

Scott
MOTOR CYCLES
1939

Issued by:-

THE SCOTT MOTOR CYCLE CO., SHIPLEY, YORKS.

Scott

MOTOR CYCLES 1939

In presenting our 1939 programme we have taken into consideration that 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.

"On the road the Scott is completely happy when humming along at a steady 65 m.p.h. At this speed—or, in fact, at any speed—it is difficult to feel the engine, and it is impossible, without turning the head and listening to the exhaust note, to realise or sense the engine revs."

"From a standing start, using all three gear ratios, a speed of 69 m.p.h. was attained at the end of a quarter-mile."

"The surge of power is utterly smooth and delightful to experience."

"Few motor cycles afford their riders such a high degree of confidence on greasy roads."

"Excellent braking figure of 29 ft. from 30 m.p.h. in top gear."

All the above quotations are taken from "THE MOTOR CYCLE" Road Test Report.

Scott

FLYING SQUIRREL

The 1939 Scott's unusual structural features yield profit in practical performance. The Scott's innate reliability is due to more than high quality of material and thoroughness of workmanship. It is the logical result of these combined with an uncommon sturdy simplicity of working parts. Moreover, in the Scott engine a harmony of purpose is assured, because of perfect balance and consistent water-cooling. Though far more simple than a single cylinder engine of the four-stroke type, the Scott provides the smooth sweet running of a luxury car. It is flexible and docile—yet ever willing to provide its turbine-like surge of vibrationless power.

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, chromium plated. Handlebars, ebony black. Rims, chromium plated. Gearbox and transmission enclosed by detachable polished aluminium shields.

SPEED :

75/80 m.p.h.

Cruising speed : 60/65 m.p.h.

CONSUMPTION :

Petrol, 80 m.p.g.

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

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

Lubricated by means of adjustable drip feed from main oil tank.

THE *Scott* FLYING SQUIRREL

TANK:

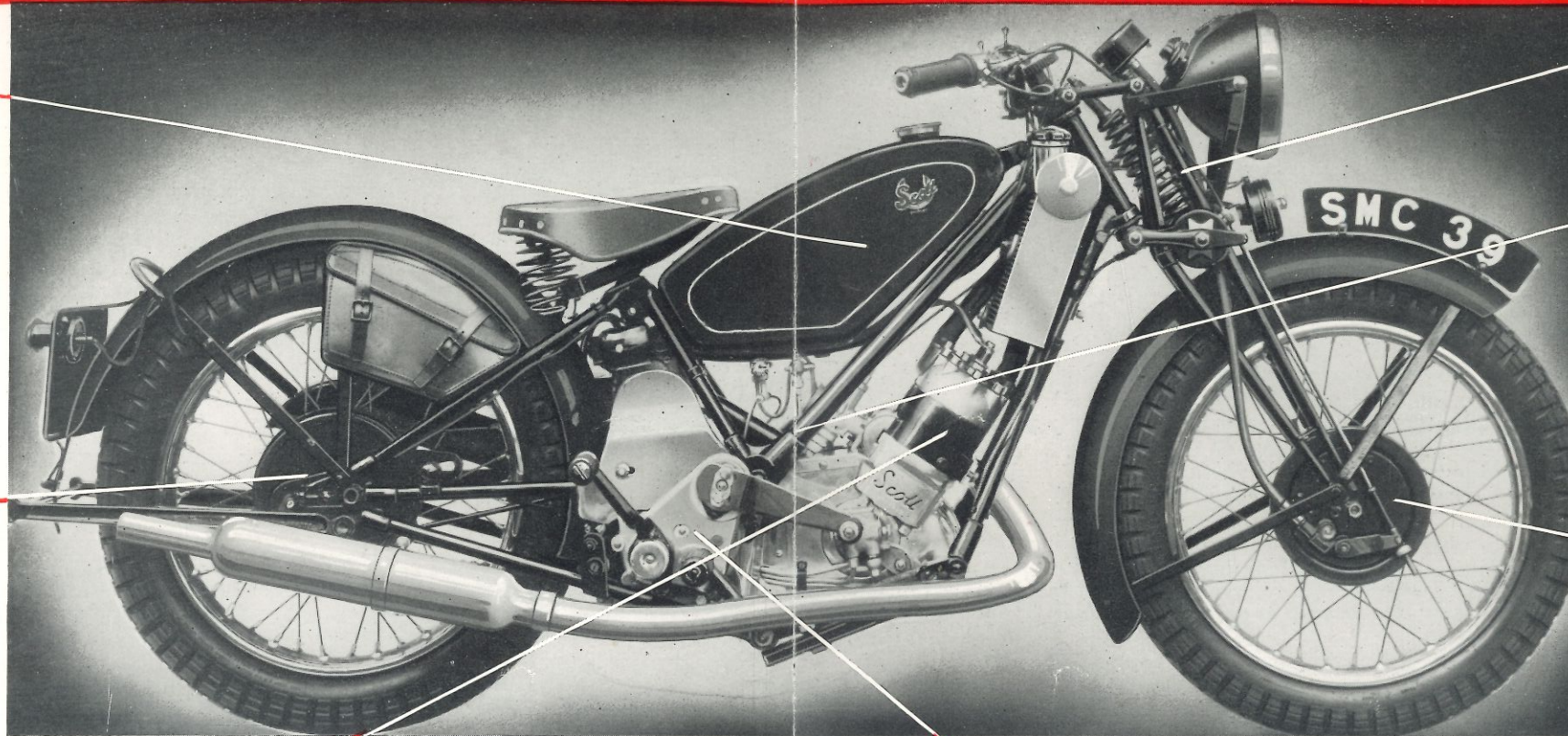
Petrol capacity 3 gallons, separate built-in 3 pint oil container. Forms a unit with the quickly detachable frame tube. Chromium-plated filler caps of large diameter, leak-proof and easily opened (side-by-side). Self-cleaning petrol filter. Two level tap for reserve petrol. Imposingly finished in "Scott" colours—Black with white line. Black with purple panel optional.

REAR WHEEL AND BRAKE:

Strongly built on extra heavy hubs with powerful internal expanding brake, finger adjusted and thoroughly weather-proof. Rear hub incorporates shock absorber. W.O. Tyres, 26 x 3.50. Taper roller bearings fitted to rear hub. Brake 8" dia. Brake pedal situated on left-hand side of machine in very convenient position. Rims chromium plated.

SILENCER & EXHAUST PIPE:

Straight-through exhaust pipe at the end of which is fitted a patent and very efficient silencer. Chromium plated, and very attractive.



FORKS:

Girder pattern of robust construction incorporating steering damper and shock absorbers, with large wing adjusters.

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.

FRONT WHEEL AND BRAKE:

Strongly built on extra heavy hubs with powerful internal expanding brake, 7" dia, finger adjusted, operated by lever on right hand side of handlebars. Ball journals. W.O. tyres 26 x 3.25. Rim chromium plated.

ENGINE:

SCOTT twin-cylinder, two-stroke, water-cooled, power plus replica type engine, with central drive, giving exceptional all-round efficiency and reliability. Mechanical pump lubrication with twin adjustments. Wide roller bearings throughout. Detachable high efficiency alloy cylinder head. Central down-draught carburettor.

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.
498 c.c.	Bore 66.6 mm.	Stroke 71.4 mm.
(Optional)	Power Output	14 b.h.p. at 2,500 r.p.m.
		26 b.h.p. at 5,000 r.p.m.

GEAR:

SCOTT three-speed constant mesh, easy-change, close ratio type; unusually robust and well known for its unflinching 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.

Foot change mechanism is now integral with the gear box end cover. Improved clutch operation by means of four lead worm.

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

PRICE
FULLY EQUIPPED

£85

THE PRECISION-BUILT LUXURY MOUNT

WITH SPRING FRAME £10.10.0 EXTRA

SADDLE:

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

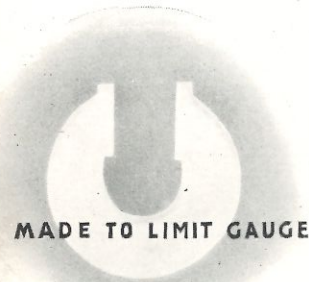
FOOTRESTS:

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

HANDLEBARS:

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

All machines are fitted with detachable Dynamo Frequency Electric Horn, illuminated), Licence Hold Tool



MADE TO LIMIT GAUGE

Scott

CLUBMANS SPECIAL

For the elect of speedmen, who, despite the obvious costliness, demand a machine built to their special order to embody all their pet fancies. The "Clubmans Special" is our gratifying answer. This intriguing Scott is equally fitted to any purpose where speed, liveliness and sure-footedness are essential. The engine is of the power-plus type, specially tuned by our Competition Department.

Various additional features are incorporated such as tubular stays to mudguards. Duplex oil pumps, large capacity petrol and oil tanks. Separate chain oil tank. De luxe front forks. 120 m.p.h. speedometer. Special type carburettor. Wheels fitted with (front) 27 x 3.00 ribbed tyre and (rear) 27 x 3.25 studded tyre. Rear stop lamp. Altette Electric Horn, etc., etc.

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 gold line. Radiator, chromium plated. Handlebars, ebony black. Rims, chromium plated. Gear box and transmission enclosed by detachable polished aluminium shields.

SPEED :

85/90 m.p.h.
Cruising speed : 68/70 m.p.h.

CONSUMPTION :

Petrol : 65/70 m.p.g.
Oil : 1,000/1,200 m.p.g.

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
Lubricated from separate oil tank having two separate chain feeds.

THE *Scott*

CLUBMAN'S SPECIAL

TANK:

Petrol capacity, 4 gallons. Separate built-in 4-pint oil container. Large racing quick-opening filler caps, chromium plated, leak proof (side-by-side). Self cleaning petrol filter and two level petrol tap for reserve petrol. Handsome design and imposingly finished in black with gold line.

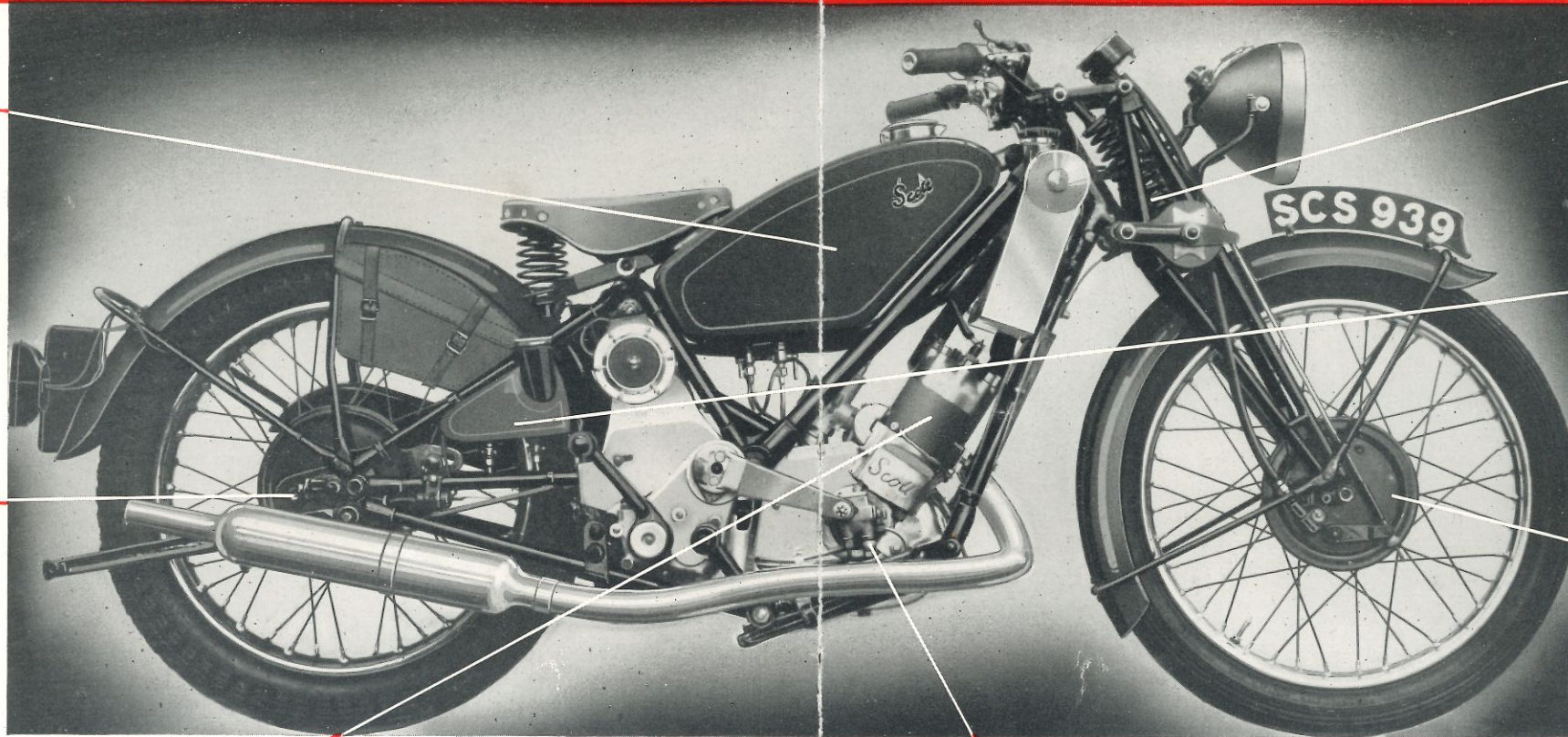
REAR WHEEL AND BRAKE:

Strongly built on extra heavy hub with powerful internal expanding brake. Brake drum being made from special metal and ribbed. Rear hub incorporates shock absorber and taper roller bearings. W.O. tyres, 27 x 3.25. Brake, 8" dia. Brake pedal situated on left hand side of machine. Rims chromium plated.

MUDGUARDS

New design 5" wide with centre rib to give additional strength. Ends lipped and mounted on tubular stays. Front engine shield in polished aluminium.

With Mag Dyno. Lighting Voltage Controller, High Speedometer (internally mounted), Full Complement of



FORKS:

Extra heavy girders, de luxe type, incorporating large diameter dampers and shock absorbers with large wing adjusters.

CHAIN OILING:

Separate triangulated tank of neat design to harmonize with the rest of the machine, enamelled black and gold line, mounted on right back stay, providing two separate chain feeds.

FRONT WHEEL AND BRAKE:

Strongly built on extra heavy hub with powerful expanding brake 7" dia. finger adjusted, operated by lever on right hand side of handlebar. Ball journals. W.O. tyres (ribbed) 27 x 3.00. Rim chromium plated.

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 alloy cylinder head. Central down-draught carburettor (racing pattern, large bore).

596 c.c. Bore 73 mm. Stroke 71.4 mm.
Power Output 18 b.h.p. at 2,600 r.p.m.
33 b.h.p. at 5,200 r.p.m.

Special engines in this model incorporate many features to give a higher performance and receive a special additional bench test.

PRICE
FULLY EQUIPPED

£105

LUBRICATION:

By means of Duplex pumps mounted on each side of crankshaft. Left hand side pump feeds piston and cylinders direct. Right hand side feeds main and big end bearings.

GEAR:

Same as standard model with new internal foot change housing.

SADDLE:

Rubber saddle mounted direct to frame giving very low and comfortable riding position.

BACK STAND:

Scott patent spring up type. Totally enclosed spring.

THE FINEST MACHINE MONEY CAN BUY

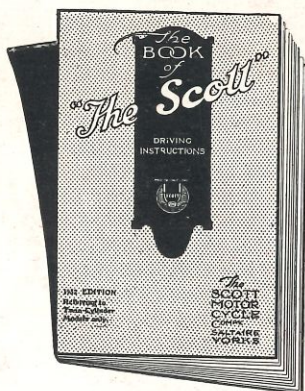
WITH SPRING FRAME £10 EXTRA

MADE TO LIMIT GAUGE

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.

We reserve the right to vary the specification of any model.



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.

SCOTT MOTOR CYCLE CO. Saltaire, Shipley, Yorkshire

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