

Scott

1931

For 23 years the
Connoisseur's
Choice.

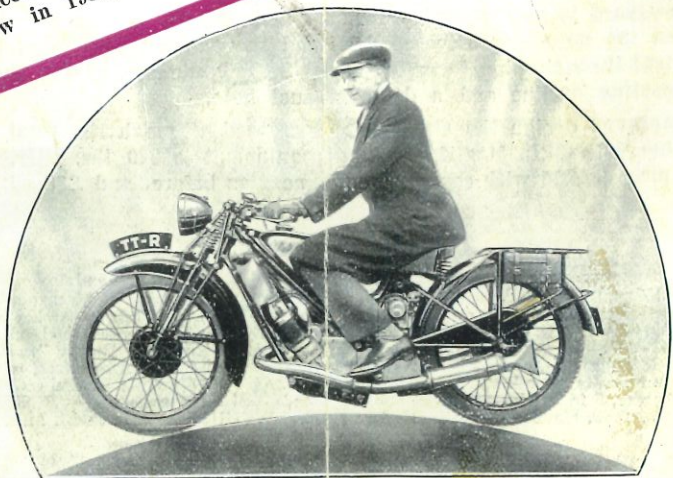
IN PRESENTING DETAILS OF OUR 1931 MODELS, MAY WE ASK YOU first to consider the many interesting facts about Scotts in general, and in particular about the latest Scott developments.

Scotts have been acknowledged as the world's most fascinating motor cycles throughout twenty-three years. Scotts have created in their riders the most ardent (and most envied) form of enthusiasm yet known among motor cyclists. The "Scott Clan" is a world-wide brotherhood of discerning motor cyclists.

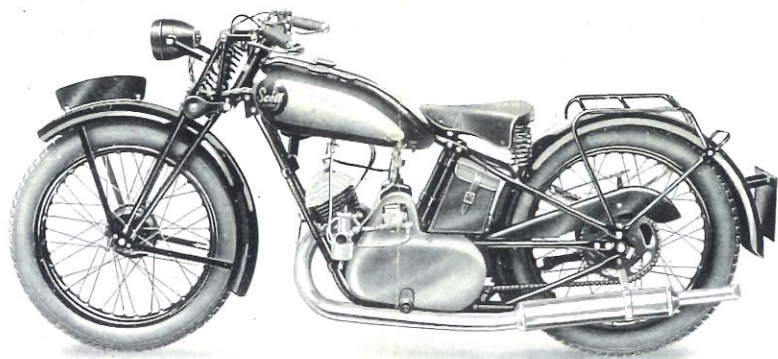
You have but to look at a Scott to agree that it has more unique characteristics than any other machine. And every characteristic inspires your confidence because the Scott not only embodies, but originated, the best principles of present-day practice in frame design, weight distribution, stability, silence and smooth effortless power.

The New SIX-FIFTY Model marks a definite advance in Scott design and more closely approaches the ideal specification than any other machine of any make or price.

But you must ride a Scott ere you can even imagine the delights of Scott ownership, and just so long as our machines were confined to the high-priced field, their popularity, though intense, was restricted. Now that low-priced Scotts are an established fact, the "Scott Clan" must continue to grow in 1931, because never before were Scotts so good to ride or cheap to buy.



The Scott Motor Cycle Co. Ltd.
Saltaire, Shipley, Yorks.



1931 Single Cylinder 300 c.c. Squirrel.

This Model has been re-designed to come within the new 30/- taxation basis, and given a more sporting outline which has resulted in considerably enhanced appearance.

Dealing with the engine first. The balance has been considerably improved; it gives greater power; and the cylinder is now fitted with a direct oil-feed from the pump, in addition to the feed to the main bearing and big end.

The wheel-base has been shortened; the saddle lowered and placed more forward, and the general appearance of the machine is greatly improved; a central kick-up stand is also fitted and WEBB Forks are standard.

The Chain-Guard is now of cast polished aluminium, in accordance with SCOTT practice on the more expensive models, and the exhaust pipe is of large bore with straight-through pipe to an enlarged SCOTT silencer, giving the machine a very sporting outline and a deep exhaust note.

Due to improved design the strength is increased although the total weight of the machine with M.L. Maglita and full equipment is **220 lbs. only.**

The 1931 price is **£35** with complete equipment as before, and **£38** with Maglita.

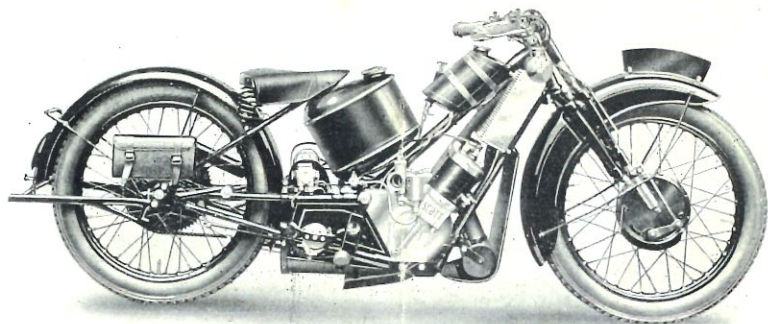
Brief Specification.

ENGINE: Scott two-stroke, inclined single cylinder, air-cooled, 298 c.c. Bore and stroke, $2\frac{1}{8}$ in. (73 mm) x $2\frac{1}{8}$ in. (71.4 mm). 5 B.H.P. at 2,000 R.P.M.: 10 B.H.P. at 4,000 R.P.M. Mechanical lubrication. Scott half-compression device for easy starting. **GEAR:** Three-speed Sturmey Archer base-mounted gearbox: kick-starter, gate change. Ratios 4'95, 7'62 and 13'60 to 1. Insert plate clutch. $\frac{1}{2}$ x '305 in. chains. **FRAME:** Scott triangulated type of special design. **TANK:** Double "saddle" tank, 2 $\frac{1}{2}$ gallons petrol, 1 quart oil. **BRAKES:** 5 in. diameter front, and 6 in. diameter rear, with tangential torque stay (unusually smooth and powerful). **GENERAL:** Adjustable handlebars and footrests, detachable carrier, 5 in. mudguards, front and rear stands, full kit of tools, etc. **FINISH:** Finest black enamel. Tank, black with white cellulose panels. **WEIGHT:** 220 lbs. with M.L. Maglita set.

Price £35, with 26 x 3.25 tyres, front and rear stand and carrier.

ML Maglita Set (4 volts), £3 extra.

Weight equipped, 220 lbs.



The Super Squirrel.

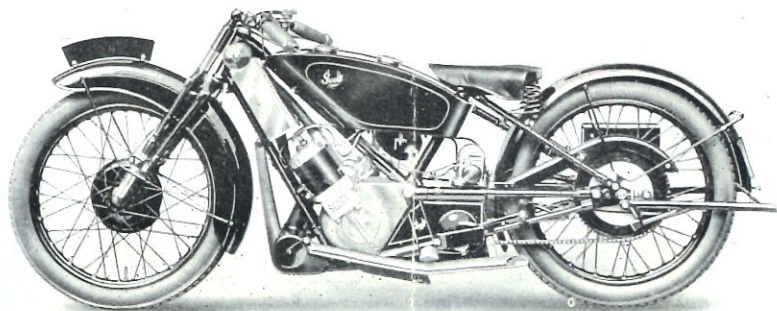
The Two-Speed Super Model now has a widely spaced three-point suspension for the engine, affording considerably greater rigidity and absence of vibration. It is also fitted with automatic chain guides which entirely remove the previous criticism that engine chains were difficult to replace.

When chain replacement is necessary, the chain is placed over the sprocket, and is automatically guided out from the back of the crankcase ready for attachment to the other loose end.

Experienced users rightly claim that the "better-than-four cylinder" torque and balance of the SCOTT two-cylinder engine, makes two speeds adequate for solo riding, and the foot change greatly adds to the ease of control in traffic and rough country.

This old soldier of the SCOTT range continues to grow in popularity, and its success can be gauged by the fact that many hundreds of pre-war models are in daily use, giving that life-time service for which SCOTTS are famous.

The Sports Squirrel.

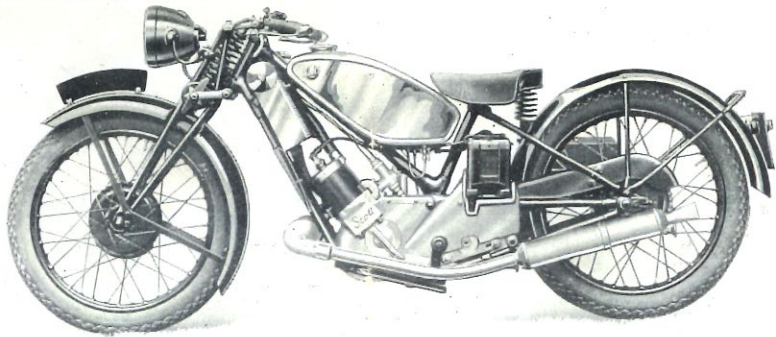


498 c.c. Sports Squirrel £55
with saddle tank

596 c.c. Sports Squirrel £57

498 c.c. Super Squirrel £55
with oval tank

596 c.c. Super Squirrel £57



The Flying Squirrel (Tourer).

During the 1930 Season a new type of SCOTT was produced and was given the type name "SPRINT SPECIAL." This has proved to have remarkable road-holding qualities even for a SCOTT, and being lighter than the REPLICA, proved handier in every way for the man who wanted high speed touring as apart from long distance racing, for which purpose the REPLICA still remains the most suitable model in the SCOTT RANGE.

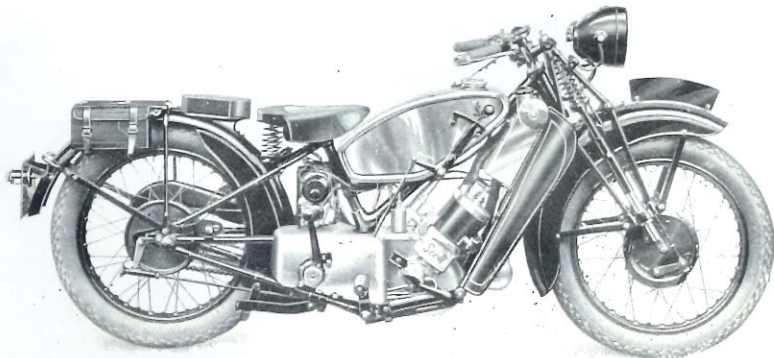
This "SPRINT SPECIAL" Model has been sold in encouraging numbers during the past season, at £95, being built to special order in the Competition Department.

Among other successes it gained the Sidecar record for the Klausen Pass, and both 500 and 600 c.c. Swiss Sidecar championships.

Its many advantages in road-holding, riding comfort and remarkable acceleration have persuaded us to accept it as the basis of the new type Flying Squirrel Model for 1931.

It has enabled us to move the saddie position forward and downward, and accommodate the battery in an ideal position right in the centre of the machine, insulated from shocks in a rubber lined casting alongside the magneto or magdyno.

Flying Squirrel De Luxe.



498 c.c. Flying Squirrel (Tourer) £66 | 498 c.c. Flying Squirrel De Luxe £73

596 c.c. Flying Squirrel (Tourer) £68 | 596 c.c. Flying Squirrel De Luxe £75

Power-Plus Engine fitted to any Model, £10 extra.

Flying Squirrel De Luxe (continued).

The Oil Pump is now fitted to the right hand crankcase door, similar to the T.T. Replica, bringing the sight-feed within easy view at all times.

The chromium-plated tank is of welded steel construction, exactly similar in outline to the well-known T.T. Replica Type, and is mounted on rubber buffers on frame brackets instead of the top tube as hitherto.

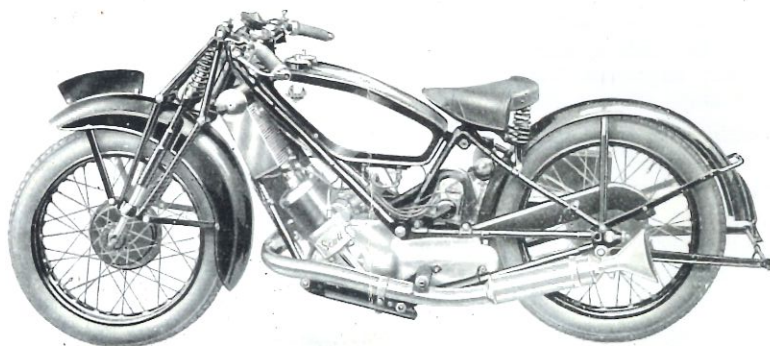
26 x 3.25 Tyres are standard in lieu of last year's 26 x 3.

The rear wheel incorporates a cush-drive, and we have every confidence in putting forward this new flyer as a very considerable advance on its predecessor, which has held an enviable reputation for a number of years.

Furthermore, for 1931 the Power-plus Engine can be fitted to Tourer and De Luxe Models where high power and speed are required.

In addition to the foregoing specification, the De Luxe Model includes SCOTT Girder Forks ; 26 x 3.25 or 3.50 tyres optional ; De Luxe Cush-drive Hub ; Steering Damper ; Leg-Shields ; specially designed Pillion Seat and Pillion Foot-rests, and Carrier.

See Page 4 for Prices of De Luxe Models.



Power-Plus T.T. Replica.

This Model will again be produced for 1931, without drastic alteration. SCOTT Girder Forks are standard, but WEBB can be fitted, if specified, at the same price. The engine continues to give more power, due to altered cylinder design, and it remains the only machine on the market entirely suitable for serious racing work, yet providing at the same time an equally suitable fast-touring machine for average use.

The SCOTT T.T. Replica is definitely the fastest cruiser on the road, yet in the hands of a reasonably competent driver, is as docile as a lightweight.

The SCOTT SPRINT SPECIAL will also continue to be made against special order at £85, in lieu of last year's £95, and will include special Replica braking system and special tuning by the Competition Department, together with a reasonable choice of Equipment as hitherto, i.e., twist grips, tyres, saddle, etc.

498 c.c. T.T. Replica **£84.**

596 c.c. T.T. Replica **£86.**

Sprint Special, 498 c.c. or 596 c.c., **£85.**



The New Scott Six-Fifty.

It has always been impossible for SCOTTS to produce an experimental type and preserve a reasonable degree of secrecy during the experimental stages.

The first time a new SCOTT goes upon the road, the Public recognises it immediately.

Some months ago when the first experimental model was put on the road for extended test, even more than the usual excitement was aroused and we were immediately inundated with enquiries because this time there were so many new features.

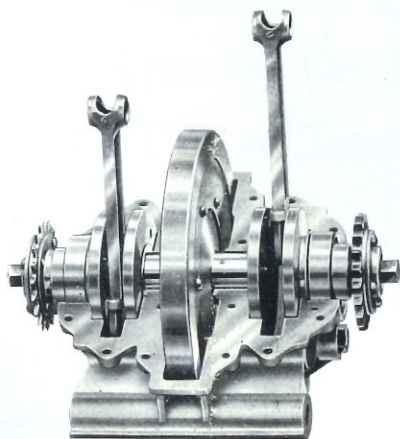
It will be admitted that nobody knows more about the effect of inclining the engine than ourselves. The only factors entering into the matter are distribution of weight and appearance, unless the inclination is excessive, in which case serious disadvantages ensue.

Because this new engine is bigger than any of its predecessors, redistribution of weight was necessary, and we have departed from the twenty-three year old SCOTT practice of inclining the engine for this reason only. It still retains, however, the side-by-side disposition of cylinders, the central flywheel, and the equally important features of port, cylinder and piston design, which in a large measure account for the SCOTT'S unique performance.

The Engine looks more orthodox because the drive is from the outside of the crankcase instead of from the centre of the crankshaft as in other SCOTT models.

Obviously, the central flywheel is retained because of the unique centralization of forces afforded by this disposition, which results in a degree of balance and absence of crankshaft torsion otherwise unobtainable. (Continued on Page 7).

Crankshaft and
Connecting Rod
Assembly of the
New SIX-FIFTY.



Note the fact
that there are
four bearings on
the crankshaft.

SCOTT SIDECARS. Far from diminishing the thrill and fascination of the perfect solo motor cycle, a sidecar does but exemplify the Scott's supreme adaptability, and opens up realms of enjoyment hitherto unthought of. Affording the performance and feel of a high-priced Sports Car, a Scott Combination is altogether different and better than anything else on three wheels. For sidecar work, especially, we recommend our larger models, and a wide variety of Scott Sidecars are offered from £15. Full particulars sent on request.

The New Six-Fifty (continued).

The four-bearing crankshaft in this bigger SCOTT is a massive one-piece forging with two double row bearings and two phosphor-bronze-backed white metal bearings; the crankcase is split horizontally as in car practise, and the cylinder head is detachable.

The frame design also departs from previous SCOTT practice, because there is a single down tube only from the head-lug to the crankcase, and two tubes (one above the other) running back from the head-lug to the seat-lug.

The Centre of Gravity is unusually low; the weight distribution has been carefully thought out; the saddle position is lower and the wheelbase shorter than hitherto, resulting in an extraordinarily manoeuvrable machine which has aroused the utmost enthusiasm from every critic and experienced rider who has had the opportunity of examining it and riding it.

It fulfils the ideal of the man who previously liked the SCOTT, but considered it too unorthodox.

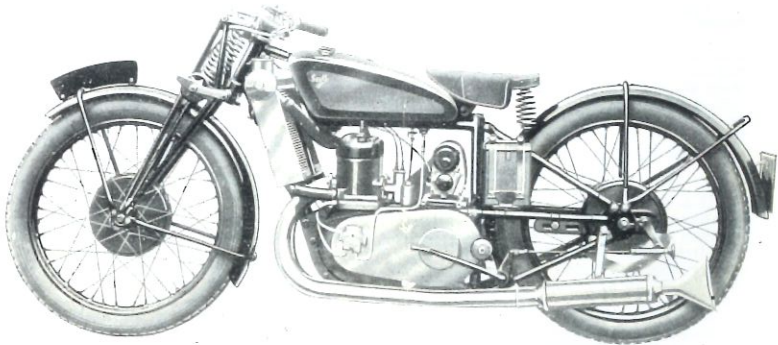
It fulfils the ideals of SCOTT Enthusiasts, in that it has all the old SCOTT features of design, plus many improvements.

It looks what it is—a machine built to an ideal. For the man who desires high performance without super-tuning; power to pull out of the roughest places at low engine speeds; the capacity to do difficult things easily; this new SCOTT is ideal.

The Price is £95,

with 26 x 3.50 tyres, optional hand or foot gear control, extra large Saddle, wide Mudguards, Pillion Seat and Foot-rests, Carrier, Steering Damper and Shock Absorbers, Twist Grip Controls to Carburettor and Magneto.

The only extras will be for MAGDYNO Lighting Set and Speedometer.



Extras

Charges applying when not included as standard.

	£	s.	d.
Carrier with two tool bags	1	0	0
Legshields (except Squirrel)	17	6	
Twist Grip Control for Carburettor	9	0	
Fork Stabilisers	1	10	0
Steering Damper, Flyer Tourer	17	6	
"Scott" Silencer on Sports or Super	17	6	
Do. do. plated	1	2	6
Chain Oiling (as T.T. Replica)	15	0	
Air Cleaner	6	6	
Tyres (26 x 3.50 instead of 26 x 3.25 per pair (cannot be fitted to 2-speed models))	10	0	

Prices for other special Tyres, etc. on application

Accessories

Applying to all models when ordered with machine.

	£	s.	d.
Lucas Magdyno (or B.T.H.) set, solo	6	10	0
Do. do. sidecar	7	0	0
"Lucas-Nife" Battery, extra	1	0	0
Accumulator Lighting Set, Solo	2	15	6
Acetylene Lighting Set, large	3	3	0
Do. do. small	1	6	0
Electric Horn (Lucas Sparton)	15	0	
Do. (Bosch)	1	5	0
Bulb Horns	6	6	
Bonnixsen Speedometers	4	0	0
Squirrel Mascot	2	6	
Scott Pennant	1	0	
License Holder	2	0	



GUARANTEE.

NOTICE.

We do not appoint agents for the sale on our behalf of our motor cycles, or other goods, but we assign to motor cycle dealers areas in which we supply to such dealers exclusively for re-sale in such areas. No such dealer is authorised to transact any business, give any warranty, make any representation or incur any liability on our behalf.

GUARANTEE.

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. Any statement, description, condition or representation contained in any catalogue, advertisement, leaflet or other publication, shall not be construed as enlarging, varying or overriding this guarantee. In the case of machines (a) which have been used for "Hiring out" purposes, or (b) any motor cycle and/or sidecar used for any dirt track, cinder track, or grass track racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition, or (c) machines from which the trade mark, name, 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 six 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 in exchange for the part of the motor cycle, motor cycle combination and sidecar 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, motor cycle combination and sidecar. We undertake subject to the conditions mentioned below, to make good at any time within six months any defects in these respects. As the motor cycles, motor cycle combinations and sidecars 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 by any form of attachment not provided or supplied by the manufacturers or to a motor cycle which is not designed for such use.

Any motor cycle, motor cycle combination or sidecar sent to us to be plated, enamelled or repaired 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 six months only from the time such work shall have been executed or until the expiration of the six months above referred to, and this guarantee is in lieu and in exclusion of any common law or statute warranty or condition, 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.

CONDITIONS OF GUARANTEE.

If a defective part should be found in our motor cycles, motor cycle combinations or sidecars, or in any part supplied by way of exchange before referred to, it must be sent to us **carriage paid**, and accompanied by an intimation from the Owner that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, date of the purchase, or the date when the alleged defective part was exchanged as the case may be.

Failing compliance with the above, such articles will lie here **at the risk of the Owner**, and this guarantee and any implied guarantee, warranty or condition shall not be enforceable.

We do not guarantee specialities, such as tyres, saddles, chains, lamps, etc., or any component parts supplied to the order of the Purchaser differing from our standard specifications supplied with our motor cycles, motor cycle combinations, sidecars or otherwise.

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 - YORKSHIRE.

Telegrams: "TWIN SHIPLEY."

Telephone: Shipley 337.