

HOME EDITION

1934



**FOR 25  
YEARS**

the  
**Connoisseur's  
Choice**  
and as  
**unique today  
as ever**



Promotes that  
**FLYING  
FEELING**  
!



**1934**

An untouched photograph—"The Motor Cycle"

**Scott**  
**MOTOR CYCLES**



*A NEW and still better  
Engine—*

*Duplex Frames on all  
Models—*

*A Four Speed Gear  
Box with snappy foot  
change—*

*More Handsome than  
ever and still more  
fascinating to ride!*

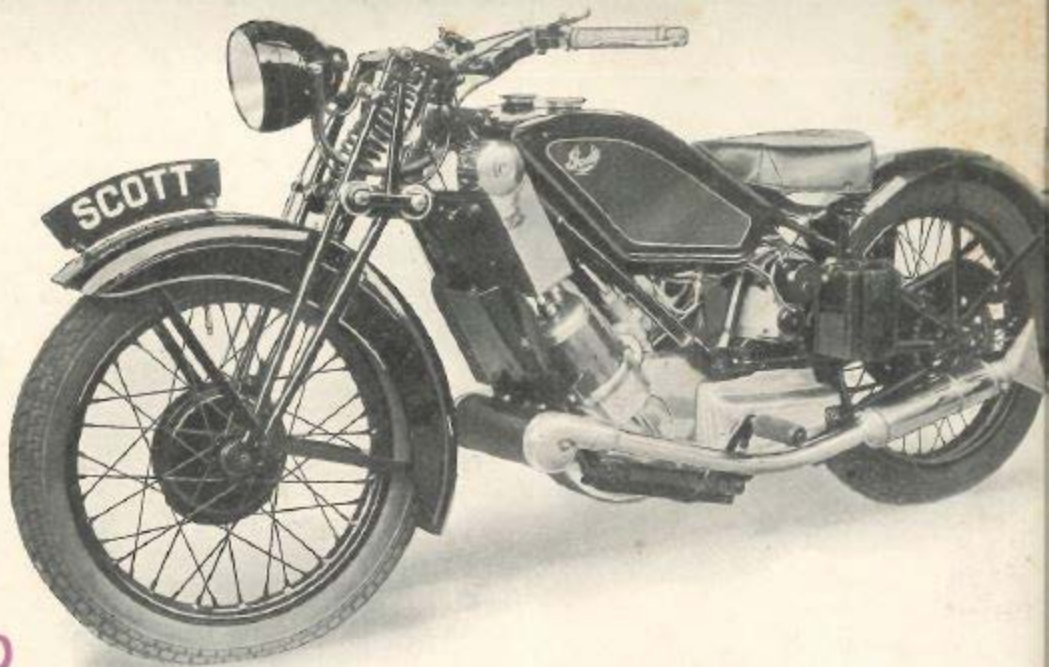
# Scott

## The Flying Squirrel TOURER Model

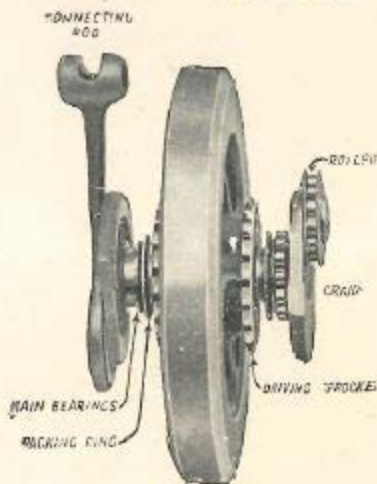
498 c.c.  
**£59:10**

(Magdyno extra)

596 c.c.  
**£62:10**



### A Unique "Scott" Feature



Crank assembly showing central "Outside" Flywheel and Engine Sprocket (between main bearings), balanced Cranks and accessible Big End Bearings.

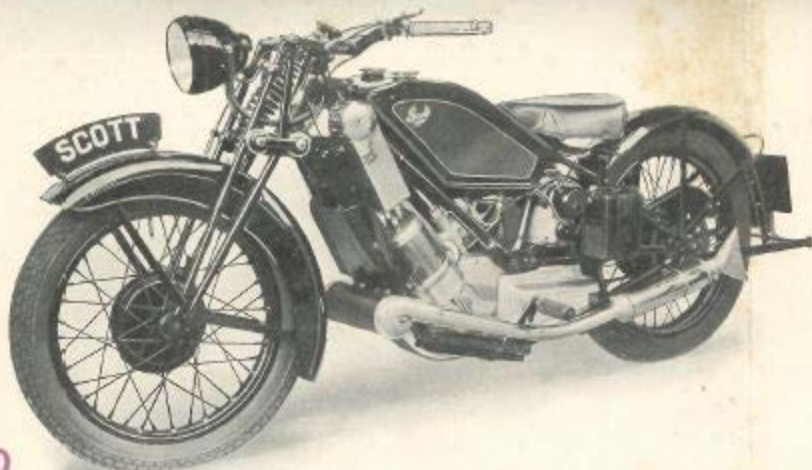
"SCOTT" ENTHUSIASTS throughout the world can well rejoice at this new range of models. They will find their wishes thoughtfully met—their expectations more than fulfilled. These new machines, true to tradition and built to an ideal, are more than ever ahead of the times. A fine achievement and worthy, indeed, to mark the 25th Anniversary of "Scott" Progress!

Lest you forget—"Scott" ideals include such fascinating points as these: Smooth effortless power (like a turbine compared with a single cylinder); scientific sturdiness with extreme mechanical simplicity; lowest centre of gravity with inherent stability; the capacity to go anywhere and to do everything easily, pleasantly and unfailingly. For 25 years there have been two kinds of motor cycling—"Scotting" and the other!

Which is yours to be?

# Scott

## The Flying Squirrel TOURER Model



498 c.c.                      596 c.c.  
**£59:10                      £62:10**

(Magdyno extra)

### SPECIFICATION

**ENGINE:** "Scott" Twin-cylinder, two-stroke, water-cooled, standard type, giving exceptional all round efficiency and reliability. Mechanical pump lubrication with twin adjustments.

**GEAR:** "Scott" three-speed constant mesh, easy-change, wide ratio type; unusually robust and well known for its unfailing efficiency, convenient gate-change lever. (Foot change, extra).

**FRAME:** Duplex throughout, as previously confined to Replica Models. Triangulated in every plane and of immense strength without undue weight, because of its scientific design. Provides low centre of gravity, freedom from vibration, and rock-steady steering. Being a fully braced complete unit with no loose parts, it retains its alignment indefinitely.

**FORKS:** Girder pattern of robust construction incorporating steering damper and shock absorbers.

**TANK:** Unusually handsome steel tank neatly filling the "open" part of the frame; it forms a unit with the quickly detachable top frame-tube, relies on no loose clips or fittings and is far superior to the ordinary saddle tank, giving also excellent accessibility without waste of space.

Petrol capacity 2½ gals., separate built-in 3 pint oil container. Large filler caps, side by side. Self-cleaning petrol filter. Imposingly finished in "Scott" colours—Black and Purple.

**WHEELS:** Strongly built on extra heavy hubs with powerful internal expanding brakes, both finger adjusted and thoroughly weather-proof. Rear hub incorporates shock absorber. W.O. Tyres, 26×3.25.

**SADDLE:** Flexible top saddle mounted direct on frame, giving very low and comfortable riding position.

**HANDLEBARS:** Comfortably curved and adjustable. Fitted with Twist-grip throttle control.

**EQUIPMENT:** Front and rear stands (immensely strong steel forgings). Polished cast-aluminium gear shields. "Scott" Silencer and fish-tail. Wide section mudguards. Tool case with full kit, including tyre repair outfit, inflator and grease gun.

**FINISH:** Frame, finest black enamel. Tank, black with purple panel. Radiator, plated. Handlebars, ebony black.

**WEIGHT COMPLETE:** 316 lbs.

## The Flying Squirrel DE LUXE Model

498 c.c.                      596 c.c.  
**£69:10                      £72:10**

(Magdyno Extra)



### SPECIFICATION

**ENGINE:** Details similar to The New Tourer Model.

**GEAR:** "Scott" three-speed constant mesh, as standardised on other models and well known for its reliability. Wide ratio type. (Foot change extra).

**FRAME:** Duplex throughout. Fully triangulated and of immense strength. Similar in design to that now used on tourer models.

**FORKS:** Improved heavy girder type with integral steering damper and finger adjusted shock absorbers.

**TANK:** Unusually handsome steel tank, built on the same lines as that on the new Tourer Model. Petrol capacity 2½ gals. Separate built-in 3 pint oil container, large filler caps, filter, etc.

**WHEELS, SADDLE, HANDLEBARS:** Following general details of those of the new Tourer Model. Chromium plated rims.

**SPECIAL EQUIPMENT:** Spring-up back stand (immensely strong steel forgings); front stand concealed below engine. Handsome wind-shields. Large carrier with two substantial pannier bags. Hinged mud-guard to facilitate removal of rear wheel. High-class pillion seat. Straight through exhaust system with "Scott" silencer, etc. Chain-oilers feeding from separate tank. Inflator, grease gun and full kit of tools.

**FINISH:** Finest black enamel. Tank, black with purple panel, artistically lined. Plated radiator. Handlebars, ebony black.

**WEIGHT COMPLETE:** 335 lbs.

**GUARANTEE:** All Motor Cycles or Sidecars are supplied subject to the Form in accordance with the requirements of the

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# FLYING SQUIRREL TOURER

## DE-LUXE and the NEW

### REPLICA MODELS



1934

The **OUTSTANDING NEW FEATURES** include an engine of entirely fresh design—the "G.P." Type. Other innovations are the "Scott" Four Speed Gear Box with foot change, and the "Scott" multi-feed Automatic Oil Pump, whilst even on the less expensive models numerous attractive improvements and detail modifications will be found. Every "Scott" now has the full Duplex type Frame, despite the lower price.

## THE NEW REPLICA MODEL

follows the general lines of its famous predecessors, but is improved quite remarkably with the new engine. To cope with the much higher power now obtained, the crankshaft has been strengthened very considerably. Parallel cranks, rigidly locked into the central flywheel, larger bearings and an entirely redesigned lubrication system, have combined in producing vastly superior results in sustained speed at full throttle.

Cool fresh oil is now fed by pressure *direct* to the big end roller tracks, as well as to the main bearings and cylinder walls, by means of the new "Scott" Patent Pump. The oil is therefore full-bodied upon reaching every vital point, such as cannot apply with an ordinary pressure or circulating system.

The pump, which incorporates a pressure gauge, is driven from the crankshaft; it is infallible in action, whilst the rate of feed to each point is *throttle controlled*, and therefore correct for every variation in load (instead of in speed). Thus nothing whatever is left to chance. This system has been thoroughly tested out and used with success in the 1933 T.T., The Manx Grand Prix, etc., etc. It not only reduces friction to a minimum and gives longer life to working parts, but lowers consumption very materially, ensures a cleaner engine and above all, keeps it in tip-top tune for greater speeds and more sudden acceleration than were ever possible before.

The new "Scott" Four-speed Gear Box is also now available and makes yet another sensational advance. Excellent as the "Scott" three-speed box has proved to be, this one is even sturdier, still more efficient and a positive delight to use. Lightning changes up or down can be effected by one flick or kick of the foot, according to your taste, and the lever instantly returns to normal ready for your next demand.

This is undoubtedly the last word in gear-boxes, as you would expect when Scotts produce it specially for the man who knows what is good but can appreciate the niceties of something even better.

The performance, the responsive and "the joy of life" of any "Scott" is an eye-opener to almost every motor cyclist, but this new Replica cannot fail to entrance even the most hardened of hard-riders.

EVERY "SCOTT" is a Masterpiece of Individual Craftsmanship, inspired by a true ideal, guided by outstandingly fine design and backed up by a unique tradition—25 years' service in providing motor cycles that are "different and better."

Does this not suggest a Reputation—and something even more—which the mass-produced machine cannot possibly possess? We think so!

## SPECIFICATION

**ENGINE:** "G.P." type, "Scott" Twin-cylinder, water cooled, two-stroke; of entirely new design. New alloy pistons of super-efficient type. Wide roller bearings throughout. Detachable high efficiency cylinder head. Central down-draught carburetter.

**ENGINE LUBRICATION:** By special "Scott" oil pump giving direct pressure feed to main bearings, big-ends and cylinder walls. Variable delivery controlled by throttle opening.

**GEAR:** "Scott" three-speed constant mesh, close ratio type with extra heavy gear wheels. Kick starter incorporated. Gate change standard or foot change extra. The new "Scott" four-speed gear box is now available at £5 extra, including foot-change.

**FRAME:** The famous "Scott" design, thoroughly proved and still without equal. Duplex triangulated construction of reinforced members forming one massively strong unit. The six-point engine mounting completes it as the soundest structure yet attained in motor cycle racing design. (If desired, the frame can be "made to measure" at extra charge.)

**FORKS:** Improved special heavy girder type with integral steering damper and quickly adjustable shock absorbers.

**TANK:** Characteristic "Scott" design, giving maximum capacity with lowest centre of gravity. In unit with quick detachable top tube, affording excellent knee-grip and the necessary rigidity without risk of distortion.

**EQUIPMENT:** Petrol capacity, 2½ gals. Separate built-in 3 pint oil container. Large filler caps side by side. Self-cleaning petrol filter.

**WHEELS:** Extra heavy hubs. Extra large internal expanding brakes: 8 ins. diam. in rear, 7 ins. diam. front; finger adjustments and weather-proof drums. Rear hub embodies transmission shock absorber. W.O. tyres, 26 x 3.25.

**SADDLE:** Large flexible top saddle mounted low down on the frame.

**HANDLEBARS:** Comfortably curved, adjustable. Twist grip throttle control.

**EQUIPMENT:** Spring-up forged steel back stand and concealed front stand. Straight through exhaust pipe of large diameter with "Scott" silencer and fish tail. Chain oilers. Tool kit in capacious pannier bags; repair outfit, inflator and grease gun.

**FINISH:** Finest black enamel. Tank, all black with artistic gold line. Radiator plated. Handlebars, ebony black. Chromium plated rims.

**WEIGHT COMPLETE:** 327 lbs.

## The NEW Flying Squirrel REPLICA Model

498 c.c.      596 c.c.  
**£84**      **£87**  
 (Magdyne Extra)



Model.  
 as standardised on other  
 Wide ratio type. (Foot  
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 class pillion seat. Straight  
 etc. Chain-oilers feeding  
 all kit of tools.  
 with purple panel, artisti-  
 ony black.

ars are supplied subject to the terms and conditions set out in our Acknowledgment of Order  
 b the requirements of the British Motor Cycle Manufacturers' Union.

# FLYING SQUIRREL TOURER DE-LUXE and the NEW REPLICA MODELS

The OUTSTANDING NEW FEATURES include an engine of entirely fresh design—the “G.P.” Type. Other innovations are the “Scott” Four Speed Gear Box with foot change, and the “Scott” multi-feed Automatic Oil Pump, whilst even on the less expensive models numerous attractive improvements and detail modifications will be found. Every “Scott” now has the full Duplex type Frame, despite the lower price.



## 1934

### The Relative Power Output of the Various Engines

Two sizes of engine are available for all models to suit those who desire the utmost economy and efficiency in the 500 c.c. class, and those who wish for still more power in hand. As will be seen, the larger type develops its “peak” power at lower engine speeds and can therefore employ higher gear ratios with advantage.

#### STANDARD ENGINES:

498 c.c. Bore, 66.6 mm. Stroke, 71.4mm.

596 c.c. Bore, 73 mm. Stroke, 71.4 mm.

#### H.P. DEVELOPED

498 c.c. 22 B.H.P. at 4,750 R.P.M.

596 c.c. 27 B.P.H. at 4,500 R.P.M.

#### G.P. ENGINES:

498 c.c. Bore, 66.6mm. Stroke 71.4mm.

596 c.c. Bore, 73 mm. Stroke, 71.4 mm.

#### H.P. DEVELOPED

498 c.c. 27-28 B.H.P. at 5,400 R.P.M.

596 c.c. 31-32 B.H.P. at 5,200 R.P.M.

### The BOOK of the “SCOTT”

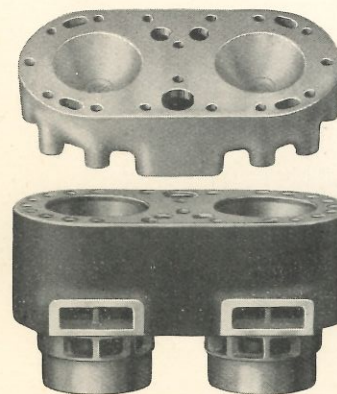


We publish this comprehensive handbook containing general running instructions, advice upon maintenance and overhaul, and a concise explanation of all working principles, covering both past and present models. It is supplied free with every new machine, or will be sent post free for 1/6.

Any further information will be gladly supplied by your Dealer or by our Service Department.

*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 New G.P. Cylinders



A special “high conductivity” Alloy Head with scientifically proportioned water jacket is secured to the cast iron Cylinder Block by no less than 16 bolts, ensuring a perfect seal.



**A NEW and still better Engine—**

**Duplex Frames on all Models—**

**A Four Speed Gear Box with snappy foot change—**

**More Handsome than ever and still more fascinating to ride!**

### 3 SPEED GEAR BOX

The "Scott" 3-speed Gear Box has long been acknowledged the finest on the market. It is of the constant mesh type with one sliding dog. A positive gate change lever is rigidly mounted close to the front of the tank, but foot-change can be fitted at extra cost. The clutch is of very liberal dimensions, multiplate asbestos-insert type, is handlebar controlled and finger adjusted. Chain adjustment by drawbolt.

Chains: Primary,  $\frac{1}{2} \times .31$  in.; Final,  $\frac{3}{8} \times .380$  in. The driving sprocket is carried by separate outrigger ball bearing and is quickly changed. Kick starter is incorporated in all boxes.

1934 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	4.90	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	5.50	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 cc. Engine.

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

### 4 SPEED GEAR BOX

The new "Scott" 4-speed Gear Box is also of constant mesh type and, despite the extra gear, is still sturdier throughout. It has even stouter shafts, wider gear wheels and an extra roller bearing for the high gear wheel, a new unwearable clutch withdrawal mechanism and a new adjustment of unlimited latitude. The new "Scott" Foot Change provides a positive locking action, the importance of which cannot be over-stressed. The kick starter and other external features are as the 3-speed box, with which this new one is actually interchangeable (applicable also to earlier models, 1929 onwards).

1934—4 speed Box—Gear Ratios

No. of Teeth in Driving Sprocket	Wide Ratio			
	HG	3rd	2nd	Low
22	4.00	5.2	7.32	10.1
21	4.18	5.40	7.67	10.53
20	4.40	5.70	8.05	11.1
19	4.62	6.00	8.50	11.63
18	4.90	6.30	9.00	12.3 (a)
17	5.17	6.70	9.5	13.01(a) (b)
16	5.50	7.10	10.10	13.82 (b)
Close Ratio				
22	4.00	5.14	6.31	7.78
21	4.18	5.38	6.6	8.05
20	4.40	5.65	6.94	8.45
19	4.62	5.95	7.30	8.90
18	4.90	6.28	7.72	9.51 (a)
17	5.17	6.66	8.17	10.07(a) (b)
16	5.50	7.08	8.68	10.70 (b)

### Prices For Extras and Accessories

Legshields (when not included) .. .. .	£	s.	d.	Spare Parts (a handy selection for overseas) .. .. .	£	s.	d.	Bulb Horn .. .. .	from	£	s.	d.
Twist Grip Control for Magneto .. .. .		17	6	Scott Electric Horn .. .. .	2	0	0	Bonnixsen Speedometer, Internal Drive ..	4	0	0	
Lucas Magdyno Set (solo) .. .. .	6	10	0	Luggage Carrier (when not included) ..	1	0	0	Smith Speedometer, Internal Drive				
Lucas Magdyno Set (sidecar) .. .. .	7	2	6	Chain Oiling (when not included) ..	15	0		(80 m.p.h.)	2	12	6	
Nife Battery .. .. .	1	10	0	Air Cleaner .. .. .	6	6		Squirrel Mascot .. .. .			2	6
Pillion Seat .. .. .	12	6		Knee Grips .. .. .	from	4	6	Scott Pennant .. .. .			1	0
Pillion Footrests .. .. .	7	6		Electric Horn (Lucas) .. .. .	15	0		Licence Holder .. .. .			2	0
				Straight-through Exhaust Pipe (when not included) ..				£1	10	0		

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

*The Scott Motor Cycle Co.*

Proprietors: Scott Motors (Saltaire) Ltd.

Works: SHIPLEY, YORKSHIRE, ENGLAND

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9 Berry Street.

MANCHESTER: A E. REYNOLDS,  
20 Liverpool Road