

Scott

MOTOR
CYCLES

1927

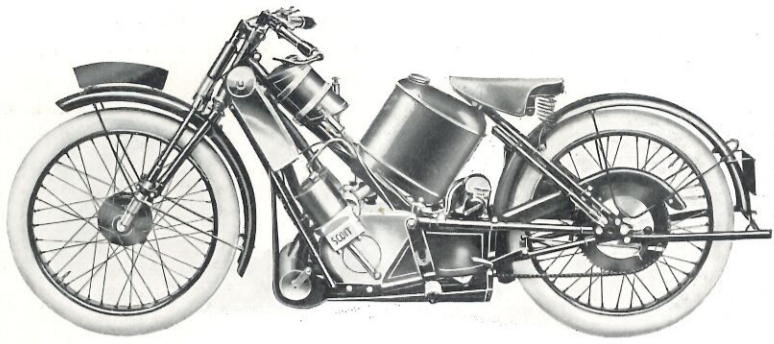


THE
SCOTT MOTOR CYCLE CO.
SALTAIRE - SHIPLEY - YORKS.



Scott

THE SQUIRREL MODEL

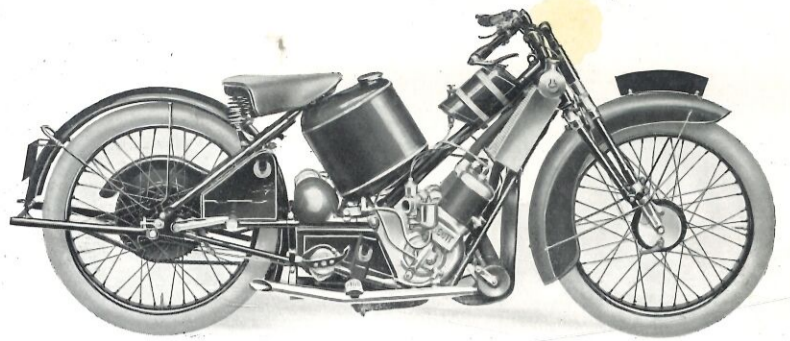


The Scott "Squirrel," first introduced six years ago, has become one of the most famous and envied names in motor cycling history. It is a unique and admirable mount for light, fast solo work. Its silky and economical running comes as a pleasant surprise. The Squirrel can comfortably do 60 miles per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

Engine bore and stroke 70x63.5 m.m. Aluminium alloy pistons. Automatic lubrication with sight feeds. "Scott" 2-speed foot-operated Gear and Kick-starter; Ratios 3.9 and 6.3; Chains: Extra heavy 1/2" pitch throughout. "Scott" Front Forks. Internal expanding brakes on both wheels. 3 gallon Oval Tank Improved mudguards and undershield. Tyres, 650x65 m.m.

Price: 486 c.c., **63 Gns.**

TWO SPEED SUPER SQUIRRELS

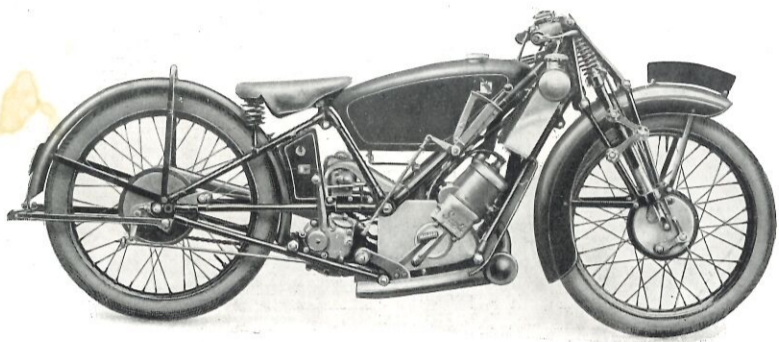


In general design these machines follow the famous Squirrel model. The 498 c.c. engine is recommended for very fast solo work, and the 596 c.c. engine for either fast solo or sidecar work, the former being the "livelier," and the latter the better "puller" at low speeds. These models are capable of 70/75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

Engine bore and stroke 498 c.c.—68.25x68.25 m.m.; 596 c.c.—74.6x68.25 m.m. Alloy pistons. Water-cooled Cylinder Head. Wide big-end bearings. Straight-through induction pipe. Mechanical Pump lubrication. "Scott" 2-speed foot-operated Gear and Kick-starter; Ratios 3.9 and 6.3. Chains: Extra heavy 1/2" pitch. "Scott" Front Forks of improved wide type. Internal expanding brakes on both wheels. 3 gallon Oval Tank. Improved mudguards and undershield. Flexible-top Saddle. Tyres, 650x65 m.m.

Price: 498 c.c., **70 Gns.**, 596 c.c., **73 Gns.**

THREE SPEED FLYING SQUIRRELS



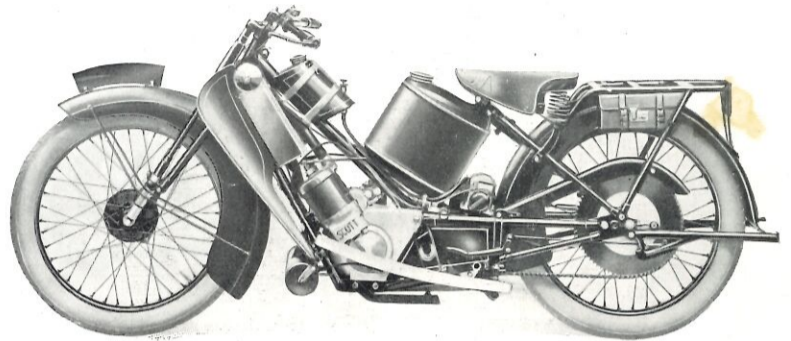
This is the latest "Scott" model and has created a furor. Amongst the many special features are a New Type Frame, New Girder Forks and an Improved Racing Tank. Speed 85/90 m.p.h.

Engine bore and stroke 498 c.c.—68.25x68.25 m.m.; 596 c.c.—74.6x68.25 m.m. Twin Exhaust Pipes. Direct mounted Inclined Carburettor. Racing alloy pistons. Wide big-end bearings. Improved engine mounting. Mechanical oil pump in new position. Improved "Scott" 3-speed gear box with gate-change and kick-starter; special close ratios. Chains: Extra wide primary, 3/8" pitch rear. "Scott" Girder Forks with improved springing. Internal expanding brakes—7" front—8" rear. Improved mudguards with flat stays. Flexible-top saddle. Adjustable handlebars and footrests. Steering Damper and Fork

27x2.75" wired-on.

Price: 498 c.c., **89 Gns.**, 596 c.c., **92 Gns.**

TWO SPEED STANDARD TOURING

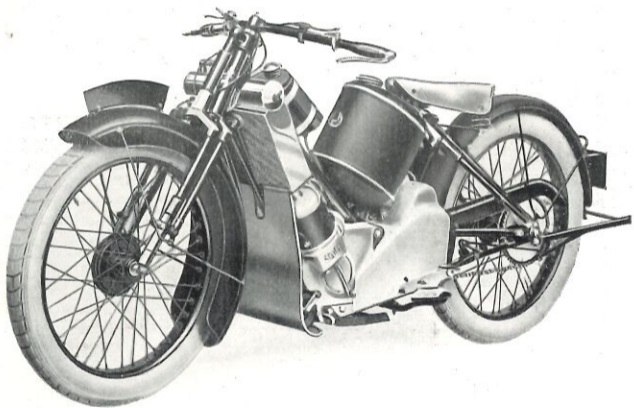


Luxurious comfort and the utmost protection are outstanding features of this model. Its efficient legshields and deeply valanced guards add to its graceful, dignified appearance. The engine is designed for hard work and slow pulling in particular, but has also an excellent turn of speed.

Engine bore and stroke—74.6x68.25 m.m. Cast-iron pistons, with medium compression ratio (ideal for hard work at low speeds). Wide big-end bearings. Straight-through induction pipe. Mechanical Pump lubrication. "Scott" 2-speed foot-operated Gear and Kick-starter; Ratios 4.26 and 8.0. Chains, extra heavy 1/2" pitch. "Scott" Front Forks of improved wide type. Internal expanding brakes on both wheels. 3 gallon Oval Tank. Deeply balanced mudguards. Detachable Legshields and fully sprung footboards. Substantial carrier. Flexible-top saddle. Tyres, 700x80 m.m.

Price: 596 c.c., **78 Gns.**

THREE SPEED SUPER SQUIRRELS

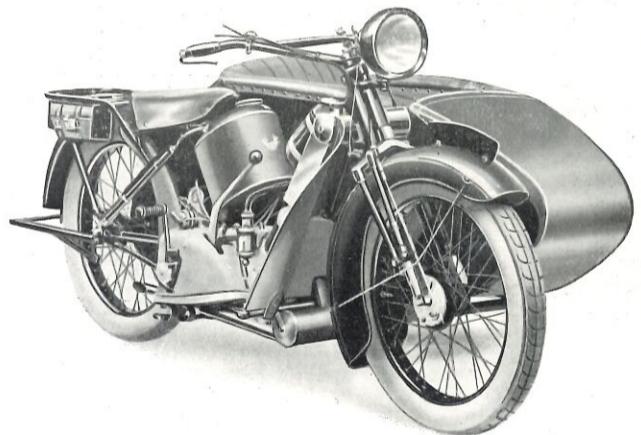


Embodying many original and exclusive "Scott" features, these machines meet the demand of those who admire the Super Squirrel type but wish for hand clutch control and an emergency low gear ratio.

Engine: The same as for 2-speed Super Squirrels but mounted in a cast aluminium tray forming a readily detachable unit with gear-box and primary drive. "Scott" constant mesh gear-box with direct mounted gear lever and kick-starter; Ratios, 3.8, 5.6 and 10.8 (or others to choice). Quick detachable rear wheel. Polished Aluminium gear shields and front-shield. Otherwise as 2-speed models. Flexible-top saddle. Tyres, 700x80.

Price: 498 c.c., **76 Gns.**, 596 c.c., **79 Gns.**

THREE SPEED STANDARD TOURING



Exceptionally good for heavy sidecar work in hilly districts, this model makes wide appeal. It is capable of climbing any gradient on which wheel grip is possible. It is also delightful as solo mount.

Engine: The same as used in the 2-speed Standard, but mounted as on the 3-speed Super Squirrel. Standard "Scott" gear box; usual ratios, 4.2, 6.2 and 11.8. Quick-detachable rear wheel. Aluminium gear shields. Leg-shields, sprung footboards, carrier, etc. Flexible-top saddle. Tyres, 700x80. The Sidecar illustrated is the No. 10, Price 29 gns.

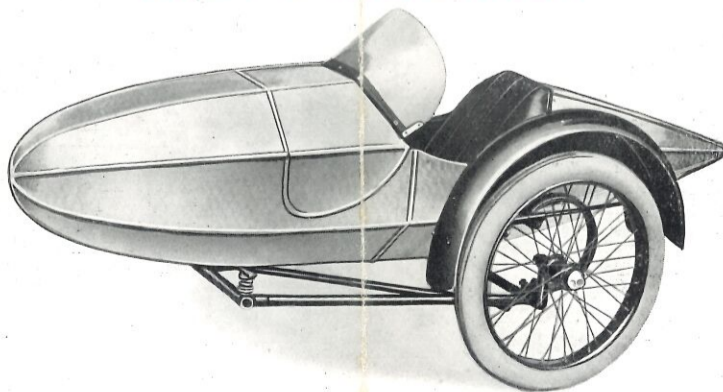
Price: 596 c.c., **84 Gns.**

Where two engine sizes are available for any one model, the 498 c.c. is intended primarily for solo work, whilst the 596 c.c. is the better "puller" and therefore preferable if required for use with a sidecar.

EXTRAS—

T.T. Tank in place of Oval, £3/3/-
Detachable Carrier for
Squirrel Models, £1/5/-
700 x 80 (if 650 x 65 are
standard) per wheel, 10/-
Leg Shields for Squirrel Models, 16/-
Fork Stabilizers as on
Flying Squirrels, £1/17/-
Steering Damper £1/1/-
Twist Grip Carburettor Control, 12/6

SCOTT SIDECARS



We offer a wide choice of sidecars specially designed for use with "Scott" machines. The No. 8 Super Sports, shown above is priced at 21 gns. The other models include No. 1 Sports, 15 gns. No. 2 Semi-sports, 15 gns. No. 6 Light Sports (triangulated chassis), 20 gns. No. 9 Touring, 19 gns. No. 11. Two-seater, 24 gns. No. 13 Touring (triangulated chassis), 24 gns. See special list for full details.

A wide selection of alternative gear ratios are available on all models; a complete table of these is published separately.

When ordering a machine, please specify whether solo or sidecar ratios are desired.

ACCESSORIES—

Acetylene lighting Sets, from £1/12/6
Accumulator lighting Sets,
from £3/10/-
Lucas Magdyno Set (solo) £11/10/-
Lucas Magdyno Set
(combination), £12/10/-
Speedometers from £3/5/-
Electric Horns from £1/1/-
Bulb Horns from 10/6
Squirrel Mascot each 4/6

THE SCOTT
MOTOR CYCLE Co. Ltd.

The Scott

SALTAIRE
SHIPLEY - YORKS.



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.

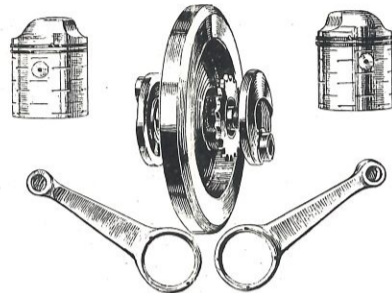
The keynote of the SCOTT design is this simplicity. In this Two-stroke Twin-Cylinder Engine there are only five working parts, and thus there is little that can go wrong, whilst the principles employed are easy to understand.

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 up 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.

THE
KEYNOTE
OF SCOTT
DESIGN IS
STURDY
SIMPLICITY



The Five Working parts of The Scott Engine.

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.

WE CORDIALLY INVITE ANY RIDER OR PROSPECTIVE CUSTOMER TO VISIT OUR WORKS

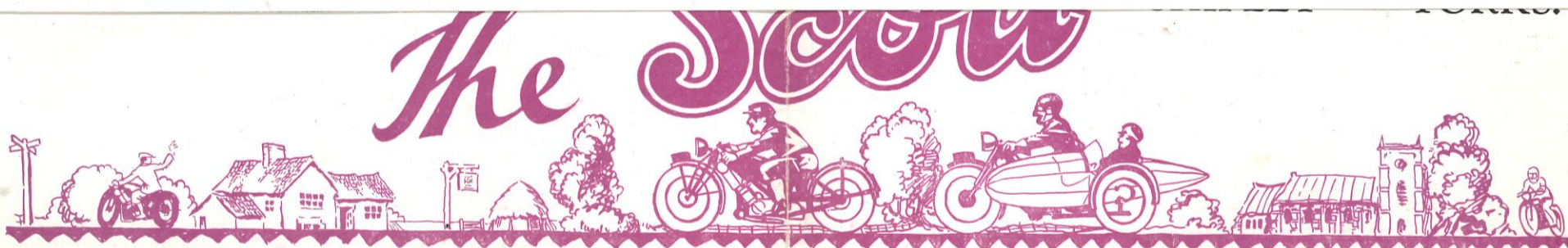
SCOTT Motor Cycles were first introduced more than sixteen years ago. Unlike others they were not evolved from pedal cycle practice. The original SCOTT machine was the outcome of scientific research, and although unorthodox, it was destined to become a leader of modern design.

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 1927 models are distinguished by a perfection of detail and a delicate refinement as are only possible in such a "THOROUGHbred" motor cycle.



THE BOOK OF THE SCOTT, 1/- EACH

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. " " Standard Touring ...	81 18 0	26 1 6	5 10 7
498 c.c. Three Speed Super Squirrel...	79 16 0	25 10 0	5 7 9
596 c.c. " " " " ...	82 19 0	26 7 0	5 12 0
498 c.c. " " Flying Squirrel...	93 9 0	29 1 6	6 6 3
596 c.c. " " " " ...	96 12 0	29 18 0	6 10 5
596 c.c. " " Standard Touring	88 4 0	27 15 0	5 19 1

SIDECARS, ACCESSORIES & 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.

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

THE SCOTT MOTOR CYCLE CO. LTD. SALTAIRE, SHIPLEY, YORKS.

'Phone: SHIPLEY 337 'Grams: "TWIN SHIPLEY"

LONDON DEPOT:

SCOTT MOTORS (London) LTD., 78 CHARLOTTE STREET, W.I.
'Phone: Museum. 6521 'Grams: "Nonvalve Wesdo, London."

MANCHESTER DEPOT:

SCOTT MOTORS (Manchester) LTD., LIVERPOOL RD., DEANSGATE.
'Phone: City 5992 'Grams: Nonvalve, Manchester.