

Be Wise

1933



AND

MODERNIZE

CONVERT

YOUR MODEL

BY FITTING 1933

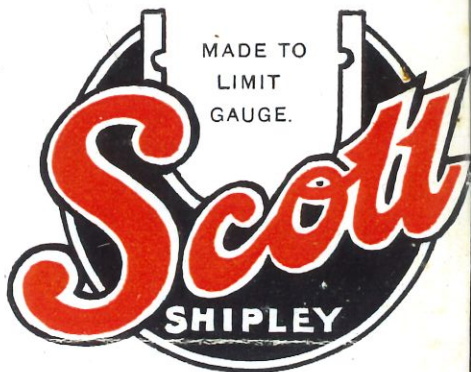


IMPROVEMENTS AND BE YEARS AHEAD.

SCOTT MOTOR CYCLE CO., SHIPLEY.

1933

New Positive Pressure
Feed Oil Pump
giving individual feed
to all points necessary.



**SPRING UP
BACK STAND**

Engine now easy to

DECARBONIZE

Read the remarks of an—

← **EXPERT**

**TO RIDE YOUR
CONVERTED MODEL**

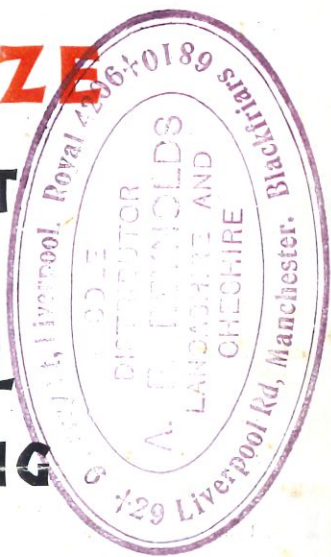
will be

FASCINATING

Increases your BHP to **33**

Gives your Machine a
New Lease of Life !!

**A FEW
OF THE ENJOYMENTS
OF THE
NEW
DETACHABLE HEAD.**



SCOTT MOTOR CYCLE CO., SHIPLEY.

Harry Langman is so enthusiastic about the improved performance that he wants to tell you all about it.

Here is what he says—

"After testing the new detachable head and cylinder-block in a 1932 T.T. REPLICA "SCOTT" over hundreds of miles, covering all classes of roads, I can tell you that the performance of the machine is delightful, being much sweeter, with none of the harshness usually associated with high-compressed engines.

It is capable of really high speeds and of doing a genuine 85 m.p.h. using touring plugs which ordinarily would not stand up to these ultra-high speeds.

A definite increase of power is very noticeable at all conditions of load and the improvement over previous Models is very noticeable.

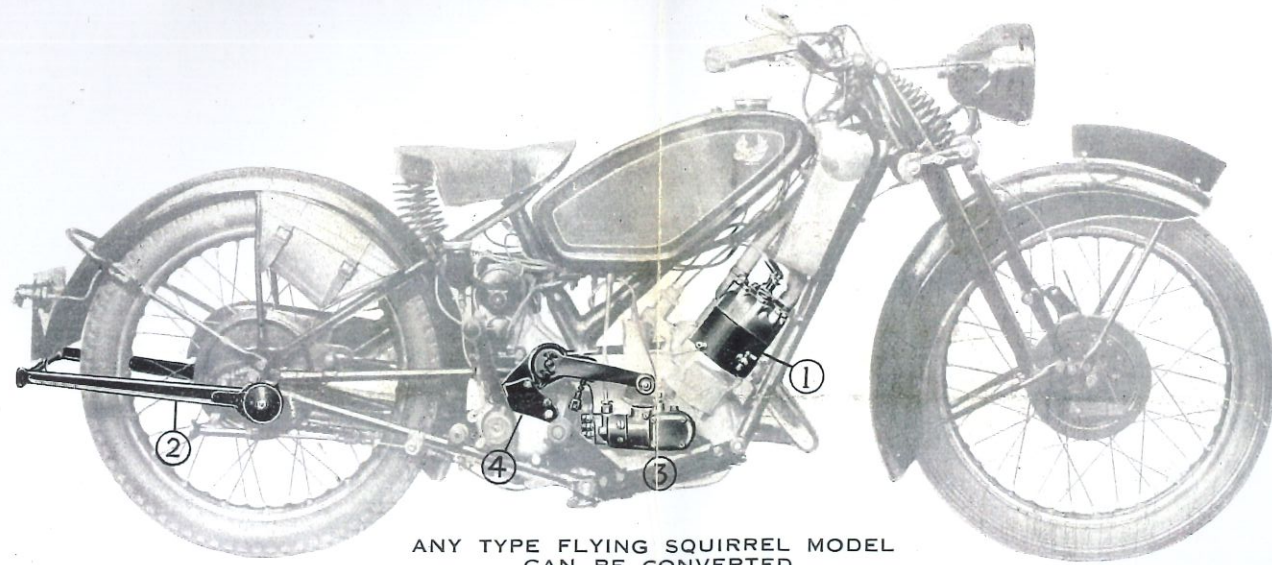
The additional water capacity and the specially designed shape of combustion head makes it possible to use much higher compression ratios than hitherto, when compared with old type cylinders. Another feature of the new cooling system is that the heat is dissipated before it reaches the crankcase, resulting in higher volumetric efficiency. It is therefore possible, due to the sustained power, to put up much higher average speeds without the slightest sign of tiring. The acceleration at all times is particularly remarkable. The new pressure-feed oilpump which delivers oil direct to the big-ends, main-bearings, and cylinder-walls is a considerable improvement. The amount of oil delivered to the points necessary is metered by the pump which, in turn, is controlled by the throttle on handlebar. The pump is truly automatic over its whole range and supplies oil always in the correct proportion to the engine's requirements. Instantly the throttle is opened the pump will supply immediately the larger amount of oil required, and vice versa when the throttle is closed. The fitting of this new pump, with its throttle-controlled regulator, simply means that the Rider can forget whether his engine is getting enough oil for high speeds or too much when in traffic or slow running. This will be highly appreciated by the sports type of Rider who uses his machine for all purposes, High Speed Trials, Sporting Events, etc.

During the test one had a very confident feeling that the lubricating system was truly automatic over its whole range and would keep up to its work whatever demands were made on the engine, whether it be town work or flat-out speeds down the Great North Road.

I can conscientiously state that I have never ridden a better all-round machine. In combination with the new oilpump it puts the "SCOTT" miles ahead of any previous Model."

HARRY LANGMAN.

You will
be
Astonished
at the
Performance
of your
converted
model.



ANY TYPE FLYING SQUIRREL MODEL
CAN BE CONVERTED

DETACHABLE HEAD CYLINDER (1).

The new Detachable Cylinder-head, re-designed Cylinder-block, with the exclusive SCOTT stepped taper piston with its scientific oil-grooving providing for positive lubrication to cylinder-walls and gudgeon-pin, are the result of extensive research.

These features have been imitated, but never duplicated. This is gratifying to us, as it is said that "Imitation is the sincerest form of flattery."

THE HEAD: is cast in a patented light alloy and in order to prevent water and gas leaks with their attendant loss of power, sixteen alloy steel holding-down bolts are used. The combustion head is completely machined and is of a shape which has been developed under the exacting conditions of racing and extended full-power runs. The correct degree of turbulence is imparted to the gas, which results in an efficiency hitherto unobtainable in two-stroke engines.

A further advantage accruing from the special type of head is the long life of the plugs, due to the scientific cooling of the plug boss in the cylinder-head and ample space for water circulation. The path of the cooling water is not haphazard, but is carefully baffled so as to give maximum cooling effect. Thus is decarbonization required less frequently, the engine retaining its tune for longer periods.

The Heads can be supplied to take standard 18 m.m. or the new standard 14 m.m. plugs.

Your dealer will usually make you an allowance for your old cylinder and pistons against the purchase of the new detachable head type or application can be made direct to us.

SPRING UP BACK STAND (2) CONVERSION SET

SPRING-UP AND REAR STAND: Just what you people want, and so simple. No more dirty hands! Push your bike off the stand and up it goes into a spring clip attached to the mudguard. No rattles when riding. A specially designed clock type spring is housed in a neat box and totally concealed, the tail extension of the box fitting in the recess of the Stand leg. Can be fitted by a novice in a few minutes. Special tool to wind up the spring, giving correct tension is supplied, and a chart of fitting instructions is also included.

Price 12/6 complete.

CYLINDER BLOCK: is of chromidium cast iron, heat-treated before grinding to minimize any likelihood of distortion in operation. Positive lubrication to the cylinder-walls is provided, which prevents over-heating of the piston and rings thus maintaining the power and silky smoothness of the engine.

THE PISTON: The "SCOTT" piston is itself a masterpiece of workmanship. Its special die-cast deflector head ensures equal compression ratios on both cylinders; scientifically placed rings and exclusive "broken" oil grooves around the skirt make it the most suitable type for operation in two-stroke engines. The step taper clearances have been carefully designed to suit the heat gradient of the piston walls. "SCOTT" pistons mean longer life of the cylinders and maintenance of "tune" at all times.

COMPRESSION RATIO: can be lowered or increased by the use of various thicknesses of copper-asbestos packings; these being supplied at a small cost.

FITTING: is a very simple matter—no more difficult than decarbonizing, and can be effected in a short time by the average rider.

Price - £8-8-0. Complete with Pistons, Piston Rings, and Gudgeon Pins.

FOOT CHANGE (4) CONVERSION SET

The object of the Foot-change Gear is to provide a safe, certain, and simple means of changing gear without necessitating the removal of the hand from the handlebars.

Changing gear is effected by depressing the Foot Lever to change up, and raising to change down.

As soon as the Lever is released, it is always returned by a spring device to the central position, which is adjusted to suit the rider's convenience.

In practice it is found that by manipulating the throttle and clutch while operating the foot lever, it is possible to obtain a perfectly silent change under all conditions, with rapidity and without any risk of damage to the transmission.

Price £4-10-0.

Throttle Controlled OIL PUMP (3)

OILPUMP: The new Oilpump is a patented SCOTT feature and has been developed to suit the peculiarities and exacting conditions of two-stroke lubrication.

It has infinitely variable delivery at four independent points, each delivery point having its own plunger and cylinder. A variable stroke is imparted to the plungers by means of a swash-plate to which is given different angles of tilt by a mechanism controlled from the throttle. Adjustments are provided which enable the minimum or "idling" position of the pump to be set independently of the throttle control. In addition, the degree of opening of the pump when the throttle is moved through its full range can be varied; this latter adjustment not effecting in any way the minimum position. This sounds a bit involved, but is in reality very simple. What happens is this:—

Blind along on the open road and the pump is doing its stuff—supplying the oil in the correct proportion to the vital parts of the engine (main bearings, big-ends and cylinder-walls);

Snap the throttle shut and coast along with the engine still turning over; the pump now follows up the throttle and shuts down the amount of oil to the requirements of the engine.

Tootle along in traffic on just a whiff of gas, with the throttle barely open; the oil is still there in the correct proportion. No fouling of plugs, no objectionable smoke!

Now open her flat out and the pump answers immediately; the oil is still there.

In brief, the pump is ready at all times to meet all conditions of load and speed.

The Pump is fitted with a Tell-tale, clearly visible.

The graduated throttle dial shows the amount of opening from the throttle. All joints are metal to metal, so that there is no fear of leakage. All connections and pipes are supplied with the pump.

With the instructions provided it can be fitted in a very short time—no drilling or soldering being necessary. Simply fit the pump and forget your lubrication troubles!!!

Price £3-3-0.

Complete with controls, oil pipes, nipples, nuts, etc.

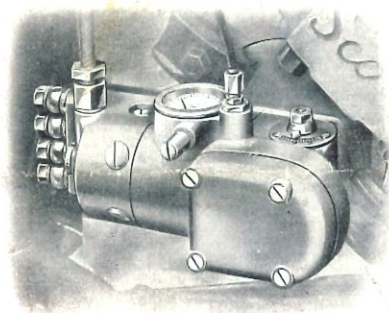
LONDON: SCOTT MOTORS (Southern)
78 Charlotte St., W.1. Ltd.

SCOTT MOTOR CYCLE Co., SHIPLEY, YORKS.

LIVERPOOL: A. E. REYNOLDS, 9 Berry Street.

MANCHESTER: - A. E. REYNOLDS,
29 Liverpool Road, Deansgate.

1933 IMPROVEMENTS.



THROTTLE CONTROLLED OIL PUMP

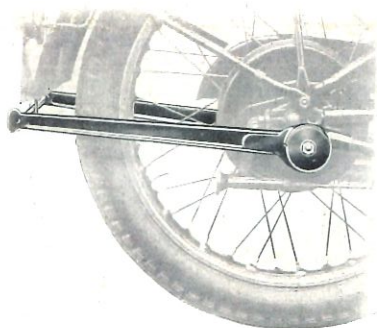
Feeding Main Bearing, Big Ends and Cylinder Walls, which has variable delivery controlled by throttle opening and engine. Maintaining efficient lubrication against all conditions for speed and load.



CYLINDER & HEAD

Special Light Alloy Cylinder Head and C. I. Cylinder. Note the 16 Bolts which secure the head to the cylinder to ensure no water or gas leakage.

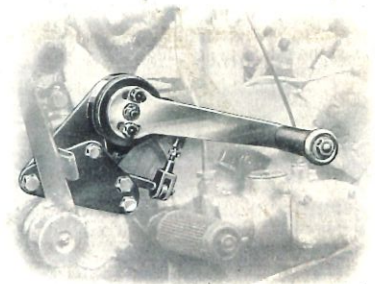
SPRING UP BACK STAND



Price 12/6.

Can be easily fitted by a novice. Held up by spring clip to prevent rattle when in the up position.

FOOT CHANGE GEAR.



Price £4-10-0.

Positive Spring Loaded Type. Very easily fitted and easy to operate.