

# The Scott



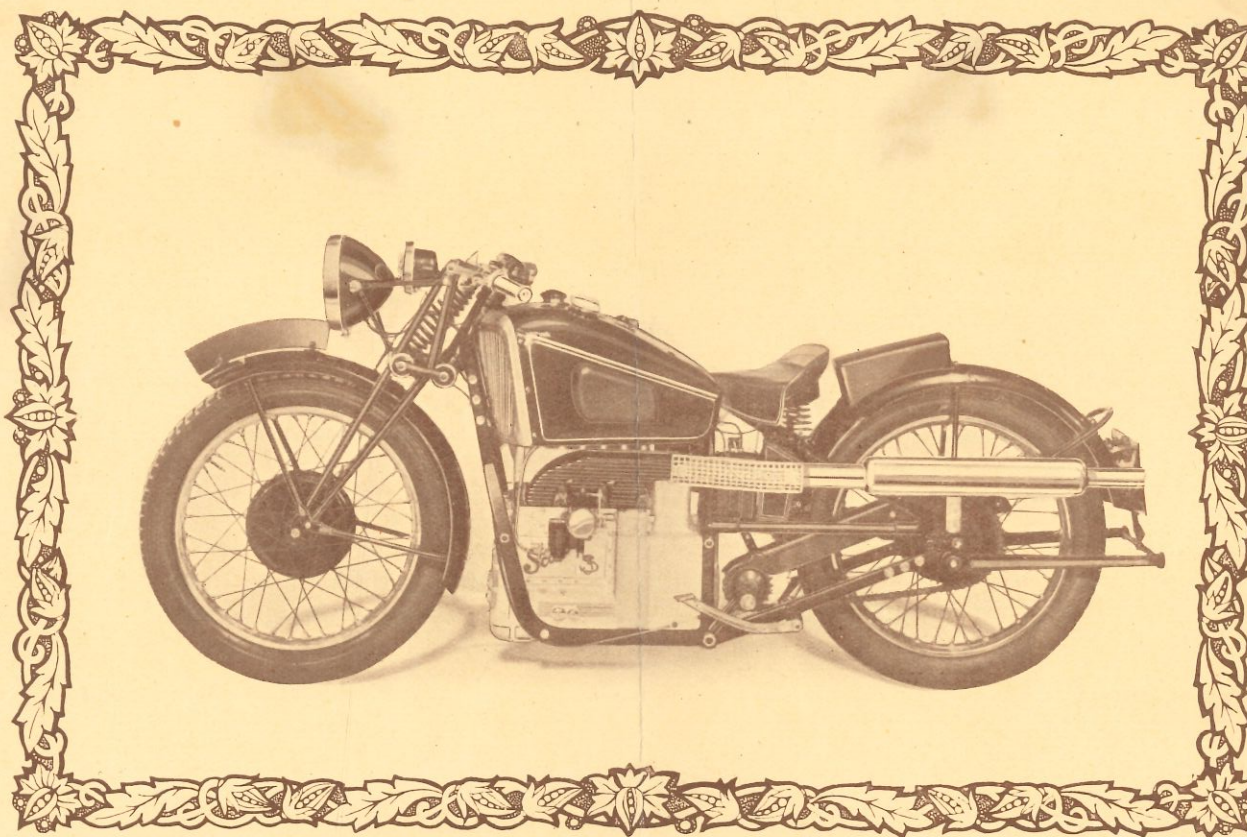
PRELIMINARY ANNOUNCEMENT

THE NEW  
**3**  
CYLINDER  
TWO STROKE  
MOTOR  
CYCLE

Price

**£115**

Complete



The Modern  
**6**  
CYLINDER  
CAR ON  
TWO  
WHEELS

Price

**£115**

Complete

*The Scott Motor Cycle Co.*

Tel.: SHIPLEY 337  
338

SHIPLEY, Yorks.

'Grams:  
"TWIN, SHIPLEY"



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## PRELIMINARY ANNOUNCEMENT

OF THE

# 1935 Three Cylinder Unit Construction Two Stroke Motor Cycle

## THE MODERN SIX CYLINDER CAR ON TWO WHEELS

A Motor Cycle with the torque of a six-cylinder, unit construction, and an ultra low centre of gravity, coupled with a Four-speed Gear Box with foot-change gear operation, is one of the revelations now in production at the SCOTT Factory, SHIPLEY.

The production of this model has been decided upon after four years of arduous tests over all classes of roads, to ensure entire satisfaction to possible users of the most wonderful and fascinating Motor Cycle that has ever been produced.

To give full details of this Motor Cycle would occupy too much space, but we have pleasure in giving a brief specification of some of the most interesting features of the latest product from the SCOTT Factory.

**ENGINE:** "SCOTT" Three-Cylinder, two-stroke, water-cooled. Capacity 747 c.c. or 986 c.c. at choice. Cylinders Three in Line with cranks set at 120 degrees. Separate counter balances. Cylinders of the monoblock type, three ports per cylinder. The gas transfer is a special feature, being a newly developed "tangential single loop" system which gives more efficient scavenging of the cylinders, cooler running, and higher efficiency. Pistons are of the split skirt self-adjusting type, made from a heat-treated light alloy, and carry three rings. The skirts of the pistons have a number of grooves, arranged with the object of assisting the lubrication. The detachable cylinder head is made from a light alloy casting, and has ample water-space. The Crankcase is also of a light alloy, divided up to form three separate crankcases, and is split to give easy assembly and inspection facilities. The Crankshaft is of alloy steel of the built-up type running in roller bearings throughout. The Connecting Rods have also double row roller bearings fitted to the big ends and are of H section.

**GEAR:** "SCOTT" Four-speed constant mesh, easy change; unusually robust following the usual lines employed, which have given unfailing efficiency. Foot-operated, positive lock change; foot pedal automatically returning to normal position after making a change. Gear-box securely fixed to engine crankcase giving unit construction. Clutch single dry plate with "Flexi" centre.

**FRAME:** Duplex loop type, scientifically constructed with twin saddle frame members. Single large top tube, twin front down members, chain stays and torque stays. Engine and gear are neatly housed in the special section girder members of the frame, giving perfect rigidity. Both side members of the frame are detachable, to ensure ease in dismantling when necessary. Black finish. The whole unit can be detached in a few minutes.

**FORKS:** Girder pattern of heavy construction incorporating steering damper, and shock absorbers. Enamelled Black with chromium plated Steering Damper Plates and large wing nut for adjustment.

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## SPECIFICATION—*continued.*

**SILENCER AND EXHAUST PIPE :** Straight-through exhaust pipe securely held to engine exhaust manifold at the end of which is fitted a patent very efficient and quiet Silencer. Chromium Plated and very attractive.

**WHEELS :** Strongly built on extra heavy hubs with powerful expanding brakes, both finger adjusted and thoroughly weatherproof. Rear hub incorporates shock absorber. W.O. Tyres : 27 x 3.25. Taper Roller Bearings fitted to Rear Hub and Ball Bearings to Front Hub. Rims Chromium Plated.

**BRAKES :** Front Brake 8" diameter. Back Brake 8" diameter. Brake Lever situated on left-hand side of machine in very accessible position.

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

**HANDLEBARS :** Very strong and adjustable. Fitted with twist-grip throttle control.

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

**CHAINS :** On rear drive only.

**PETROL TANKS, RADIATOR :** The housing of the Petrol Tanks and Radiator on the New 3 S. presents an entirely new feature in Motor Cycle design. The Petrol Tanks are of simple straight-forward shape, securely fixed to Brackets on the central top tube of the Frame. The Radiator is of extremely robust construction, and has ample cooling area to deal with the 986 c.c. Engine. The Radiator is also slung from the central top tube of the Frame on rubber supports. The Radiator is then provided with a shell, which is shaped to form a cowl, the object of which is to induce a high velocity stream of air through the Radiator. Behind the Radiator Shell is a Tank Shell, which also forms a means for housing the various instruments. The sides of the Tank Shell are hinged after the fashion of

a Car Bonnet, giving access to the plugs, and at the same time protecting the Dynamo and Ignition arrangement from the weather. Advantage has been taken of this construction to incorporate Knee Grips in the Side Panels of the Tank Shell, the whole construction presenting a very handsome and pleasing appearance, in addition to its many advantages, such as protection of radiator and tanks in the event of a crash, etc.

**WATER-COOLING :** Cooling is of the Thermo-Syphon low pressure system, the maximum pressure in the system being  $2\frac{1}{2}$  lbs. per  $\square$ ". Vacuum .10" of Mercury. This system allows the engine to run at a slightly higher temperature, at the same time obviating loss of water due to evaporation.

**LUBRICATING SYSTEM :** Complete dry sump, on the Differential Pressure system comprising Primary and Secondary Pumps. Crankcases are scavenged by separate gear pump. Secondary Pump is inter-connected to the throttle.

**IGNITION :** Coil Ignition is employed, the dynamo being driven from the gear-box. All parts including battery and distributor are centrally housed and fully protected.

**LIGHTING :** 6 Volt system, with large and attractive Head Lamp. Rear Stop Lamp. Instrument panel being fitted with warning lights for ignition and lubrication systems.

**EQUIPMENT :** Rear Stand, built up from steel forgings. Tool Bag neatly housed centrally on top of gear-box, with full kit including tyre repair outfit, inflator and grease gun.

**FINISH :** Frame, finest black enamel. Tank, black with gold lines. Handlebars, ebony Black. Wheel Rims, Chromium Plated. Radiator Cowl, Chromium Plated. Other details to match, giving a most attractive finish to a very attractive and charming machine.

# THE SCOTT THREE CYLINDER MOTOR CYCLE

## Guarantee.

We give the following guarantee with our motor cycles, motor cycle combinations and sidecars, which is given in place of any implied conditions, warranties or liabilities whatsoever statutory or otherwise, all such implied conditions, warranties and liabilities being in all cases excluded. Any statement, description, condition or representation contained in any catalogue, advertisement, leaflet, or other publication, shall not be construed as enlarging, varying or over-riding this guarantee.

In the case of machines (a) which have been used for " hiring out " purposes or (b) any motor cycle and/or sidecar used for any dirt track, cinder track, or grass track racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission, to take part in or view the competition), or (c) machines from which the trade mark, name, or manufacturing number has been removed, no guarantee of any kind is given or is to be implied.

**The Guarantee,** subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for six months only from date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the free supply of a new part in exchange for the part of the motor cycle, motor cycle combination and sidecar which may have proved defective. We do not undertake to replace or refix, or bear the cost of replacing or refixing such new part in the motor cycle, motor cycle combination and sidecar. We undertake subject to the conditions mentioned below, to make good at any time within six months, any defects in these respects. As the motor cycles, motor cycle combinations and sidecars are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

The term " misuse " shall include amongst others, the following acts:—

- 1.—The attaching of a sidecar to the motor cycle in such a manner as to cause damage, or calculated to render the latter unsafe when ridden.
- 2.—The use of a motor cycle, or of a motor cycle and sidecar combined, when carrying more persons of a greater weight than that for which the machine was designed by the manufacturers.
- 3.—The attaching of a sidecar to a motor cycle by any form of attachment not provided or supplied by the manufacturers or to a motor cycle which was not designed for such use.

Any motor cycle, motor cycle combination or sidecar sent to us to be plated, enamelled or repaired, will be repaired upon the following conditions, *i.e.*, we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of material and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed or until the expiration of the six months above referred to and this guarantee is in lieu and in exclusion of any common law or statute warranty or condition and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

**Conditions of Guarantee.**—If a defective part should be found in our motor cycles, motor cycle combinations or sidecars, or in any part supplied by way of exchange before referred to, it must be sent to us CARRIAGE PAID, and accompanied by an intimation from the Owner that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, date of the purchase, or the date when the alleged defective part was exchanged as the case may be. Failing compliance with the above, such articles will lie here AT THE RISK OF THE OWNER, and this guarantee and any implied guarantee warranty or condition shall not be enforceable. We do not guarantee specialities, such as tyres, saddles, chains, lamps, etc., or any component parts supplied to the order of the purchaser differing from our standard specifications supplied with our motor cycles, motor cycle combinations, sidecars or otherwise.

*We reserve the right to alter or amend any of the specifications or prices without previous notice.*

UNIT  
CONSTRUCTION

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ULTRA

LOW

CENTRE

OF

GRAVITY

....

FASCINATING

....

SIX CYLINDER

TORQUE

....

SIMPLICITY

IN

DESIGN

FOUR SPEED

GEAR

FOOT CHANGE

....

REVOLUTIONARY

DESIGN

....

ROLLER

BEARINGS

THROUGHOUT

....

A

PERFECT

SILENCER

....

REMARKABLE

STABILITY

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Telegrams: "TWIN, SHIPLEY"