

PEDIGREED . . .



SILENCE

SPEED

SERVICE

SMOOTHNESS



SIMPLICITY

THE MACHINE WITH

A PEDIGREE

Made throughout in the Scott factory, ensuring uniform quality and workmanship.

The Scott gearbox is the strongest in the industry.

The Scott frame is the strongest ever made.

Scott road-holding and cornering are proverbial.

The Scott twin-cylinder engine has fewer moving parts than any other motor-cycle engine of similar capacity.

Mag-Dyno lighting. Voltage control.

Speedometer, internally-driven and illuminated.

Scott high-frequency electric horn.

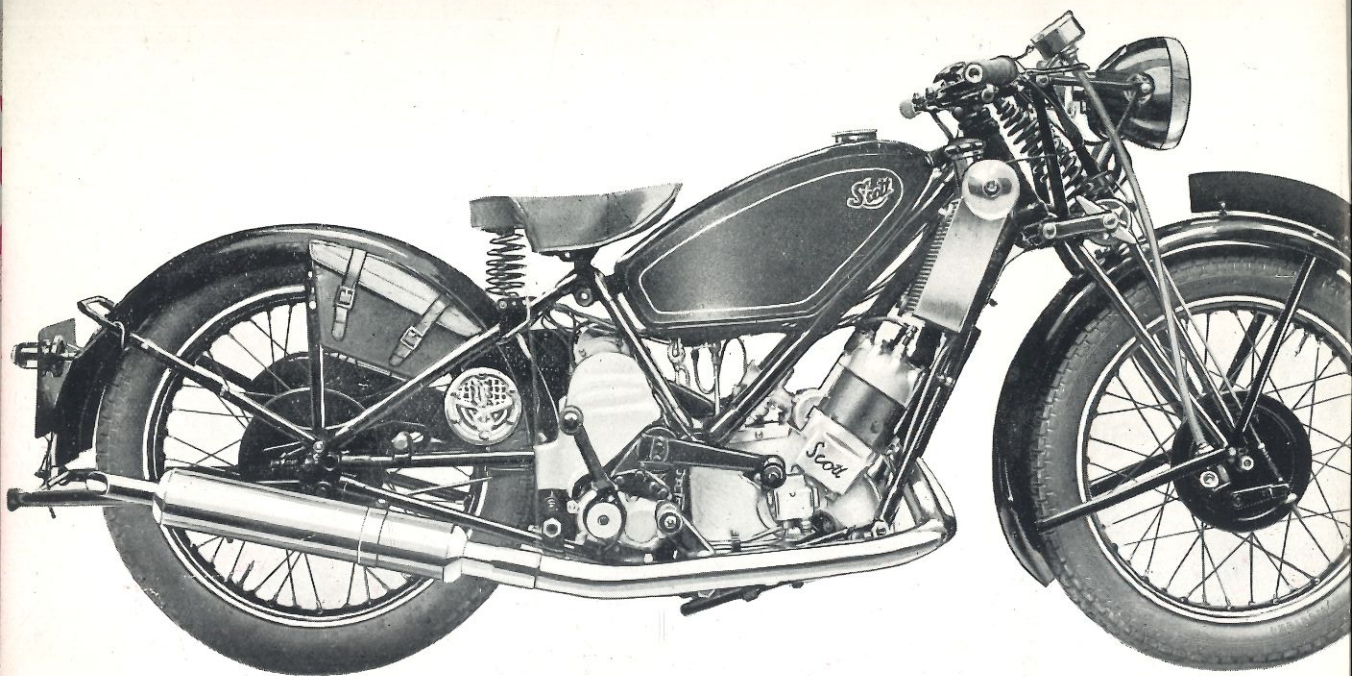
Adjustable chain oiling.

Licence holder.

Twin large-capacity tool-bags.

Full complement of tools.

Compression plate to cylinders.



WHEN the first Scott motor-cycle was produced in 1908, it was hailed as a revolutionary advance in design—the first machine to be designed from first to last as a motor-cycle. It embodied such features as a side-by-side twin-cylinder, water-cooled engine, triangulated duplex cradle frame, all-chain drive, foot gear change and a kick-starter.

To-day the Scott stands alone as the only break-away from the orthodox which has stood the test of time. Constant development and improvement have resulted in the new Scott "Flying Squirrel," which is as far ahead of its contemporaries as was its ancestor of 1908.

With the demand for more silent machines steadily growing, the Scott possesses unique advantages. The number of moving parts in the engine represents the irreducible minimum, while the even firing impulses, low rate of r.p.m., water-cooling jackets and scientific silencer all contribute their quota towards both mechanical and exhaust silencing. The exhaust of a four-stroke cannot be fully silenced, owing to the extraneous mechanical noises which then become unbearably irritating. The Scott engine is not only mechanically silent when new, but retains this property during its whole life-time. It must be emphasised that any alteration to the standard silencing system will not only result in a noisier exhaust, but also will inevitably cause a decided loss of engine efficiency and power output.

The speed of a Scott is deceptive, owing to the

smoothness, silence and even exhaust note, and new riders are advised in their own interests to keep an eye on the speedometer until they have become accustomed to the effortless power at their command.

Modern conditions have shown that under present road conditions acceleration is of more importance than sheer maximum speed. The two-stroke engine develops more power at low and medium speeds than a four-stroke, and its acceleration is correspondingly superior, without the need of high engine speeds in the intermediate gears. Performance is maintained without frequent overhaul, thanks to the water-cooling, and recent research on engine wear has substantiated the two-stroke's claim of superior lasting qualities.

Starting is proverbially easy—a first kick start being possible after the machine has been standing idle for a week.

Silence, performance, simplicity and smoothness give the Scott an individuality which cannot be rivalled by any other make of machine, while the unique spirit of camaraderie existing among Scott riders is proverbial, and will add new zest to your motor-cycling.

Finally, we do not claim that the Scott is a utility machine—it is a thoroughbred. Treat it as such, and do not blame your mount for your own mistakes, and you will get the best from your Scotting. Of course, you can use a Scott as a hack—you could do the same with a Derby winner. Let's leave it at that.

SPECIFICATION

PRICE

£80

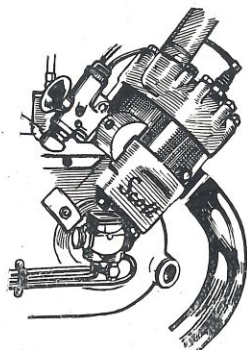
OF THE SCOTT

WITH 498 c.c. ENGINE — WITH 596 c.c. ENGINE £3 10s. EXTRA.

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 carburettor.

498 c.c.	Bore 66.6mm.	Stroke 71.4 mm.
	Power Output 14 b.h.p. at 2,500 r.p.m.	26 b.h.p. at 5,000 r.p.m.
596 c.c.	Bore 73 mm.	Stroke 71.4 mm.
	Power Output 16 b.h.p. at 2,500 r.p.m.	30 b.h.p. at 5,000 r.p.m.

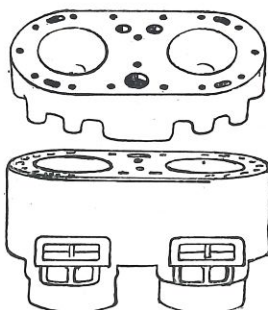


ENGINE

GEAR:

SCOTT three-speed constant mesh, easy-change, close ratio type; unusually robust and well known for its unfailing efficiency. Positive foot change (hand change optional). 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



DETACHABLE
HEAD CYLINDER

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, with large wing adjusters.

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 3 gallons, 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 with white line. Black with purple panel optional.

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.



GEAR BOX

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 Journals 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,	$\frac{5}{8}$ " pitch x .38" wide.
Engine,	$\frac{1}{2}$ " pitch x .305" wide.
Magneto,	$\frac{1}{2}$ " pitch x .13" wide.

Chains lubricated by means of adjustable drip feed fitted in accessible position.

EQUIPMENT:

Front and rear stands (immensely strong steel forgings). Polished cast-aluminium gear shields. Wide section mudguards. Twin tool cases with full kit, including tyre repair outfit, inflator and grease gun.

FINISH:

Frame, finest black enamel. Tank, black with white line. Black with purple panel optional. Radiator, plated. Handlebars, ebony black. Rims, chromium plated.

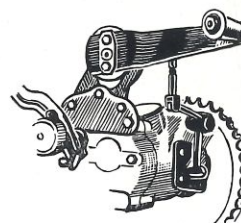
SPEED:

75/80 m.p.h. standard.
80/85 m.p.h. with compression plate removed.
Cruising speed: 60/65 m.p.h.

CONSUMPTION:

Petrol, 80 m.p.g.

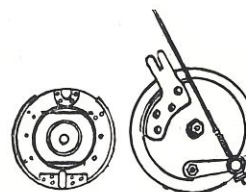
Oil, 1,000/1,200 m.p.g.



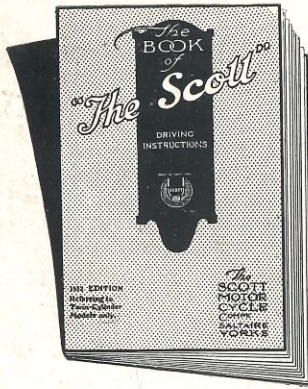
FOOT CHANGE GEAR



FORKS



FRONT BRAKE



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.

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. The manufacturers reserve the right to alter the specification without notice.



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