

1934

**BRITISH
EDITION.**

Scott

**MOTOR
CYCLES**

The Scott Motor Cycle Co.

LONDON: Scott Motors (Southern) Ltd.
78, Charlotte Street,
London, W.1.

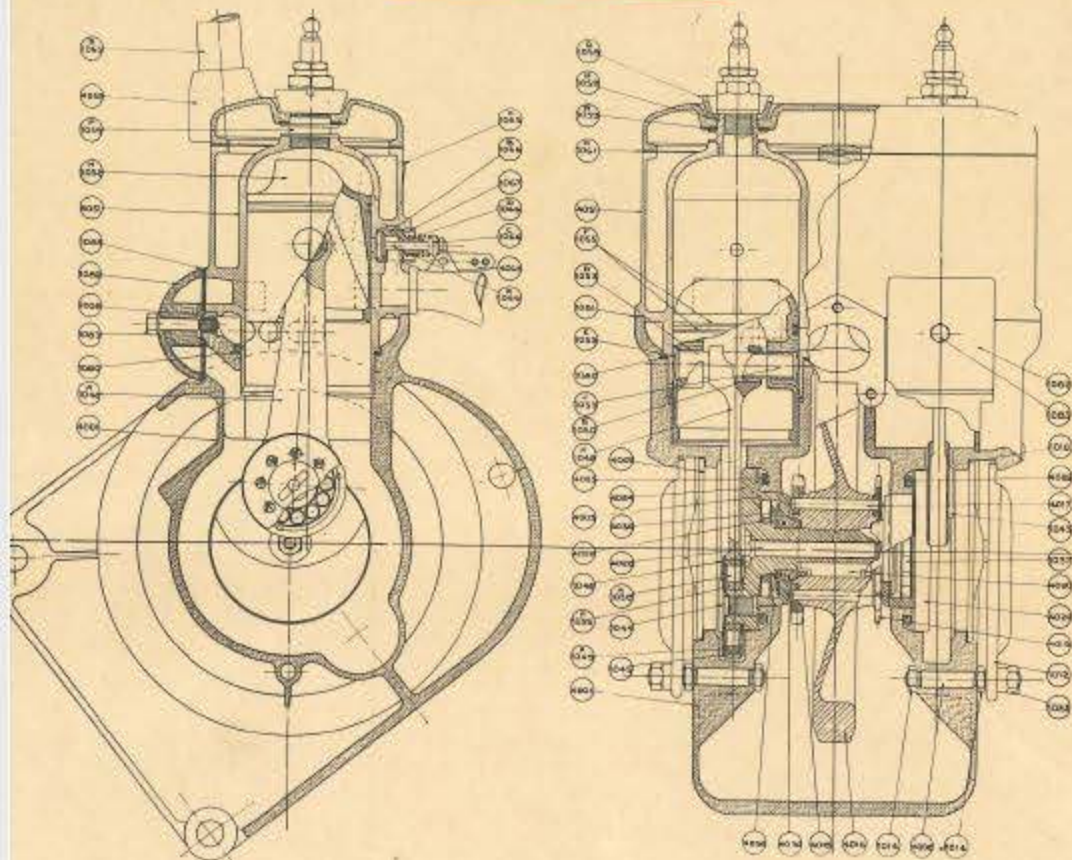
'Grams & 'Phone Museum 8565.

Proprietors: Scott Motors (Saltaire) Ltd.
SHIPLEY, YORKSHIRE, ENGLAND.
Cable Address: "TWIN SHIPLEY-YORKS, ENGLAND."

'Phone: 337. 338 Shipley

LIVERPOOL: A. E. Reynolds,
9, Berry Street.
MANCHESTER: A. E. Reynolds,
29, Liverpool Road.

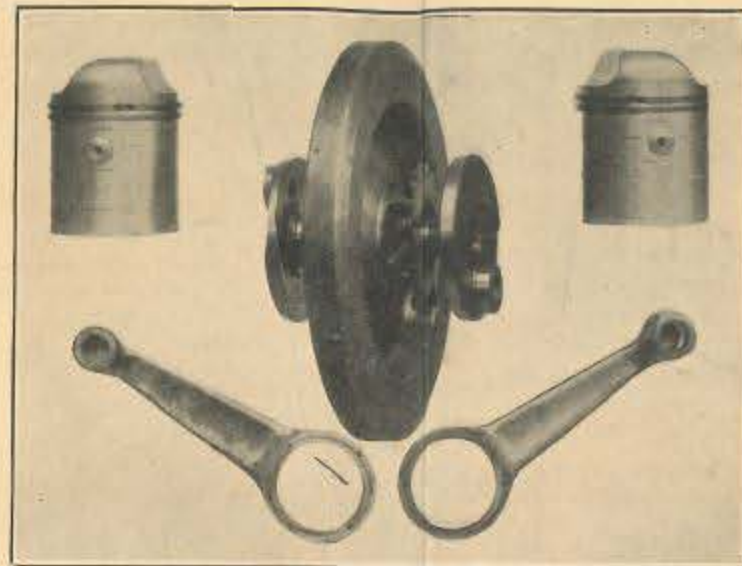
THE ENGINE.



The Flying Squirrel Engine, in end and side section.
The part-numbers correspond to those in the Spare-parts List.

The MOVING PARTS of the SCOTT ENGINE

Note the number and compare this with those on 4-stroke Engines.

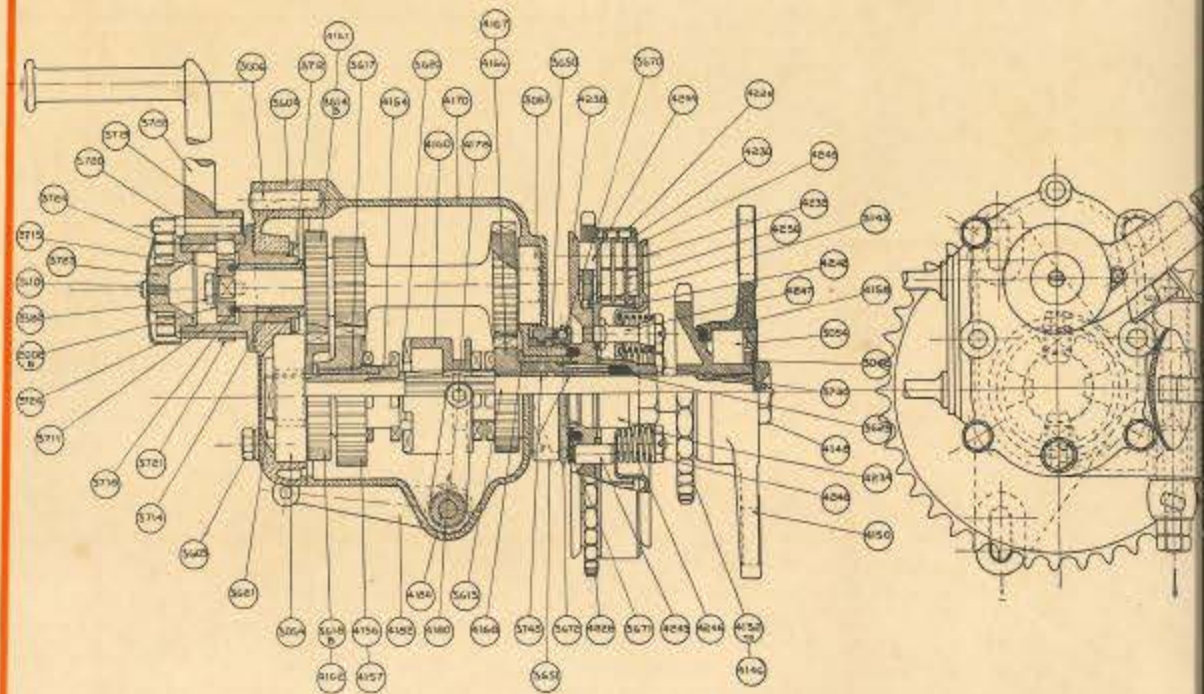


THE SCOTT GOLD MEDAL SILENCER.



Part Sectional View, showing internal construction.

THE GEAR BOX.



The Gear Box in plan section, and in elevation.
The part numbers correspond with those in the Spare-parts List.

Engine Data.

Two types are available, Standard and Power-Plus, each being made in 498 c.c. and 596 c.c. capacities.

STANDARD ENGINE.—Twin-Cylinder, Two-Stroke, Water-Cooled. Light Alloy Pistons. Wide Roller Bearing Big Ends. Roller Bearing Main Bearings. Mechanical lubrication by Pump driven from Crankshaft. Long Stroke type.

Bore and Stroke: 498 c.c. 66.6 x 71.4 m.m.

596 c.c. 73 x 71.4 m.m.

498 c.c. engine develops 22 b.h.p. at 4,750 r.p.m.

596 c.c. engine develops 27 b.h.p. at 4,500 r.p.m.

POWER-PLUS ENGINE.—This is our long stroke type, which has been so successful in speed events both at home and abroad. The general specification is similar to the Standard engine. Down draught Carburetter, centrally mounted. All these engines are specially picked and tuned. Special Scott Oil Pump feeding main bearings. Big ends and cylinder walls fitted, which has variable delivery controlled by throttle opening with engine speed, maintaining efficient lubrication against all conditions for speed and load.

DETACHABLE HEAD CYLINDERS.—Light Alloy Head securely held by 16 bolts giving easy access for decarbonizing head and piston tops. Special conical head combustion chamber. Cylinder in C.I.

Bore and Stroke: 498 c.c. 66.6 x 71.4 m.m.

596 c.c. 73 x 71.4 m.m.

498 c.c. engine develops 27-28 b.h.p. at 5,400 r.p.m.

596 c.c. engine develops 31-32 b.h.p. at 5,200 r.p.m.

Power-Plus Engine Fitted in place of Standard at extra charge of £10.

Code: "Polus."

SPORTS & DE LUXE MODELS.

Engine has same bore and stroke as the well-known Power Plus Type giving increased power and flexibility. Power developed by 498 c.c. 22 B.H.P., and 596 c.c. 27 B.H.P. Special Scott Spring-up Back Stand, Improved Frame, Hampton Forks with Steering Damper and finger adjusted Shock Absorbers. Crankcase strengthened to cope with extra power.

Prices for Extras and Accessories.

	£	s.	d.		£	s.	d.
Legshields	17	6		Luggage Carrier (when not included)	1	0	0
Twist Grip Control for Magneto		9	0	Chain Oiling		15	0
Fork Stabilisers	1	2	6	Air Cleaner		6	6
Steering Damper (when not fitted as Standard)	17	6		Knee Grips	from	4	6
Lucas Magdyno Set (solo)	6	10	0	Electric Horn (Lucas)	from	15	0
Lucas Magdyno Set (sidecar)	7	0	0	Bulb Horn	from	7	6
Nife Battery	1	5	0	Bonnixsen Speedometer, Internal Drive	from	4	0
B.T.H. Dynamo Magneto Set (solo)	6	10	0	Smith Speedometer, Internal Drive		2	12
B.T.H. Dynamo Magneto Set (sidecar)	7	0	0	Squirrel Mascot		2	6
Spare Parts to the value of £2	2	0	0	Scott Pennant		1	0
Scott Electric Horn	1	2	6	Licence Holder		2	0

14 m/m or 18 m/m Sparking Plugs can be fitted at choice.

"The Book of the Scott."

We publish this comprehensive handbook containing general running instructions, advice upon maintenance and overhaul, and a concise explanation of all working principles, covering both past and present models. It is supplied free with every new machine, or will be sent post free for 1/6.

Any further information will be gladly supplied by your Dealer or by the Makers.



We reserve the right to alter or amend 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.

Proprietors: Scott Motors (Saltaire) Ltd.

SHIPLEY, YORKSHIRE, ENGLAND.

Cable Address: "TWIN, SHIPLEY-YORKS, ENGLAND."

:: NEW FEATURES FOR 1933 MODELS ::

POWER PLUS ENGINE:—This Engine is now fitted with a DETACHABLE LIGHT ALLOY CYLINDER HEAD securely held by 16 bolts, to ensure no water leakage, giving easy access for decarbonizing head and piston tops. Special shaped combustion chamber, Greater Power Developed 498 c.c. 27-28 B.H.P., 596 c.c. 31-32 B.H.P. Crankcase strengthened to cope with extra power.

Gear Box.

The Scott Three-speed Gearbox is admittedly the finest gearbox on the market. It is of the constant mesh type, with one sliding dog. Gear gate being usually mounted on the tank, but foot change can be fitted at extra cost. The clutch is of the multiplate insert type, handlebar controlled, finger adjusted. Chain adjustment by drawbolt. Chains: Primary 1/4 in. x .31 in., Final 1/2 in. x .380 in.

Driving sprocket is carried in separate outrigger ball bearing and is quickly changed. Kickstarter is incorporated in all boxes.

1933 Model—Gear Ratios.

No. of Teeth in Driving Sprocket	Ratios		
	HG	MG	LG
Wide Ratio Box			
22	4.00	7.03	11.52
21	4.18	7.35	12.20
20	4.40	7.72	12.70
19	4.62	8.12	12.30 (a)
18	5.90	8.60	14.10 (b)
17	5.17	9.08	14.90
16	5.50	9.65	15.85
Close Ratio Box			
22	4.00	5.26	8.53
21	4.18	5.5	8.90
20	4.40	5.78	9.37
19	4.62	6.16	9.90 (a)
18	4.90	6.44	10.40 (b)
17	5.17	6.80	10.98
16	5.50	7.20	11.69

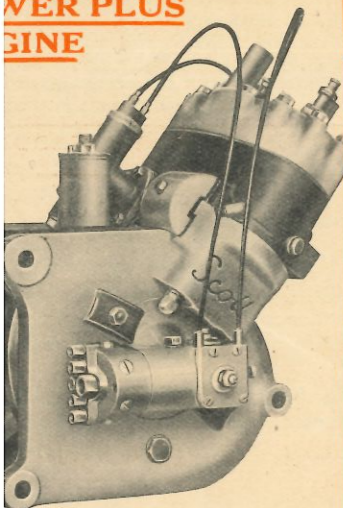
(a) Recommended for Sidecar work with 596 c.c. Engine.

(b) Recommended for Sidecar work with 498 c.c. Engine.

SPORTS AND REPLICAS MODELS.

On above models the improved Power Plus Engine is incorporated. Special Scott Spring-up Back Stand fitted. An entirely new feature is the SPECIAL OIL PUMP feeding main bearings, Big Ends and Cylinder Walls, which has variable delivery controlled by throttle opening with engine speed, maintaining efficient lubrication against all conditions for speed and load. Improved Frame.

POWER PLUS ENGINE



Scott Twin Cylinder Two Stroke engine, giving power impulses equal to a 4-Cylinder Engine. Detachable Head & New Oil Pump.

TANK ASSEMBLY

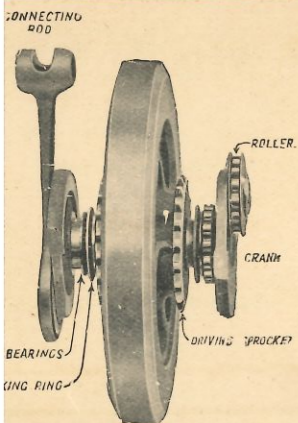


Diagram of Tank and Crank Assembly, showing positions of big end and main bearings, etc.

1933

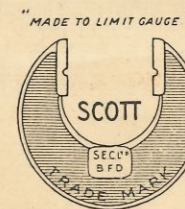
OVERSEAS & Home conditions demand a different and better-than ordinary motor cycle, which is the precise reason why Scott sales in the world's markets continue to grow apace.

Wheresoever our motor cycles go, and whatsoever they are called upon to do, the impression left is one of profound admiration not only for the machine as such, but for the design and pioneering work behind it, that have made such a motor cycle possible.

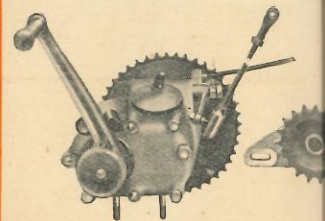
“Scott”
THE DIFFERENT MOTOR CYCLE.

Ever since the days when the first Scotts made play of the roughest mountain tracks (from which zest-for-the-impossible, sprang the notorious Scott Trial), we have had a deep-rooted faith in the Scott's future overseas.

We are proud that we can offer Scott machines as the ideal for your requirements, proud that we can now produce them at such strictly competitive prices, and prouder still of the magnificent response this policy has brought us from every quarter of the globe.

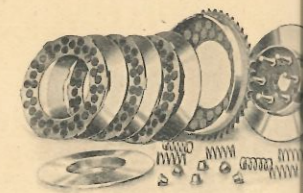


GEAR BOX



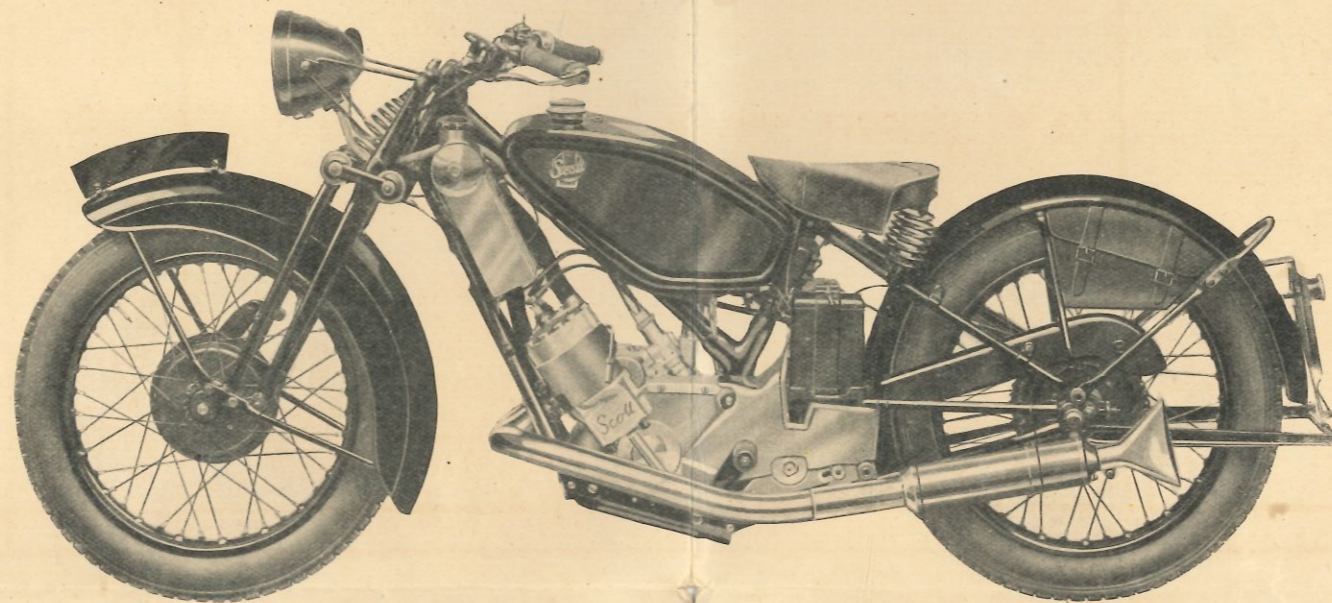
The gearbox is carried on a rectangular aluminium tray to which is bolted an outside bearing driven sprocket. An unusually inspection lid is provided.

CLUTCH



The new clutch is of the mud asbestos-insert type, so liberally portioned that it can withstand the harshest treatment.

Flying Squirrel Sports Model



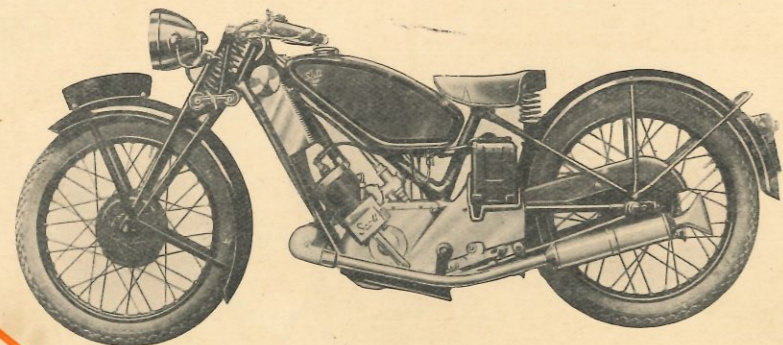
All "Scott" Engines are easy to keep in tune. Owing to water-cooling and low oil consumption (approx. 1,000 m.p.g.) carbon deposit does not form rapidly. Up to 5,000 miles can often be done without a complete decarbonization, whilst the cleaning of ports is simpler than the grinding-in of valves.

Price: 498 c.c. MODEL £85 Magdyno extra.

For all-weather riding, no motor cycle could be better suited than is a "Scott." Both rider and machine receive the benefit of mud protection, whilst the "Scott's" almost uncanny stability on greasy roads, inspires implicit confidence. "It takes a lot to skid a 'Scott.'"

Price: 596 c.c. MODEL £87 Magdyno extra.

Flying Squirrel Tourer Model



Price: 498 c.c. MODEL £66 Magdyno extra.

Price: 596 c.c. MODEL £68 Magdyno extra.

WINNER OF 1932 SCOTT TRIAL. SPECIFICATION.

ENGINE.—Scott Twin - Cylinder, Power Plus.
GEAR.—Scott Three-speed constant mesh. Wide or close ratio to choice.
FRAME.—Of special open construction. Triangulated in every plane. A complete unit with no loose parts. The centre section of the girder construction is braced by the massive crankcase and its three widely-spaced fixing bolts.
FORKS.—Brampton Bottom Link Type, with special Steering Damper and finger adjustment of Shock Absorbers.
TANK.—Unusually handsome, all steel tank, neatly filling the open part of the frame, the whole being exceptionally robust yet readily detachable. This feature provides excellent accessibility. Petrol capacity three gallons. Separate built-in three pint oil container. Large filler caps side-by-side. Non-clogging petrol filter. Beautifully finished in Scott colours, Black, with Purple panel.
ENGINE LUBRICATION.—By special Scott Oil Pump. See notes re Power Plus Engine.

WHEELS.—Extra heavy hubs fitted with internal expanding brakes, both finger adjusted, and provided with water deflectors. W.O. tyres, 26 x 3.25.

The following alternative tyre sizes can be fitted to this model without extra charge:—27 x 3.00, 27 x 3.25 and 26 x 3.5.

SADDLE.—Flexible top saddle mounted direct on frame, giving extremely low position.

HANDLEBARS.—Comfortably curved and adjustable, fitted with Twist Grip to Carburetter.

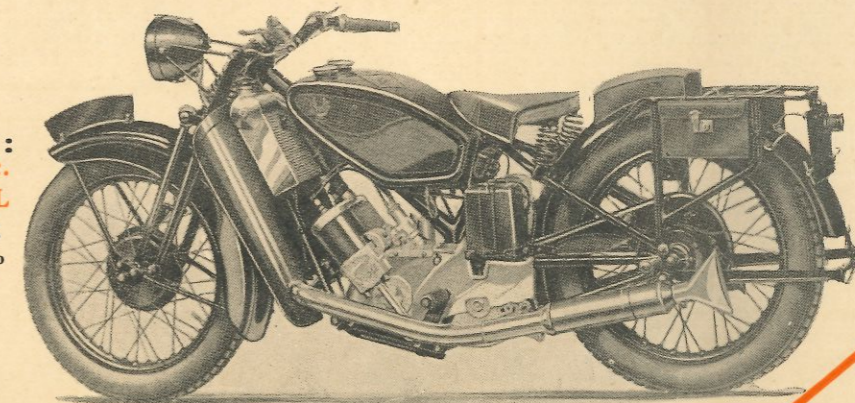
EQUIPMENT.—Included with each machine. Front and Rear Stands, 6in. "D" mudguards carried on tubular stays. Full kit of tools, including Tyre Repair Outfit, Inflator and Grease Gun.

BACK STAND.—Spring-up type.

FINISH.—Frame, finest Black Enamel. Tank, Black with Purple panel. Plated Radiator. Handlebars, Ebony Black.

WEIGHT.—316 lbs.

Flying Squirrel De Luxe Model



Price: 498 c.c. MODEL £73 Magdyno extra.

Price: 596 c.c. MODEL £75 Magdyno extra.

Gold Medalist in 1932 International Six Days Trial.

SPECIFICATION.

ENGINE.—Scott Twin - Cylinder, Two - Stroke, Standard Type.

GEAR.—Scott three-speed constant mesh, wide ratio type.

FRAME.—Immensely strong, triangulated in every plane. A complete unit with no loose parts. The centre section of the girder construction is braced by the massive crankcase and its three widely-spaced fixing bolts.

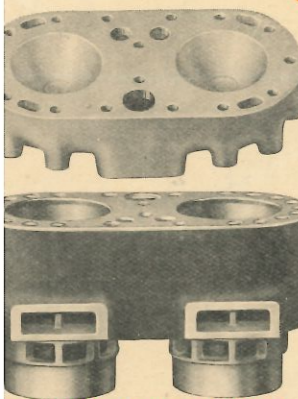
FORKS.—Brampton Bottom Link Type, with Integral Steering Damper and finger adjustment of Shock Absorbers.

TANK.—Unusually handsome steel tank, neatly filling the open part of the frame, the whole being exceptionally robust yet readily detachable. This feature provides excellent

GEAR CHANGE



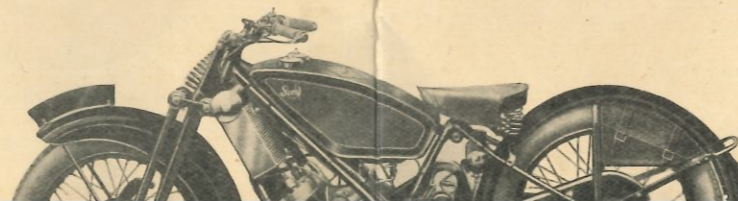
CYLINDER HEAD



POWER PLUS ENGINE

Light Alloy Cylinder Head and Piston. Note the 16 Bolts which hold the head to the cylinder to

Flying Squirrel Replica Model

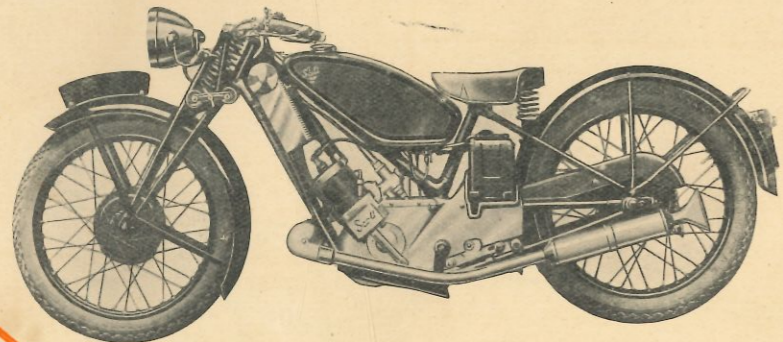


Price: 498 c.c. MODEL £84

Price: 596 c.c. MODEL £86

Flying Squirrel Tourer Model

Price:
498 c.c.
MODEL
£66
Magdyno
extra.



SPECIFICATION.

ENGINE.—Scott Twin - Cylinder, Two - Stroke, Standard Type.

GEAR.—Scott three-speed constant mesh, wide ratio type.

FRAME.—Immensely strong, triangulated in every plane. A complete unit with no loose parts. The centre section of the girder construction is braced by the massive crankcase and its three widely-spaced fixing bolts.

FORKS.—Brampton Girder pattern.

TANK.—Unusually handsome steel tank, neatly filling the open part of the frame, the whole being exceptionally robust yet readily detachable. This feature provides excellent accessibility. Petrol capacity three gallons. Separate built-in three pint oil container. Large filler taps side-by-side. Non-clogging petrol filter. Handsomely finished in Scott colours, Black and Purple.

WHEELS.—Extra heavy hubs fitted with internal expanding brakes, both finger adjusted, and provided with water deflectors. W.O. Tyres, 26 x 3.25.

SADDLE.—Flexible top saddle mounted direct on frame, giving extremely low position.

HANDLEBARS.— Comfortably curved and adjustable. Fitted with Twist Grip to carburetter.

EQUIPMENT.—Included with each machine. Front and Rear Stands. Full kit of tools, including tyre Repair Outfit, Inflator and Grease Gun.

BACK STAND.—Spring-up type.

FINISH.—Frame, Finest Black Enamel. Tank, Black with Purple panel. Plated Radiator. Handlebars, Ebony Black.

WEIGHT complete.—316 lbs.

Price:
596 c.c.
MODEL
£68
Magdyno
extra.

ENGINE.—Scott Twin - Cylinder, Power Plus.

GEAR.—Scott Three-speed constant mesh. Wide or close ratio to choice.

FRAME.—Of special open construction. Triangulated in every plane. A complete unit with no loose parts. The centre section of the girder construction is braced by the massive crankcase and its three widely-spaced fixing bolts.

FORKS.—Brampton Bottom Link Type, with special Steering Damper and finger adjustment of Shock Absorbers.

TANK.—Unusually handsome, all steel tank, neatly filling the open part of the frame, the whole being exceptionally robust yet readily detachable. This feature provides excellent accessibility. Petrol capacity three gallons. Separate built-in three pint oil container. Large filler caps side-by-side. Non-clogging petrol filter. Beautifully finished in Scott colours, Black, with Purple panel.

ENGINE LUBRICATION.—By special Scott Oil Pump. See notes re Power Plus Engine.

WHEELS.—Extra heavy hubs fitted with internal expanding brakes, both finger adjusted, and provided with water deflectors. W.O. tyres, 26 x 3.25.

The following alternative tyre sizes can be fitted to this model without extra charge:—27 x 3.00, 27 x 3.25 and 26 x 3.5.

SADDLE.—Flexible top saddle mounted direct on frame, giving extremely low position.

HANDLEBARS.— Comfortably curved and adjustable, fitted with Twist Grip to Carburetter.

EQUIPMENT.—Included with each machine. Front and Rear Stands, Gin. "D" mudguards carried on tubular stays. Full kit of tools, including Tyre Repair Outfit, Inflator and Grease Gun.

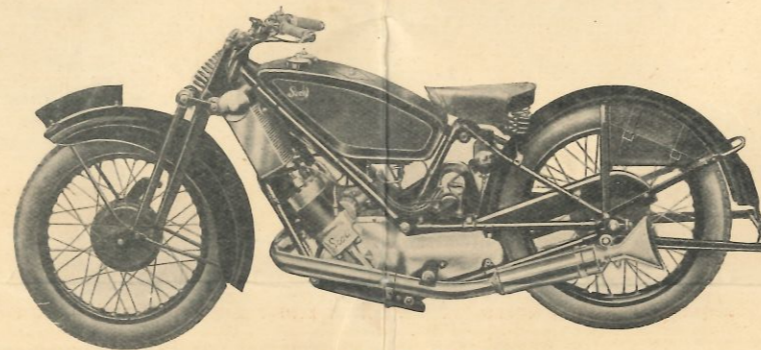
BACK STAND.—Spring-up type.

FINISH.—Frame, finest Black Enamel. Tank, Black with Purple panel. Plated Radiator. Handlebars, Ebony Black.

WEIGHT.—316 lbs.

Flying Squirrel Replica Model

Price:
498 c.c. MODEL
£84
Magdyno extra.



SPECIFICATION.

ENGINE.—"Scott" Twin Cylinder Two-stroke type. Water-cooled. Centrally mounted Carburetter. Alloy Pistons. Wide big-end bearings. Bore and Stroke: Power Plus Engine 498 c.c., 66.6 x 71.4 m.m.; 596 c.c., 73 x 71.4 m.m. Detachable head cylinders.

ENGINE LUBRICATION.—By special Scott Oil Pump, feeding main bearings, big ends and Cylinder walls. Variable delivery controlled by throttle opening.

GEAR.—"Scott" three-speed constant mesh box, close ratio type, with extra heavy gear wheels. Ratio: 498 c.c. solo 4.4, 5.8, 9.37; 596 solo c.c., 4.18, 5.5, 8.9. Other close or wide ratios available to choice. Kick-starter incorporated. Clutch of asbestos insert type. Chain adjustment by draw bolt. Clutch control finger adjusted. Chains: Primary, 1/2 in. x .31 in.; Driving, 1/2 in. x .380 in.

FRAME.—Immensely strong, triangulated in every plane and duplex throughout. A complete unit with no loose parts. The centre section of the girder construction is braced by the massive crankcase, and its three widely-spaced fixing bolts.

FORKS.—Brampton Bottom Link Type with Integral Steering Damper and finger adjustment of Shock Absorbers.

Price:
596 c.c. MODEL
£86
Magdyno extra.

TANK.—Unusually handsome tank neatly filling the open part of the frame. It is built round a frame tube that bolts between the head-lug and seat-lug. The whole being exceptionally robust yet readily detachable. This feature provides excellent accessibility. Petrol capacity, 2 1/2 gallons. Separate built-in 3-pint Oil container. Large filler caps side-by-side. Non-clogging petrol filter.

WHEELS.—Extra heavy hubs containing extra large internal expanding brakes. 8 ins. diameter rear, 7 ins. diameter front, both finger adjusted and provided with water deflectors. Rear hub embodies transmission shock absorbers. W.O. tyres, 26 x 3.25.

SADDLE.—Large flexible top saddle mounted direct on frame, giving extremely low position.

HANDLEBARS.—Comfortably curved and adjustable, fitted with twist grip to carburetter.

EQUIPMENT.—Included with each machine. Front and Rear Stands. Tool kit in pannier bag. Tyre repair outfit, inflator and grease gun. An air cleaner can be had at small extra charge.

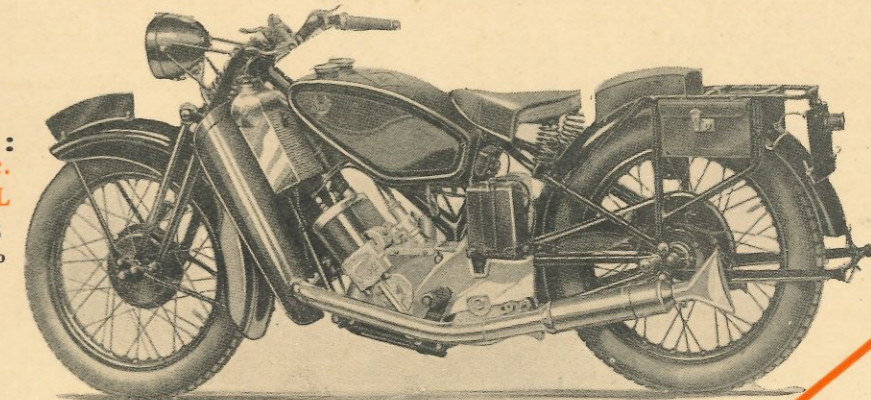
BACK STAND.—Spring-up type.

FINISH.—Finest Black Enamel. Tank Black Enamel with artistic white line. Radiator plated. Handlebars Ebony Black.

WEIGHT complete.—327 lbs.

Flying Squirrel De Luxe Model

Price:
498 c.c.
MODEL
£73
Magdyno
extra.



Gold Medalist in 1932 International Six Days Trial.

SPECIFICATION.

ENGINE.—Scott Twin - Cylinder, Two - Stroke, Standard Type.

GEAR.—Scott three-speed constant mesh, wide ratio type.

FRAME.—Immensely strong, triangulated in every plane. A complete unit with no loose parts. The centre section of the girder construction is braced by the massive crankcase and its three widely-spaced fixing bolts.

FORKS.—Brampton Bottom Link Type, with Integral Steering Damper and finger adjustment of Shock Absorbers.

TANK.—Unusually handsome steel tank, neatly filling the open part of the frame, the whole being exceptionally robust yet readily detachable. This feature provides excellent accessibility. Petrol capacity three gallons. Separate built-in three pint oil container. Large filler caps side-by-side. Non-clogging petrol filter. Handsomely finished in Scott colours, Black and Purple.

WHEELS.—Extra heavy hubs fitted with internal expanding brakes, both finger adjusted, and provided with water deflectors. W.O. Tyres, 26 x 3.25.

SADDLE.—Flexible top saddle mounted direct on frame, giving extremely low position.

HANDLEBARS.— Comfortably curved and adjustable. Fitted with Twist grip to carburetter.

EQUIPMENT.—Included with each machine. Front and Rear Stands. Full kit of tools, including tyre Repair Outfit, Inflator and Grease Gun.

BACK STAND.—Spring-up type.

FINISH.—Frame, finest Black Enamel. Tank, Black with Purple panel. Plated Radiator. Handlebars, Ebony Black.

WEIGHT complete.—335 lbs.

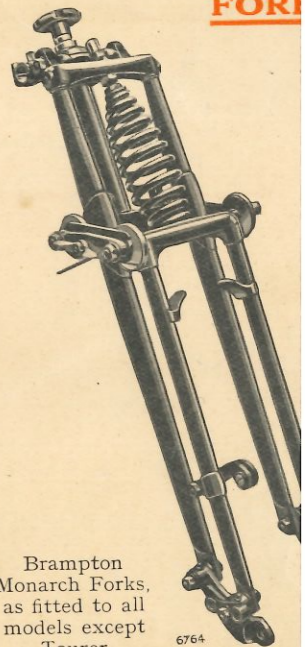
The following additional parts are fitted over those on Tourer Model:—Windshields, Carrier with two substantial Pannier Bags, Hinged Mudguard to facilitate removal of rear wheel, High Class Pillion Seat, and Straight Through Exhaust.

GEAR CHANGE



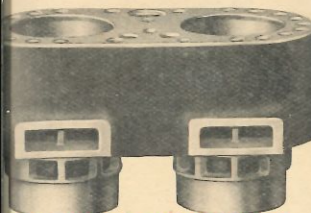
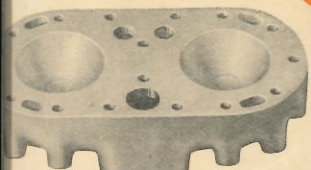
Thoughtfully placed, the positive change lever facilitates manipulation of the gears, which themselves are remarkably easy changing.

FORKS



Brampton Monarch Forks, as fitted to all models except Tourer.

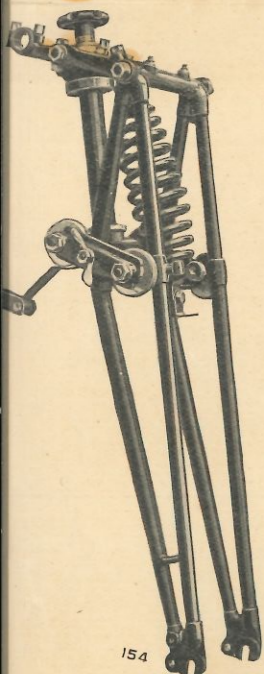
CYLINDER HEAD



POWER PLUS ENGINE

Light Alloy Cylinder Head and Cylinder. Note the 16 Bolts which secure the head to the cylinder to prevent water or gas leakage.

FORKS



Brampton Forks, as fitted to Tourer Models.



BUILT in the heart of Yorkshire's rugged hill-country, every Scott is a "Cobnial Model," designed and tested to withstand conditions no less exacting than those of distant lands. In the Scott, massive strength is obtained by scientific construction rather than from worthless weight of metal. Low centre of gravity and unique spring-forks make a Scott easy and safe to steer through mud and ruts. The Scott engine provides unequalled smooth-running which, amongst other advantages, reduces wheelspin and side-slip. Moreover, it can pull enormous loads at low engine speeds, and there is always useful power to spare—thanks to consistent cooling. A water-cooling system will be highly appreciated in hot climates.

SCOTT Motor Cycles have won a large number of SPEED and RELIABILITY Trials during 1932 and as a UTILITY machine are unequalled. THE CHOICE OF THE CONNOISSEUR SINCE YEAR 1908



WHY SCOTTS ARE "THE MOTOR CYCLES" FOR OVERSEAS CONDITIONS

And because of its simplicity it retains these qualities throughout a long life of hard service. Again, simplicity means ease of overhaul, and it makes "spare-parts" almost needless.

Here are more features that make a practical appeal. Magneto safely housed within the frame—fully 14 inches from the ground; Carburetter position is also high. Cylinder and Crankcase exteriors are devoid of radiating fins and crevices that harbour dirt. All working parts are so protected by the duplex frame that the machine can literally be thrown about and dropped without fear of damage!

And despite this commonsense sturdiness, every Scott is refined in its appearance, and to ride it is a positive joy.

I have now ridden my Super Squirrel 1,000 miles, and am pleased to state that its splendid performance has surpassed all my expectations. An average of 70 m.p.h. is easily obtainable, and the cornering of the machine and its stability on greasy country roads are simply marvellous. I regard the machine as perfect, and certainly superior, concerning comfort and average speed, to all machines I have jet ridden.—H.P.S.

PRAGUE, Czechoslovakia.

SCHIEDAM, Holland.

The machine is the only one out of five different makes that I have had, that will stand the Dutch roads, and is absolutely "O.K."—F.H.A.-W.

NATAL, S. Africa.

The machine started at the second kick, and her running is a revelation. I have never in my wildest dreams imagined anything so perfect.—E.L.H.

VICTORIA, Australia.

Being the owner of a 596 c.c. Scott Squirrel, I wish to congratulate the Scott Company for manufacturing such a fine motor-cycle. In the past four years I have owned eight different makes of motor-cycles, but, until I owned a Scott, I never had entire satisfaction.—L.H.

SYDNEY, Australia.

On my last Scott, 1914 Model, I toured extensively throughout New South Wales and Victoria, doing a little over 100,000 miles, and there was never a mountain road that could not be negotiated by my Scott, and frequently I had to ford through creeks and small streams, the Scott being none the worse for the immersion.—R.H.G.

TUNIS, N. Africa.

I have had since March, 1922, a Scott Standard with Lucas Elec. Lighting, and I am happy to say that at all times, and on all roads I have had satisfaction from this machine. I thank you for making such a piece of engineering. You can make use of my letter; my thoughts of the Scott are: "a marvel of engineering, ingenious and simple."—T.C.

NATAL, S. Africa.

I am prompted to write to you concerning my 596 c.c. Super Squirrel, on account of the machine's excellent and unflinching performance. Although I have been a Motor Cyclist in this country for 12 years, and have owned during that period eleven machines of varying h.p. and make, my Scott is by far the best of the bunch. I have used my Scott and sidecar for two years. The strength of the whole machine is truly marvellous, and owing to this fact, my only expenses since I have had the machine, have been one set of chains (and of course, tyres).—C.A.H.

JAMAICA, B.W.I.

It has certainly lived up to the Scott reputation, and it is without doubt, the most comfortable and easily handled machine I have ever ridden. So pleased am I in every way

[cont. next column]

with it, that if I were at any time to require a new machine, I should unhesitatingly specify ANOTHER SCOTT.—R.W.L.
AUCKLAND, New Zealand.

I bought my "Standard" machine second-hand, and it has had a lot of use, and I consider it has stood up remarkably well considering it has been on the road for twelve years, and I am certain that when the time comes for me to get a new machine, it will be another "Scott."—C.L.E.

AUCKLAND, New Zealand.

The above goods are for a 1924 Squirrel (engine No. 6780), which has done thirty-one thousand miles by speedometer, and has had no replacements beyond three fork springs and a set of Piston Rings. None of the other lads can get near the old Squirrel in the rough stuff; that probably accounts for so many fork springs.—H.K.L.C.

Mr. S. Jensen, Hyldegaardsvej 56,

Dear Sirs, Charlottenlund, DENMARK.

May I thank you—may I thank you once more! and once again!! and again!!! For what? My Scott, of course!

After five years tryings of various makes—including fours, twins and singles, I last summer sold my Sunbeam and bought my Scott (FY 3630 R). What a super delightful machine!

Sorry I did not buy the "Motor Cycle" years ago.

On the fast roads in Denmark, in the very hilly district in Norway and Sweden, in summer sunshine, in winter snow and ice, always my Scott has the same hunger after more miles, and never a sign of tiredness.

150—500 miles non-stop daily with extraordinary high averages is the same as nothing from her—I know it, for I have tried it out not only one, but many times.

Yes, what a lucky feeling, what a miracle mixture for nerves—what "Scotting."

Never shall I be tired of telling other motor cycle fellows about the difference between ordinary motor cycle driving and Scotting. Some can—some cannot understand it.

"THE MOTOR."

7/15, Rosebery Avenue, LONDON, E.C.1, ENGLAND.

Messrs. The Scott Motor Cycle Co., Saltaire, SHIPLEY.

Dear Sirs . . . I might mention that this is the second "SCOTT" I have owned, and I shall never want any other make of machine.

I have ridden about 7,000 or 8,000 miles since I purchased it second-hand early in March this year, and have never had the slightest trouble. Incidentally, it was owned successively by at least six people before reaching me. It does a genuine 55 m.p.h., and will stand indefinite "blinding."

Yours faithfully, (Signed) H. E. SYMONS Sub-Editor.

"Scott" water-cooling means long-lived and consistent efficiency. The hardest work over prolonged periods cannot cause overheating, nor can the engine tire. If a car is better water-cooled—so is a motor cycle.