

The 1935

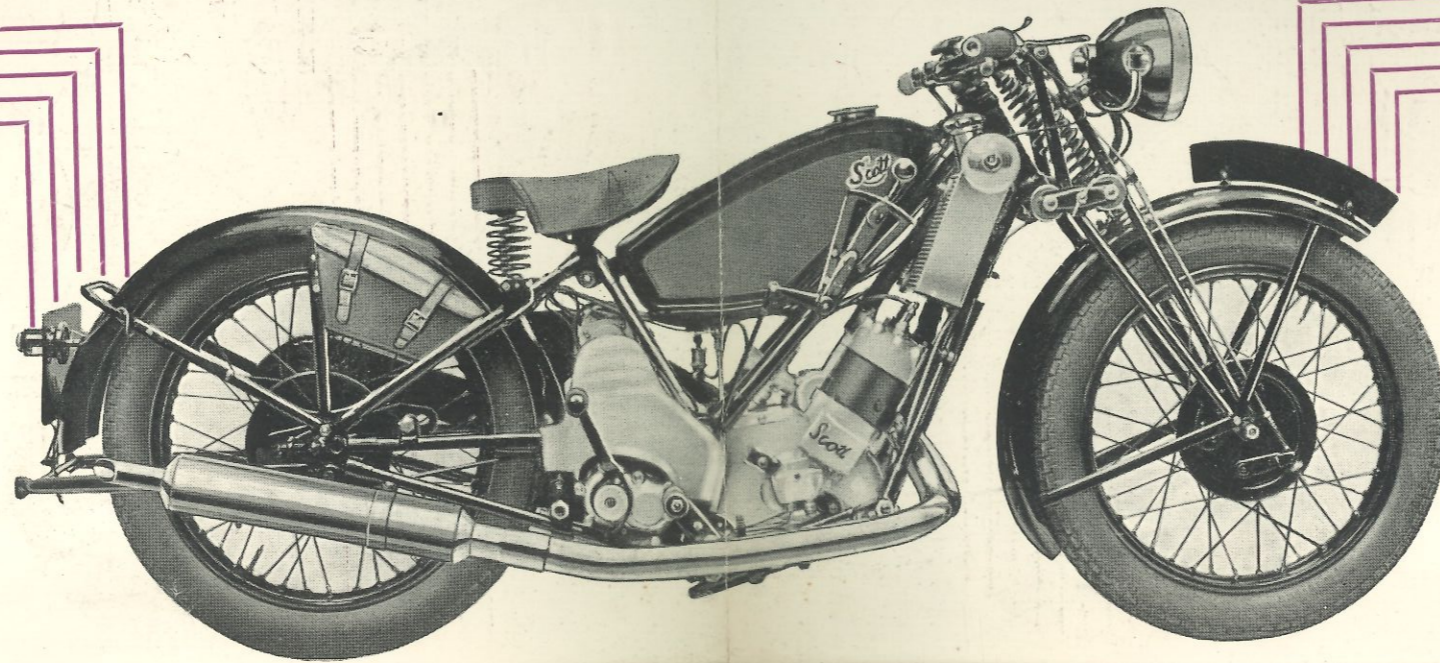
Scott

FLYING SQUIRREL

with New Power Plus Engine

Scott

Scott



prove to be a boom year for the sale of SCOTT Motor not only have we succeeded in satisfying the most requirements of the enthusiast, but in the 1935 Flying we have designed an engine incorporating all the best of the Flying Squirrel and Replica Models.

Flying Squirrel, with Replica type Power Plus Engine, will definite appeal to both new and seasoned riders—it is reliable, speedy, safe, reliable, and has terrific acceleration.

Its appearance will arrest the attention, and its performance the support of those riders who previously looked upon the SCOTT as something beyond them—something they ought not to know.

By all to know the SCOTT; it already has a wonderful reputation—there are charms in plenty the SCOTT has and which

Like its 27 predecessors in their time, the 1935 SCOTT provides something unique in Engineering skill and achievement.

Designed and manufactured throughout in the SCOTT Factory at Shipley, Yorks, uniform quality in material and workmanship is assured. This is only possible where all units are built and tested under one roof.

With unbounded confidence in our product, we offer you a machine which you will be proud to own—look once and for all to the SCOTT to give not only riding joy, but complete satisfaction from every point of view.

SCOTT Simplicity will teach you something novel in motor cycle design, not obtainable in any other make of motor cycle.

SCOTT has the strongest gearbox in the industry.

SCOTT has the strongest frame ever made.

SIDECARS

Any recognised make of sidecar is suitable for fitment to the 1935 SCOTT, provided correct lugs are used. We will be pleased to advise customers on this important point. The SCOTT is eminently suitable for use with a sidecar—we recommend, of course, the larger engine and suitable gear ratios. All SCOTT machines, whether 498 c.c. or 596 c.c., are fitted with close ratio boxes, as standard, but wide ratio gears (solo or sidecar) will be supplied without extra charge.

WHAT MAKES THE "Scott" SO FASCINATING?

Effortless power of its two-stroke twin.
Breath-taking acceleration.
Powerful brakes.
The way it "purrs" and never barks.
Stability that banishes all fear of skids.
Common-sense simplicity.

The handsome lines of its bold design coupled with its superlative comfort.
Less working parts than a "Four-stroke" single.
Power without clatter.
Life without Fuss.
Speed without Revs.

It makes a definite appeal to those who really matter—THE ENTHUSIASTS.

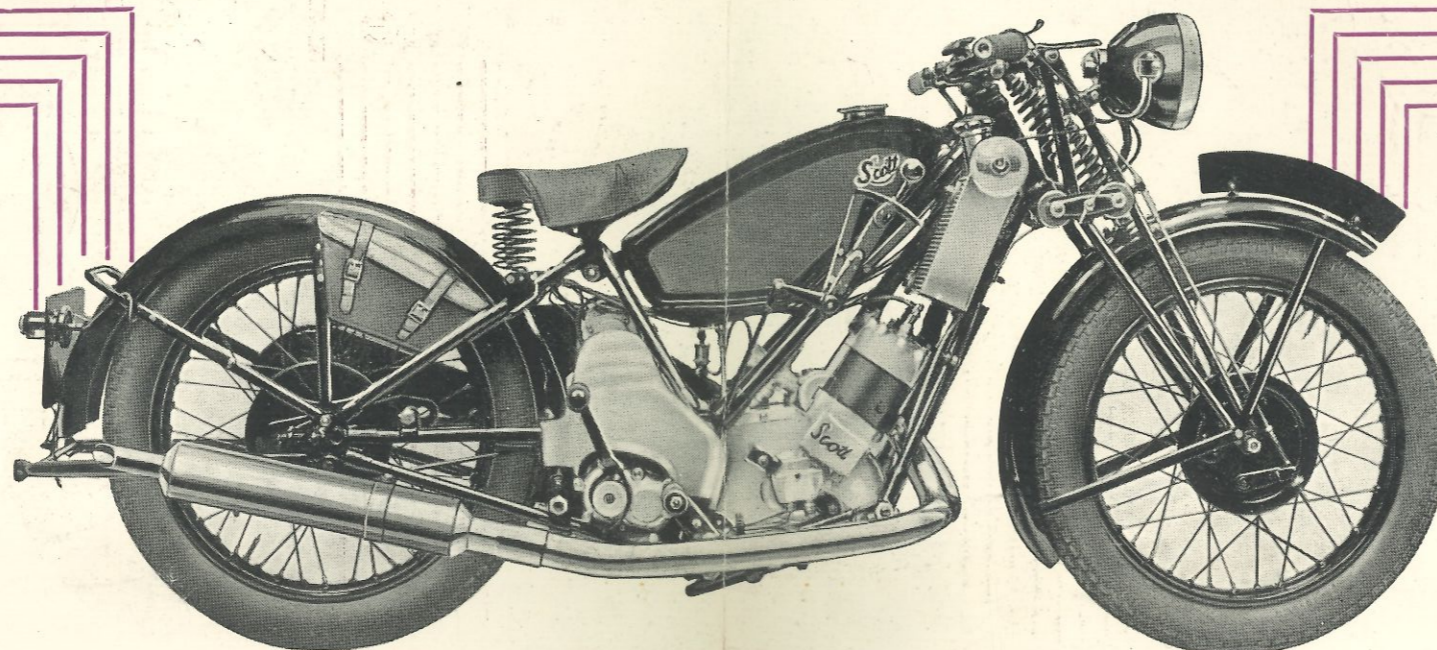
DON'T DELAY—JOIN THE SCOTT CLAN TO-DAY

EXTRAS

	£	s.	d.
596 c.c. ENGINE	3	0	0
Electric Horn	1	10	0
Speedometer (internal drive) 80 m.p.h.	2	12	6
" " " 120 m.p.h.	2	18	6
Luggage carrier	1	5	0
Chromium-plated rims, per pair	1	0	0
Twin toolbags; with tubular stays for both guards	10	0	0
Ribbed rear brake drum	1	5	0
Spring up rear stand	15	0	0
Footchange on three speed box	3	10	0
Licence holder	2	0	0
Pillion rests	7	6	0
Pillion seat	12	6	0
Legshields	1	1	0
Chain oiling	17	6	0

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The Flying Squirrel, with Replica type Power Plus Engine, will give you a definite appeal to both new and seasoned riders—it is fast, speedy, safe, reliable, and has terrific acceleration.

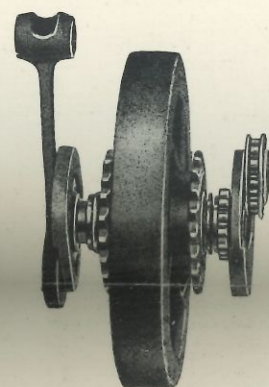
Its appearance will arrest the attention, and its performance will give the support of those riders who previously looked upon the Flying Squirrel as something beyond them—something they ought not to know.

Now you can all know the SCOTT; it already has a wonderful reputation. There are charms in plenty the SCOTT has and which will attract wherever enthusiastic motor cyclists forgather, the SCOTT is always there.

It offers many unique features.

Your choice will be a SCOTT for 1935.

STUDY THE SPECIFICATION



A Unique "Scott" Feature

Showing central "Outside" Flywheel and Engine Sprocket (in bearings), balanced Cranks and accessible Big End Bearings, illustrating the simplicity of SCOTT Engine assembly; we would like to say that ALL SCOTT engines have been fitted with roller bearings from the first days of manufacture (1908)—one further reason for the wonderful SCOTT.

ENGINE: "SCOTT" Twin-cylinder, two-stroke, water-cooled, Power Plus Replica type engine, giving exceptional all-round efficiency and reliability. Mechanical pump lubrication with twin adjustments. Wide roller bearings throughout. Detachable high efficiency cylinder head with Compression plate fitted. Central down-draught Carburetter.

498 c.c. Bore 66.6 mm. Stroke 71.4 mm.
Power Output 22 b.h.p. at 4,750 r.p.m.

596 c.c. Bore 73 mm. Stroke 71.4 mm.
Power Output 27 b.h.p. at 4,500 r.p.m.

GEAR: SCOTT three-speed constant mesh, easy-change, close ratio type; unusually robust and well known for its unfailing efficiency. Convenient gate-change. Hand controlled clutch very easily operated. Wide ratio (solo or sidecar) Gear box can be fitted if required without any additional charge.

Standard Solo Ratios:	498 c.c.	4.62	6.16	9.90
	596 c.c.	4.10	5.50	8.90

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. Enamelled black with chromium-plated steering damper plates and large wing nut for adjustment.

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. Chromium plated filler caps of large diameter, leak-proof and easily opened (side-by-side). Self-cleaning petrol filter. Imposingly finished in "Scott" colours—Black and Purple.

SPECIFICATION

SILENCER and EXHAUST PIPE: Straight-through exhaust pipe at the end of which is fitted a patent and very efficient Silencer. Chromium-plated, and very attractive.

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 x 3.25. Taper Roller Bearings fitted to Rear Hub, and Ball Bearings to Front Hub.

BRAKES: Front Brake 7" dia. Back Brake 8" dia. Brake Pedal, situated on Left-hand side of machine in very convenient position.

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

HANDLEBARS: Very strong. Adjustable. Fitted with twist grip throttle control. Comfortable curved bars for touring can be fitted if required without extra cost.

FOOTRESTS: Adjustable, giving various positions, to ensure comfortable riding position.

CHAINS: Rear, pitch x .38" wide.
Engine, pitch x .305" wide.
Magneto, pitch x .13" wide.

Magneto Chain lubricated by means of oil cup fitted in accessible position.

EQUIPMENT: Front and rear stands (immensely strong steel forgings). Polished cast-aluminium gear shields. 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.

SPEED: 75/80 m.p.h. standard.
80/85 m.p.h. with compression plate removed.

CONSUMPTION: Petrol, 80 m.p.g.
Oil, 1000/1200 m.p.g.

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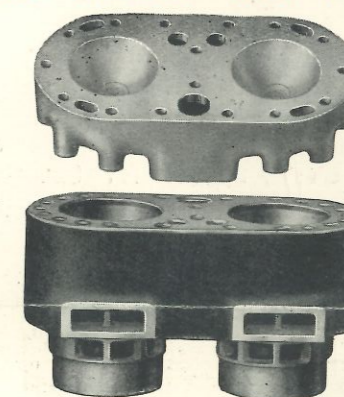
SCOTT has the strongest gearbox in the industry.

SCOTT has the strongest frame ever made.

SCOTT engines (498 and 596 c.c.) have fewer moving parts than any other motor cycle engine of similar power.

SCOTT riders claim the SCOTT to be the fastest standard machine on the road.

ONE MODEL—ONE PRICE



The Cylinders & Detachable Head

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. This special feature of the 1935 Flying Squirrel was exclusively reserved for the SCOTT Replica—it is now a standard fitting. It will be much appreciated by those who desire a fast roadster, and yet by removing the compression plate the engine is ready for still higher speeds.

PRICE

£75 COMPLETE

with Lucas Magdyno Lighting

Guarantee

All Motor Cycles or Sidecars are supplied subject to the terms and conditions set out in the works acknowledgment of order form in accordance with the requirements of the British Motor Cycle Manufacturers Union.

SCOTT MOTORS (SALES) LTD.
78, CHARLOTTE ST., TOTTENHAM COURT RD.,
LONDON, W.1

'Grams and 'Phones : Museum 8565.

Sole Concessionaires (Gt. Britain) for
SCOTT MOTOR CYCLE CO.,
SHIPLEY, YORKS.

'Grams : "Twin, Shipley."

'Phone : Shipley 337.

NORTHERN DISTRIBUTORS:
A. E. REYNOLDS, LTD., 9, BERRY STREET, LIVERPOOL
and 29, LIVERPOOL ROAD, MANCHESTER.



1935



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.