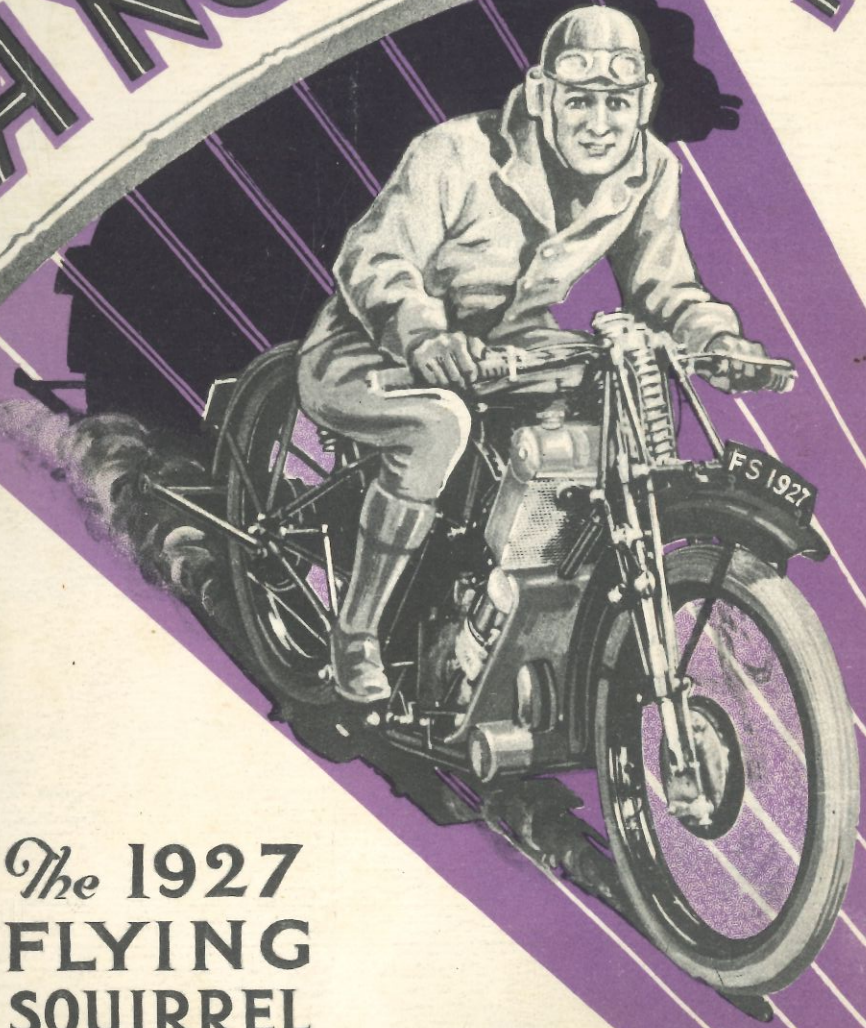


A New Scott!



The 1927
**FLYING
SQUIRREL**



THE SCOTT has been an acknowledged leader in scientific design and construction from its inception. It originated principles and features that have been coveted and copied, but many of the ideals attained are still unique to the Scott. 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.

The whole layout of the machine is such as to bring it closely in line with standard practice in appearance and control, together with an enormous improvement in strength of frame and forks and in general accessibility.

The new frame closely resembles the original Scott type, and has the same low centre of gravity, but is duplex throughout. Moreover, a single top tube is embodied in the tank itself, which can be removed as a whole by undoing the bolt at each end. Oil is carried in a separate cylindrical chamber built into the petrol tank, and the two filler caps are side by side.

Although the engine is practically unchanged internally, each cylinder has a separate exhaust pipe leading direct from the port. The crank-case casting is extended to give a widely spaced triangular mounting, the fixing bolts passing through the frame members from side to side, forming an exceedingly strong assembly in all directions of stress.

The carburetter is bolted direct to the crank-case, as on actual racing models, without any intermediate induction pipe. The new frame, however, with its duplex main down tubes, allows considerably more space for the convenient housing of the carburetter with consequent improved accessibility.

The three-speed gear-box is mounted on a small rectangular aluminium undershield, which, however, does not form part of the frame, and although the box remains the same in principle,

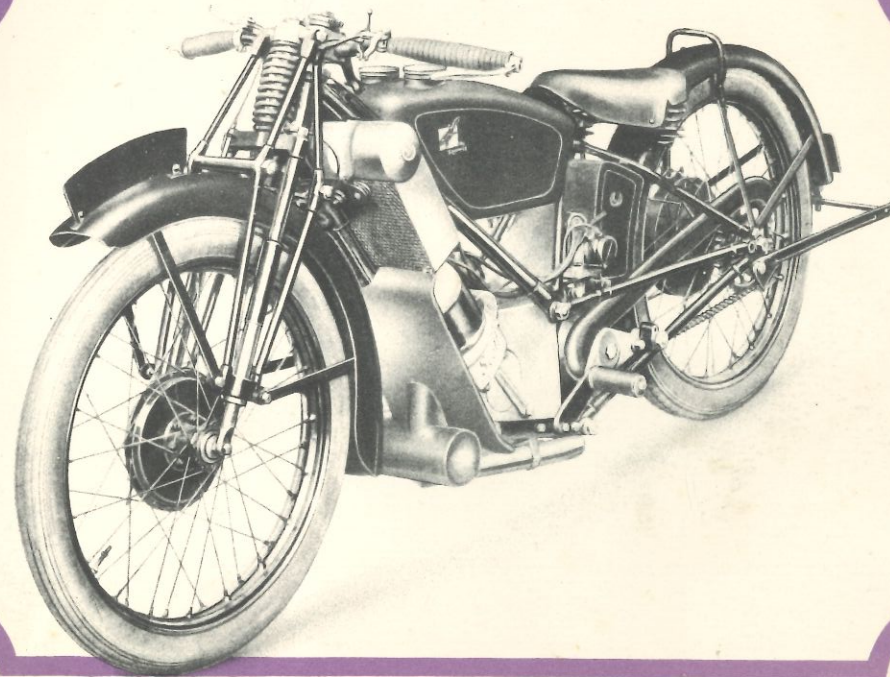
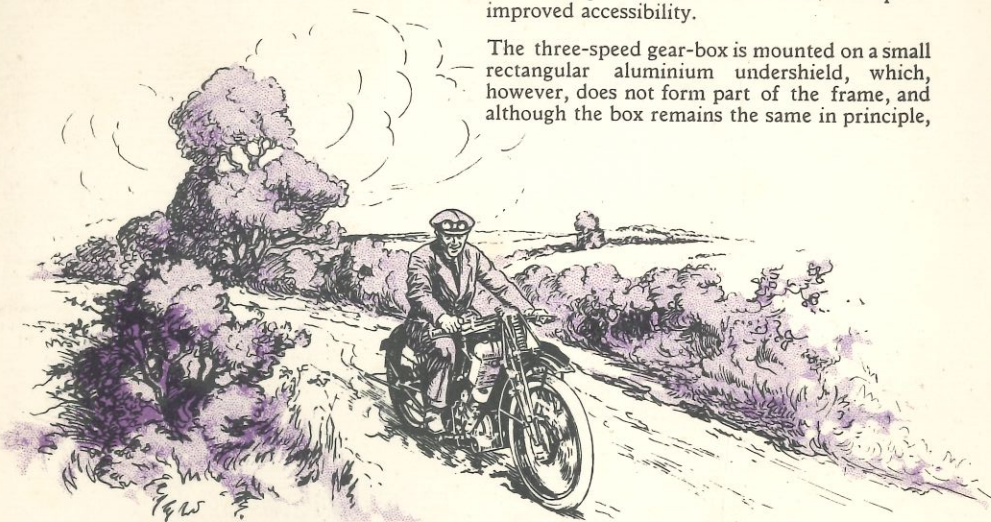
it has been somewhat modified, and the control operates directly on the selector fork without the intervention of the spring loaded delay action mechanism. The magneto is carried in the same well-protected position above the gear-box, and is driven by a chain from the crankshaft, so that adjustment or removal of the primary drive chain no longer affects the ignition timing. The mechanical pump is carried on the same bracket, being driven from the magneto sprocket.

Heavier transmission chains are used, the primary chain being $\frac{1}{2}$ x '31in., while the final drive is by $\frac{3}{4}$ x '378in. chain, to a rubber-buffer shock absorber in the rear sprocket. An 8in. internal expanding brake is carried on the rear hub on the side opposite the sprocket, finger adjustment being provided.

The front forks are of the Scott plunger type, but the sliding portion is guided top and bottom in a rigid duplex girder, and the action is controlled by a massive single spring, which acts in both directions. Stabilizers are fitted on the sides of the fork girders.

A 7in. diameter front brake forms a part of the front hub, and the handlebars are adjustably clamped to the upper fork lug. Owing to the room given by the duplex frame a larger radiator is fitted.

Wired-on tyres, size 27 x 2'75in., are standardised, and the mudguards are of D section, 5in. wide, with flat stays. A lifting handle is provided on the rear mudguard, the footrests are adjustable, and the machine is replete with other detail refinements.



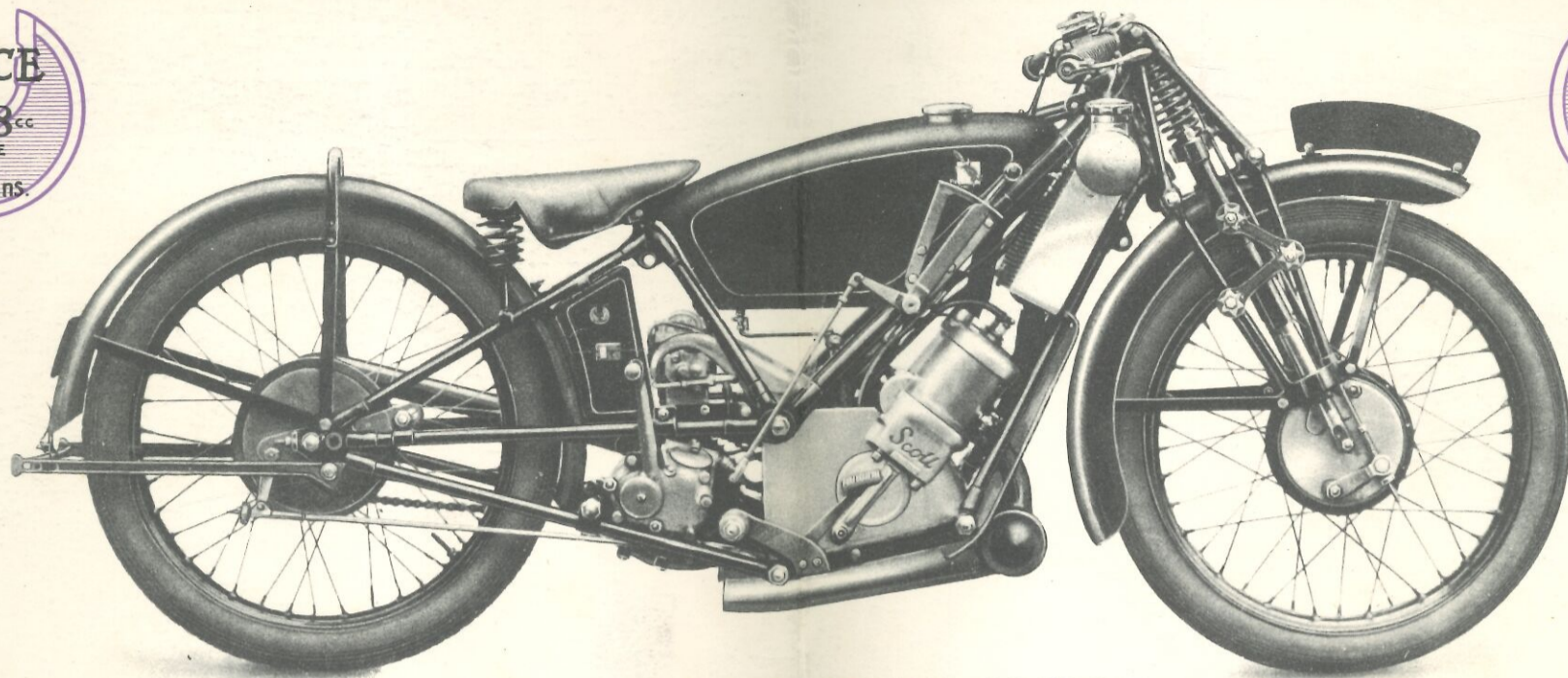


Scott

THE • 1927 • FLYING SQUIRREL

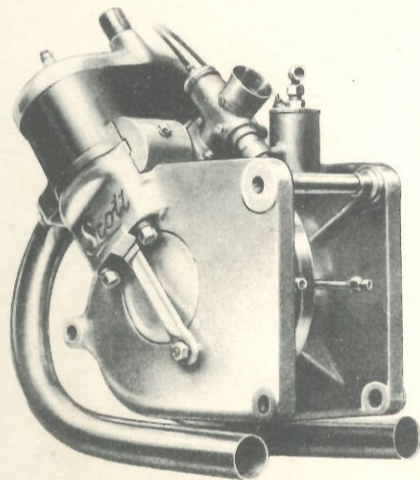
PRICE
WITH
498 cc
ENGINE
89 Gns.

PRICE
WITH
596 cc
ENGINE
92 Gns.



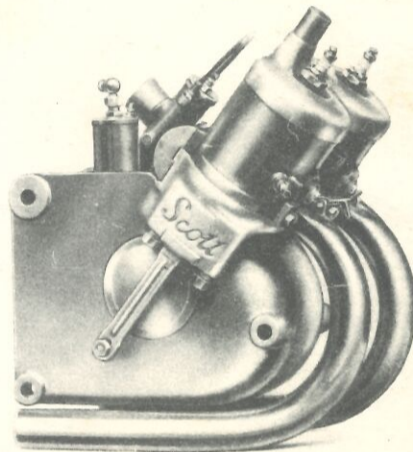
THE 1927 3-SPEED FLYING SQUIRREL

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



ENGINE. The Scott two-stroke twin cylinder water-cooled engine, is based upon the previous Flying Squirrel type, but the induction and exhaust systems and the crankcase mountings are entirely new. It is of even higher efficiency, and retains the same degree of simplicity. All working parts are perfectly balanced. The pistons, of racing type, are special alloy, and have

hollow floating gudgeon pins. The connecting rods are special steel forgings machined all over and carry extra large big end roller bearings. Main bearings are also of the roller type. A half-compression device is provided for easy starting and slow running. Two engine sizes are available: 498 c.c. Bore and Stroke 68.25 x 68.25mm. and 596 c.c. Bore and Stroke 74.6 x 68.25mm.

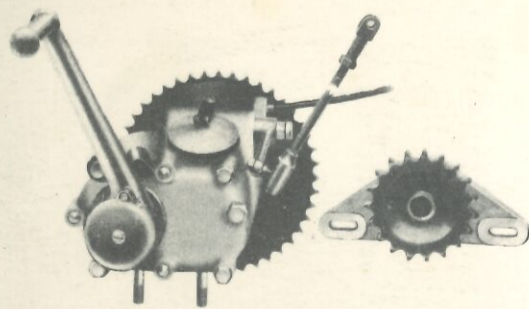


THE FRAME is immensely strong, triangulated in every plane and duplex throughout. It is a complete unit in itself, with no loose parts except the tank bearer tube. The centre section of the girder construction is braced by the massive crankcase. The three heavy fixing bolts are widely spaced for maximum strength. Heavy duty tubes and drop forged steel lugs are used throughout.

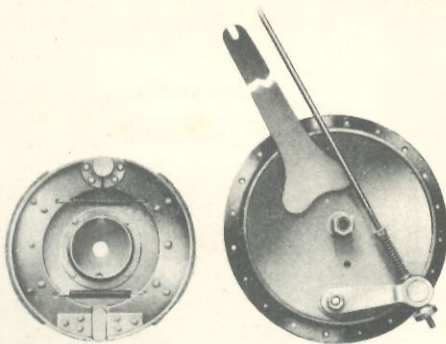
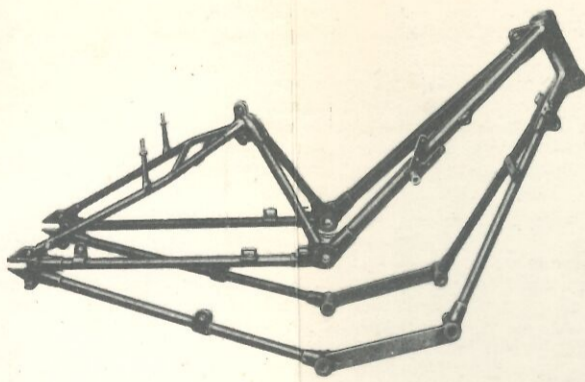
The special inclined T.T. type carburetter is bolted direct to the crankcase, which feature gives exceptional acceleration. Owing to the new frame, the Carburetter is accessible although so neatly housed. Note the widely spaced three point engine attachment and the tubular strut between the upper bolt holes.

THE FORKS are designed for increased spring movement, and without it effecting the angle of trail—one of the exclusive features that have made Scott steering what it is. Unsprung weight is kept down to a minimum, but the main members become a girder construction of great strength. One massive spring carries the load and checks the rebound. Sliding bearings of liberal dimensions effectively prevent the slightest wobble, whilst their lubrication is internal. Steering damper and twin stabilizers add the finishing touch to the assembly.

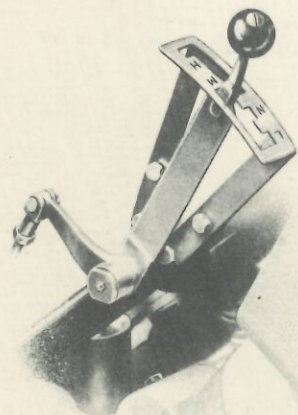
These separate large diameter exhaust pipes—direct from each port—accelerate the scavenging of the combustion chamber, which in turn, means greater power and cooler running. The cylinder water jackets are enlarged, whilst the highly satisfactory aluminium water-cooled head is retained.



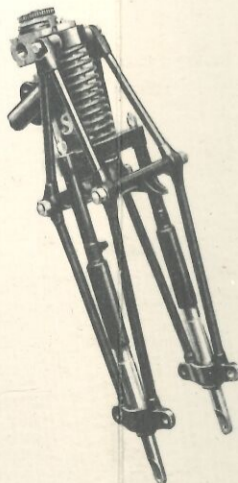
This improved Scott three-speed Gearbox of constant mesh type, has extra heavy gear wheels. The clutch is also improved, and is of the asbestos insert type. The outside bearing for the driving sprocket (shown detached) bolts rigidly to the small cast aluminium tray, which forms a base for the gearbox mounting. Chain adjustment is by draw-bolt, and the clutch control is finger adjusted.



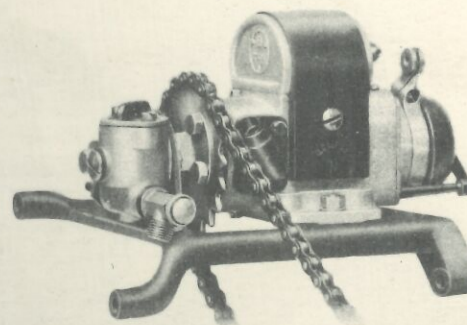
The brake illustrated is the 7in. diameter, internal expanding type, built into the front wheel hub. It is very powerful, has an unusually massive torque anchorage relieving the fork lug of stress, and a spring-locking finger adjustment. The rear brake is bigger still—8in. in diameter—operated by one straight rod, and has a similar simple adjustment.



A positive gate-change gear lever is conveniently placed beside the nose of the tank, the gate quadrant being rigidly bolted to lugs brazed on the frame. The gear box is remarkable for its easy gear engagement, whilst this latter feature contributes further to the certainty of an un-failing change, even under the most adverse riding conditions.



A mechanical oil pump is mounted on the magneto platform, and is driven by a yoke extending from the sprocket. Owing to the wide splay of the frame members, this unit is well protected, but very accessible. The magneto is driven direct from the crank-shaft by one chain. The pump drive is so arranged as not to interfere with the ease of magneto re-timing.



Further Details and Dimensions

Gear Ratios : (a) 3'96, 5'23, 6'95; (b) 4'16, 5'50, 7'30; (c) 4'40, 5'82, 7'86.
Wider ratios will only be supplied to special order.

Chains : Primary, $\frac{1}{2}$ in. x $\frac{3}{8}$ in. Driving, $\frac{3}{8}$ in. x $\frac{3}{8}$ in. Magneto, $\frac{1}{2}$ in. x $\frac{1}{2}$ in.

Tyres : 27in. x 2'75in. Wired-on type on well-base rims.

Wheelbase : 55 $\frac{1}{2}$ in. Overall length (with stand up), 7ft. 2in.

Petrol Tank Capacity : 2 $\frac{1}{2}$ gallons. **Oil Capacity :** 1 quart.

Standard Equipment includes Grease Gun Lubrication, Steering Damper, Stabilizers, Flexible Saddle, Aluminium Front Shield, Number Plates, Full Set of Tools and Tyre Inflator.

Machines carry a guarantee as set out in our full Catalogue.

Scott Easy Terms

Upon our own simple Easy Payment System, the prices of these models are :

498 c.c. £29/9/0 Deposit and 12 monthly payments of £6/5/8

596 c.c. £30/12/0 Deposit and 12 monthly payments of £6/9/3

The Deposit includes the premium for a comprehensive Insurance Policy.

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SALTAIRE, SHIPLEY, YORKS

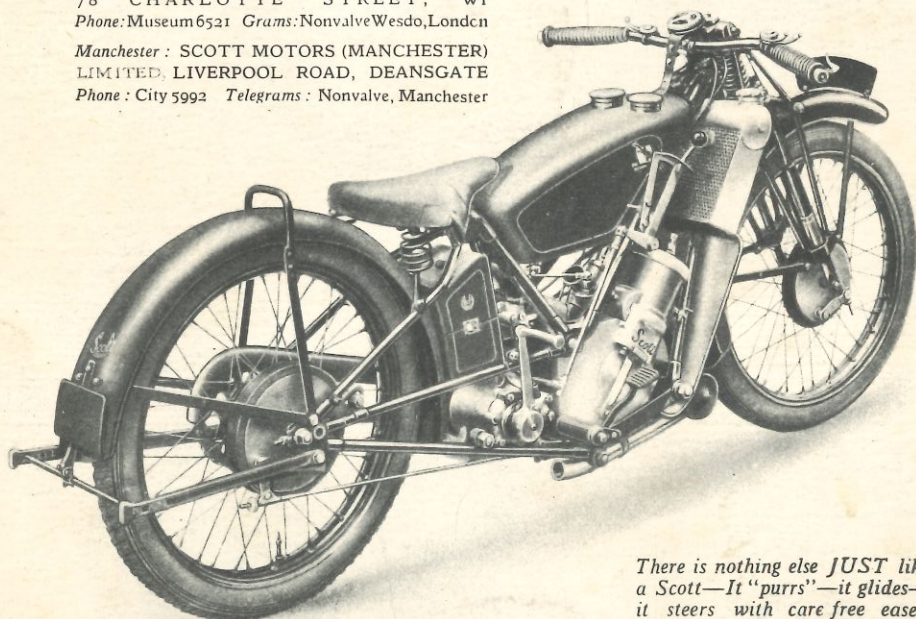
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*There is nothing else JUST like
a Scott—It "purrs"—it glides—
it steers with care free ease!*

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