

The Scott Motor Cycle Co. Ltd.

Preliminary Announcement of 1931 PROGRAMME

1931 SINGLE CYLINDER 300 c.c. SQUIRREL, with choice of larger Engine—350 c.c.

This Model has been re-designed to come within the proposed 30/- taxation basis, and given a more sporting outline which has already resulted in considerably increased sales.

**More Power.
Improved Balance.
Improved Oiling.**

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.

Sporting Outline.

The wheel-base has been shortened; the saddle lowered and placed more forward, and the general appearance of the machine is greatly improved, due to the removal of the space between the saddle and the tank which existed on last year's model.

**Kick-up Stand.
Webb Forks.**

A central kick-up stand is also fitted and WEBB Forks are standard, these providing a wider range of spring movement than the lightweight Scott type.

**Polished Aluminium
Chain-Guard.**

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 larger bore with straight-through pipe to an enlarged SCOTT silencer, the first expansion chamber being omitted. This gives the machine a more sporting outline, without increase of noise.

Sports Exhaust.

Weight.

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.**

Lower Price.

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

Optional Engine.

A 350 c.c. Engine will also be available from September 30th at an extra price of **£2 only.**

SUPER SQUIRRELS.

Improved Engine Mounting.

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.

Chain Guides.

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 SCOTT'S are famous.

498 c.c. Super Squirrel (Oval Tank)	...	£55.
596 c.c. Super Squirrel (Oval Tank)	...	£57.
498 c.c. Sports Squirrel (Top Tube Tank)	...	£55.
596 c.c. Sports Squirrel (Top Tube Tank)	...	£57.

THE NEW FLYER.

A copy of the best SCOTT ever built.

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 the very high figure of £95, but generally speaking it was more or less 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 saddle 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.

New Oil Pump position.

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.

Replica Type Tank.

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 tube as hitherto.

Bigger Tyres.

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

Cush Drive Rear Wheel.

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.

Power-plus Tourer Models.

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

498 c.c. Tourer Flyer with Standard Engine	...	£66.
596 c.c. Tourer Flyer with Standard Engine	...	£68.
498 c.c. Tourer Flyer with Power-plus Engine	...	£76.
596 c.c. Tourer Flyer with Power-plus Engine	...	£78.

THE 1931 FLYING SQUIRREL DE LUXE.

Still bigger Tyres, 26 x 3.50, optional. Pillion Seat.

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.

498 c.c. De Luxe with Standard Engine	...	£73.
596 c.c. De Luxe with Standard Engine	...	£75.
498 c.c. De Luxe with Power-plus Engine	...	£83.
596 c.c. De Luxe with Power-plus Engine	...	£85.

THE SPRINT SPECIAL.

The "made-to-measure" Motor Cycle.

The production of this Model will be continued 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.

POWER-PLUS T.T. REPLICA.

New cylinder-head design.

More Power.

26 x 3.25 Tyres.

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 REPLICA is the World's fastest cruiser.

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.

498 c.c. T.T. Replica with Power-plus Engine	...	£84.
596 c.c. T.T. Replica with Power-plus Engine	...	£86.

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 of the new models 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.

650 c.c. Engine.

Because this new engine is bigger than any of its predecessors, redistribution of weight was necessary, and we have departed from the twenty-two year old SCOTT practice of inclining the engine. 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.

Outside drive.

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.

Six bearing Crankshaft.

The crankshaft in this bigger SCOTT is a one-piece forging with two double row ball bearings and two phosphor-bronze bearings; the crankcase is split horizontally, and the cylinder head is detachable.

Detachable Cylinder head.

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.

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.

Lower Centre of Gravity,

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.

An Ideal Scott.

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.

An Ideal Specification.

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 Carburetter and Magneto.

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

Deliveries of this New Scott will commence October 1st.

We already have a waiting list and would advise your early decision if disappointment is to be avoided.