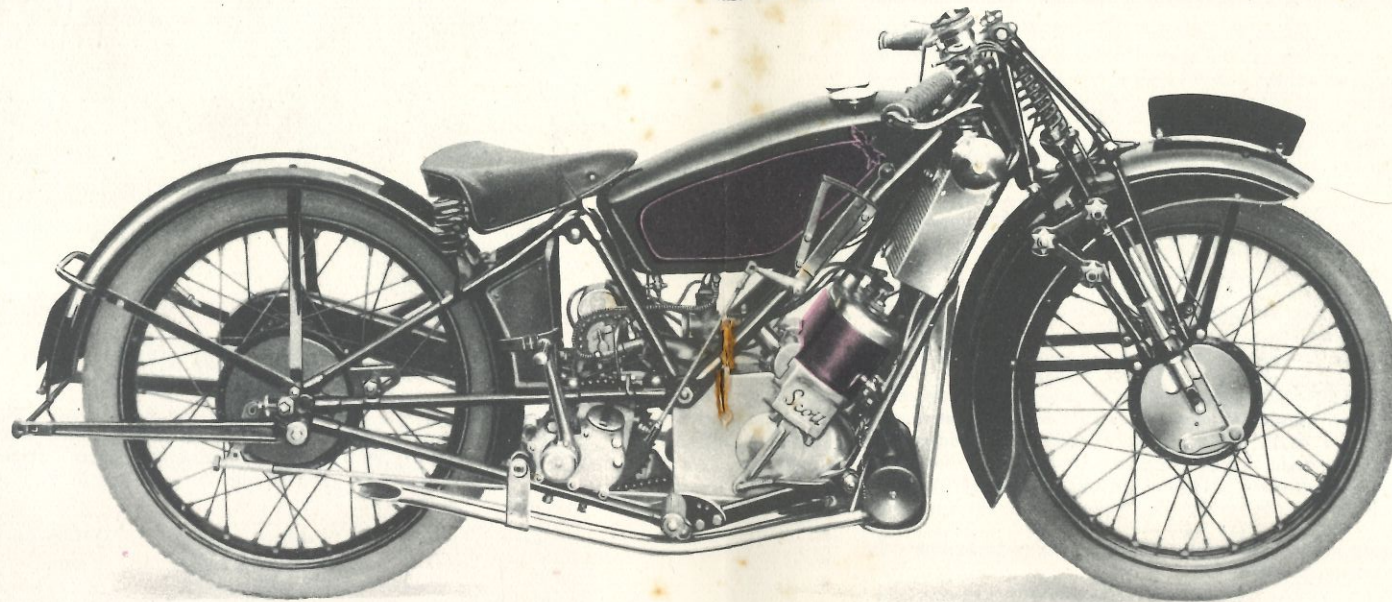


THE 1927 FLYING SQUIRREL

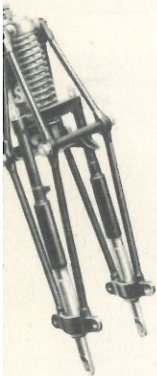
498 c.c. and 596 c.c.



WITHOUT departing from a single one of the traditional Scott principles, the 1927 Flying Squirrel represents a marked change in the application of the ideas associated with the name. Its most notable features are the pyramid-type frame, the girder forks and the new Engine with Twin exhaust pipes and central induction system.



DESIGNED to embrace more ideals than were ever before to be found in any one machine, this new Scott has leapt instantly to the forefront of popularity. It is capable of approximately 85 m.p.h., with either of the two engines, and embodies every quality that could be wished for in a machine of such high performance.

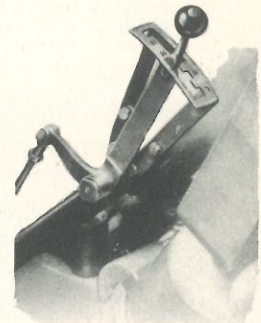


Greater strength and even greater comfort are provided by these new girder forks which nobly uphold the high standard attained by Scott fork design. Damper and Twin Stabilizers are incorporated.

THE 1927 THREE-SPEED FLYING SQUIRREL

Note the Duplex Frame, Girder Forks, Gear Change, Large Brakes and low riding position

Thoughtfully placed, the positive gate-change lever facilitates faultless manipulation of the gears, which in themselves are remarkable for easy changing.



Engine. "Scott" Twin Cylinder Two-stroke of entirely new high efficiency type, but based throughout on previous engines. Water-cooled Head. Separate exhaust pipes. Centrally mounted Carburettor (either Racing Type bolted direct, or Pilot-jet Type fitted to induction pipe). Extended crankcase with improved mountings. Alloy Pistons. Wide big-end bearings. Bore and Stroke, 498 c.c. 68'25 x 68'25 mm.; 596 c.c. 74'6 x 68'25mm. Mechanical Lubrication pump mounted on magneto platform.

This feature provides excellent accessibility. Petrol capacity, 2½ gallons. Separate built-in 1 quart oil container. Large Filler-caps side by side. Non-clogging petrol filter.

Wheels. Extra heavy hubs containing extra large Internal Expanding Brakes, 8in. diam. Rear, 7in. diam. Front, both finger adjusted. Rear hub embodies Transmission Shock Absorber Well-base Rims. 27 x 2'75in. Cord Tyres.

Saddle. Special Spring-top saddle mounted direct on frame giving extremely low position.

Footrests. Individually mounted and adjustable; fitted with round rubber pads.

Handlebars. Comfortably curved and adjustable; fitted with long racing rubber grips.

Mudguards, etc. Handsome "D" section, 5in. wide; front deeply valanced Polished aluminium front-shield. Extra deep chain guard. Special drop-forged steel Rear Stand. Equipment includes tool kit in capacious metal box below saddle. Tyre repair outfit, inflator, etc. Grease Gun Lubrication. Detachable Carrier or Legshields, extra.

Finish. Finest black enamel. Tank artistically panelled in Scott purple, picked out in red. Radiator, plated. Handlebars, ebony black.

Gear. "Scott" three-speed constant mesh box of new type with extra heavy gear wheels. Ratios: 4'4, 5'8 and 7'75. Other close or wide ratios available to choice. Kickstarter incorporated. Improved and enlarged clutch of asbestos-insert type. Chain adjustment by draw bolt. Clutch control, finger adjusted. Chains: Primary, ½ x 3'3in.; Driving, ½ x 3'78in.

Frame. Immensely strong, triangulated in every plane and duplex throughout. A complete unit with no loose parts. The centre section of the girder construction is braced by the massive crankcase, and its three widely spaced fixing bolts. Forged steel lugs throughout. (Illustration on page 2).

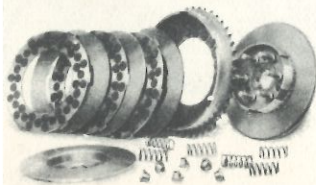
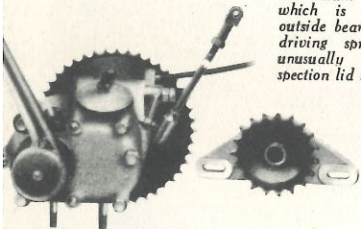
Forks. In principle the same as the original "Scott" type, but of full girder construction and designed for increased spring movement, controlled by one massive spring. Integral Steering Damper and Twin Stabilizers.

Tank. Unusually handsome Racing-type Tank neatly filling the open part of the frame. It is built round a frame tube that bolts between the head-lug and seat-lug, the whole being exceptionally robust, yet readily detachable.

For further details of Specification, see pages 10 and 11. For Sidecars, page 13. For Easy Terms, page 14.

Price: 498 c.c. 89 Guineas 596 c.c. 92 Guineas
Code Word: KIPON Code Word: KOBIT

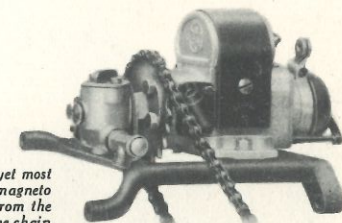
The Gearbox is carried on a small rectangular aluminium tray to which is bolted an outside bearing for the driving sprocket. An unusually large inspection lid is provided.



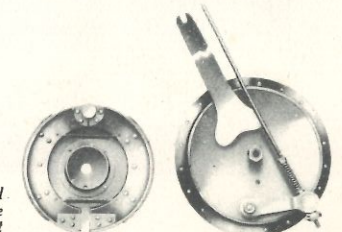
The new Clutch is of the multiplate asbestos-insert type, so literally proportioned that it can withstand the harshest treatment.

The inclined Direct-mounted Carburettor and Straight-through Exhaust Pipes, as illustrated on page 3, are supplied only to special order, being intended purely for racing requirements. For Special Auxiliary Silencers, see page 15.

The brake illustrated is the finger-adjusted internal expanding type used in the front wheel. It is 7in. in diam. whilst the rear brake measures 8in.



Well protected, yet most accessible, the magneto takes its drive from the crankshaft by one chain which also serves to operate the Mechanical Oil Pump.



GENERAL SPECIFICATION

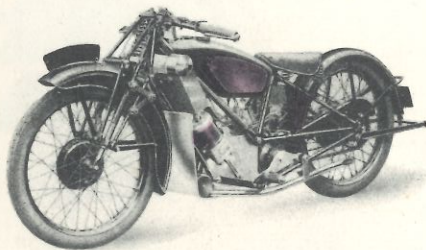
COVERING ALL MODELS

ENGINE: "Scott" valveless Two-stroke, Twin Cylinder, Water-cooled. 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 arduous conditions. The cylinder exterior is a smooth enamelled 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 gudgeon pin protected by aluminium buttons. "Touring" Models—Light cast-iron, with two 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. 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. in sheltered and high position. Rotates at engine speed; thus giving a powerful spark that facilitates starting. Timing is extremely simple.

TRANSMISSION: Central Chain drive to countershaft gear, thence by adequately protected chain to driving wheel sprocket. All chains are *within* the frame members, all sprockets are of large dimensions and are supported by bearings on *both* sides. **CHAINS**—Flying Squirrel (gear) $\frac{1}{2}$ x '31in. (Driving)

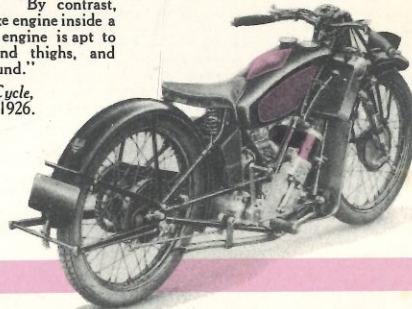
IN PRAISE OF WATER-COOLING



The Flying Squirrel looks equally imposing from every view-point.

"Among recent converts to Scotting, of my acquaintance are two R.A.F. pilots both of whom are now two-stroke enthusiasts. They specially emphasise a point which I have never heard talked up by Scott merchants, possibly because we take it for granted. They are both hard riders, with a *penchant* for long-distance work, and they remark on the delightfully cool sensations of a 200 or 300-mile run on a Scott in sultry weather. Since the engine is water-cooled, its local heat radiations are approximately the same in December as in August; and as the engine is well forward, the rider doesn't get fried. By contrast, with an air-cooled four-stroke engine inside a diamond frame, a really hot engine is apt to bake the rider's calves and thighs, and radiates waves of heat all round."

"IXION," *The Motor Cycle*, July 22nd, 1926.



Picture yourself astride this Flying Squirrel. Its very comfort puts you in a happy mood!

GENERAL SPECIFICATION

CONTINUED

$\frac{1}{2}$ x '378in. Other models (Gear) $\frac{1}{2}$ x '205in. (Driving) $\frac{1}{2}$ x '31in. Under the smooth impulse of the "Scott" Engine, chains withstand extremely long usage.

TWO-SPEED GEAR: "Scott" foot-operated. Engagement through expanding ring clutches. Devoid of gear wheels, it is both simple in principle and sweet in action. 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. **KICKSTARTER**—Conveniently placed; very serviceable and effective, turning the Engine through *two* power strokes.

THREE-SPEED GEAR: "Scott" constant-mesh box of improved type. Extremely compact, robust and reliable. Engagement by one sliding dog, operated by hand lever. Specially designed for lubrication with Engine Oil. Gear ratios may be readily altered. **CLUTCH**—Improved multiplate type of large dimensions, with die-pressed asbestos friction linings ("Insert" type on Flying Squirrel). Sweet in action, impervious to wear and of good accessibility. Handlebar control. **KICKSTARTER**—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*. Of immense strength in relation to its weight. Provides ideal housing for all components, low centre of gravity, low riding position and accurate distribution of weight.

FRONT FORKS: Patent Nos. 7,845/09 and 150,944/20. Special "Scott" system of springing that gives perfect steering irrespective of speed or road surface. Sliding bearings of liberal dimensions, lubricated internally—no links or loose working parts, and therefore no lateral wobble. *Indisputably one of the most successful principles yet evolved.*

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. The Flying Squirrel is fitted with an extra wide pattern radiator.

ZOOM!!

"I have just enjoyed rather an unusual experience. There is staying with me an extremely experienced and fastidious motor cyclist, who is, incidentally, an ex-pilot. He had never ridden a Scott. My stable houses a Super Squirrel. So I asked him to execute an errand for me some 15 miles away over roads which included fast straights, steep hills and plenty of awkward corners. Now, I thought, I shall receive an unprejudiced and authoritative verdict as to whether I am a bit balmy about Scotts, as some of my correspondents consider. When I came in three hours later the Scott was on its stand outside the door, and I went in to find him having tea. 'Well?' He stood up and raved with joy for about ten minutes. Never been on anything like it. The only motor cycle. Miraculous how it went over deep pot-holes at forty, and never bobbed up or altered its saddle level. Could only be compared with one everlasting glide on a 'plane!'"

"IXION," *The Motor Cycle*, March 25th, 1926.



The Scott simply revels in "rough stuff"! Photograph—The Motor Cycle

SCOTT EASY PAYMENT TERMS

SCOTT MOTOR CYCLES can be purchased by the payment of a small deposit followed by monthly instalments spread over a period of twelve months.

The transaction is simple and straightforward whilst it is handled throughout in strict confidence.

The Order is placed by filling in the Company's Proposal Form and sending it, together with the deposit specified, direct to us or any authorised Scott Agent. Delivery of the machine can be arranged either through the Agent or direct.

Every SCOTT supplied upon these terms will carry our usual Guarantee, whilst the same after-purchase Service will be given by our agents and ourselves as is customary in the case of a cash transaction.

The amounts payable under this scheme are clearly set out below and it should be noted that these terms include a comprehensive Insurance Policy for one year.

If it is desired to pay a larger deposit than that specified or to complete the payment of instalments within a lesser period than twelve months, the amount of interest charged will be reduced accordingly.

SOLO MACHINES

MODEL	Cash Price	Deposit including Insurance (Standard Policy)	Twelve Monthly Payments
486 c.c. Two Speed Squirrel	66 3 0	22 1 0	4 9 4
498 c.c. " " Super Squirrel	73 10 0	23 18 0	4 19 3
596 c.c. " " " " "	76 13 0	24 14 6	5 3 6
596 c.c. " " " " " Touring	81 18 0	26 1 6	5 10 7
596 c.c. " " " " " " "	79 16 0	25 10 0	5 7 9
498 c.c. Three Speed Super Squirrel	82 19 0	26 7 0	5 12 0
596 c.c. " " " " " " "	93 9 0	29 1 6	6 6 3
498 c.c. " " " " " " " Flying Squirrel	96 12 0	29 18 0	6 10 5
596 c.c. " " " " " " " " "	88 4 0	27 15 0	5 19 1
596 c.c. " " " " " " " " " Touring			

SIDECARS, ACCESSORIES AND EXTRAS. Machines can be supplied with sidecars or equipped with any accessories or extras desired, for which a proportionate amount must be added to the deposit and instalments.

PRICES AND BRIEF CHARACTERISTICS

TWO-SPEED MODELS

486 c.c. Squirrel Model	A light, fast and economical Solo machine. Capable of 60 m.p.h.	63 Gns.
498 c.c. Super Squirrel	A very fast and "lively" Solo mount. Capable of 70/75 m.p.h.	70 "
596 c.c. Super Squirrel	For very fast Solo or Sidecar work. Also capable of 70/75 m.p.h.	73 "
596 c.c. Touring Model	For general utility Solo or Sidecar work with maximum comfort	78 "

THREE-SPEED MODELS *Any of the above in Three-speed form are Six Guineas Extra.*

498 c.c. 3-speed Flying Squirrel	An Ultra Sports Model designed for the highest speed work	89 Gns.
596 c.c. 3-speed Flying Squirrel	An Ultra Sports Model especially suited to Sidecar work	92 "

ACCESSORIES AND EXTRAS

	Code Word	£ s. d.		Code Word	£ s. d.
Lucas Magdyno Set (Solo)	Looko	11 10 0	Steering Damper (as Flying Squirrel)	Steda	1 1 0
Lucas Magdyno Set (Sidecar)	Koloo	12 10 0	Oversize Tyres (700 x 80 instead of 650 x 65) extra	Bigly	each 0 10 0
(above include Large Headlamp)			Oversize Tyres (26 x 3.25 instead of 27 x 2.75) extra	Bigly	each 0 10 0
Bosch Dynamo-Magneto Set (Solo)	Bodyn	11 10 0	Carrier (for Squirrel Models)	Carit	1 5 0
Bosch Dynamo-Magneto Set (S/C)	Dynbo	12 10 0	Legshields (for Squirrel Models)	Clena	0 16 0
Accumulator Lighting Set (Solo)	Aclyt	3 10 0	Variable Jet (Handlebar Control)	Vajet	1 2 6
Acetylene Lighting Set (small)	Lagas	1 5 6	Twist Grip Controls	Twisso	each 0 9 0
Acetylene Lighting Set (large)	Gaset	3 3 0	Squirrel Mascot	Mashi	0 2 0
Electric Horns (Lucas)	Elbuz	from 1 1 0	Scott Pennant	Penna	0 2 0
Bosch Electric Horn	Bazel	2 5 0	Scott Silencers (Auxiliary) extra	Noror	each 0 17 6
Bulb Horns	Bulba	from 0 10 6	Scott Silencers (Plated Finish)	Ornor	each 1 7 6
Bonniksen Speedometer	Bonko	from 4 0 0			
Fork Stabilizers (as Flying Squirrel)	Stabi	1 10 0			

HOW SCOTTS ARE TESTED

The same meticulous care and thoroughness that enter into all processes of Scott manufacture are expended upon the final testing of every Engine and Complete Machine. The Engine is given a Bench Test lasting 3 to 4 hours, when its performance is accurately recorded by Electro-Dynamometer. During this test, every Engine is twice dismantled for close inspection.

The Complete Machine is then subjected to a severe Road Test of at least twenty miles, including gradients of 1 in 4—with which "Scott" country abounds. A Certificate of Performance is issued to the purchaser.

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.

Scott efficiency is maintained by systematic test. This photograph shows one of the several Dynamometer Test Beds installed at the Scott Works. Every single engine receives the same scrupulous attention.

TERMS OF BUSINESS

All List Prices are nett and for cash payment before delivery. The only credit allowed is that provided by the "Scott" Hire Purchase Scheme, as fully described opposite. Enquiries relative to prospective orders can be made direct, if desired, and we will be pleased to put you in touch with your nearest authorised Scott Agent.

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.

OVERSEAS. We invite Overseas customers to enquire direct for prices of machines delivered into their country. Code words are provided to facilitate enquiries and orders by cable.

Scott Roadworthiness has always been demonstrated with extraordinary consistency in competition. Whether it be in the T.T., or in private use, no one can deny the value of the Scott's incomparable cornering abilities





The Works behind the Guarantee—The Scott Machine Shop

WE give the following guarantee with our Motor Cycles, Motor Cycle Combinations and Sidecars, which is given in place of any implied conditions, warranties, or liabilities whatsoever statutory or otherwise all such implied conditions, warranties, and liabilities being in all cases excluded. No statement or representation contained in this catalogue, or in any advertisement leaflet or other publication, shall be construed as enlarging or varying or over-riding this guarantee. In the case of machines which have 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 date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the free supply of a new part manufactured by us in exchange for the part of the motor cycle which may have proved defective. We do not undertake to replace or refix, or bear the cost of replacing or refixing such new part in the motor cycle. 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 sidecar 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 sidecar combined, when carrying more persons, or a greater weight than that for which the machine was designed by the manufacturers; (3) The attaching of a sidecar to a motor cycle which is not designed for such use.

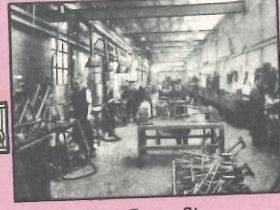
We do not appoint agents for the sale of our motor cycles or other goods. We assign to motor cycle dealers (styled "regional" dealers), who carry on business on their own account, areas in which they have the exclusive or other right to sell goods purchased from us. A regional dealer purchasing from us, or a sub-dealer purchasing from him, may, on our behalf (as our agent for this purpose only) give the guarantee printed above. Any such dealer is not authorised to advertise, incur any debts, or transact any business whatsoever on our account nor is he authorised, so as to bind us, to give any warranty or make any representation on our behalf, or to sell subject to or with any conditions other than these contained in such guarantee. We guarantee only those machines which are bought either direct from us or from a regional dealer or sub-dealer, and under no other conditions. 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. Unless the purchaser is in possession of a numbered and signed Guarantee we do not undertake repairs or supply replacements under our Guarantee.

CONDITIONS OF GUARANTEE. If a defective part should be found in our Motor Cycles 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 dealer from whom he purchased, and the date of purchase. 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 sender, and this guarantee, and any implied guarantee shall not be enforceable. We do not guarantee specialities of other firms or any component parts supplied to the order of the customer differing from our standard specification.

MOTOR CYCLE REPAIRS AND RENEWAL GUARANTEE. In respect of repairs and replacements of our own manufacture we give the following guarantee in place of any implied conditions, warranties, or liabilities whatsoever statutory or otherwise, all such implied conditions, warranties, and liabilities being in all cases excluded, that is to say—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 materials 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.

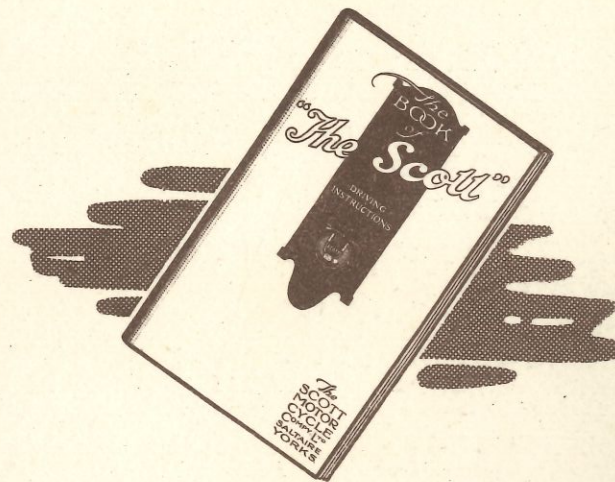
The Conditions of this Guarantee are the same as those of the Motor Cycle Guarantee, except that the sender must furnish the Repairs Number or Invoice Number of the repair or replacement concerned.

THE SCOTT MOTOR CYCLE CO., LTD., SHIPLEY, YORKSHIRE



Scott Frame Shop

Scott Inspection Department



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

