

AGAIN



A "Yorkshire Post" photograph

IN THE CENTRE OF THE PICTURE

THE Scott

FLYING

FRAME.

DUPLEX THROUGHOUT. Triangulated in every plane, 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 perfect alignment indefinitely.

FRONT FORKS.

Scott-Dowty "Oleomatic." Telescopic, giving 6 inches of progressive air springing with constant oil damping. Individual adjustment for any riding condition—solo pillion or sidecar. Adjustable friction type steering damper.

TANK.

Petrol capacity 3 gallons. Separate built-in 3 pint oil container. Forms a unit with quickly detachable frame tube. Chromium plated filler caps of large diameter and leak-proof. Self cleaning petrol filter. Two level tap. Standard finish. Black with white lines.

MUDGUARDS.

Modern design with central rib. Engine shield and chain covers in polished aluminium.

FRONT WHEEL AND BRAKE.

The front wheel is fitted with twin 6 inch diameter brakes, one each side of hub, balanced by compensating mechanism neatly housed on front mudguard. Hub shell of light alloy, deeply finned for cooling. Ball Journal bearings. Chromium plated rim. 26 inch by 3.25 inch W.O. tyre. Brake operated by lever on right handlebar.

REAR WHEEL AND BRAKE.

Strongly built on extra heavy hub with powerful internal expanding brake 8 inch diameter, finger adjusted and thoroughly weatherproof. Drive taken on very large and efficient cushioning device in hub. Deep groove non-adjustable Ball Journals. Hub shell of light alloy deeply finned for cooling. Chromium plated rim. 26 inch by 3.50 inch W.O. tyre. Brake pedal conveniently positioned on left side of machine.

FOOTRESTS.

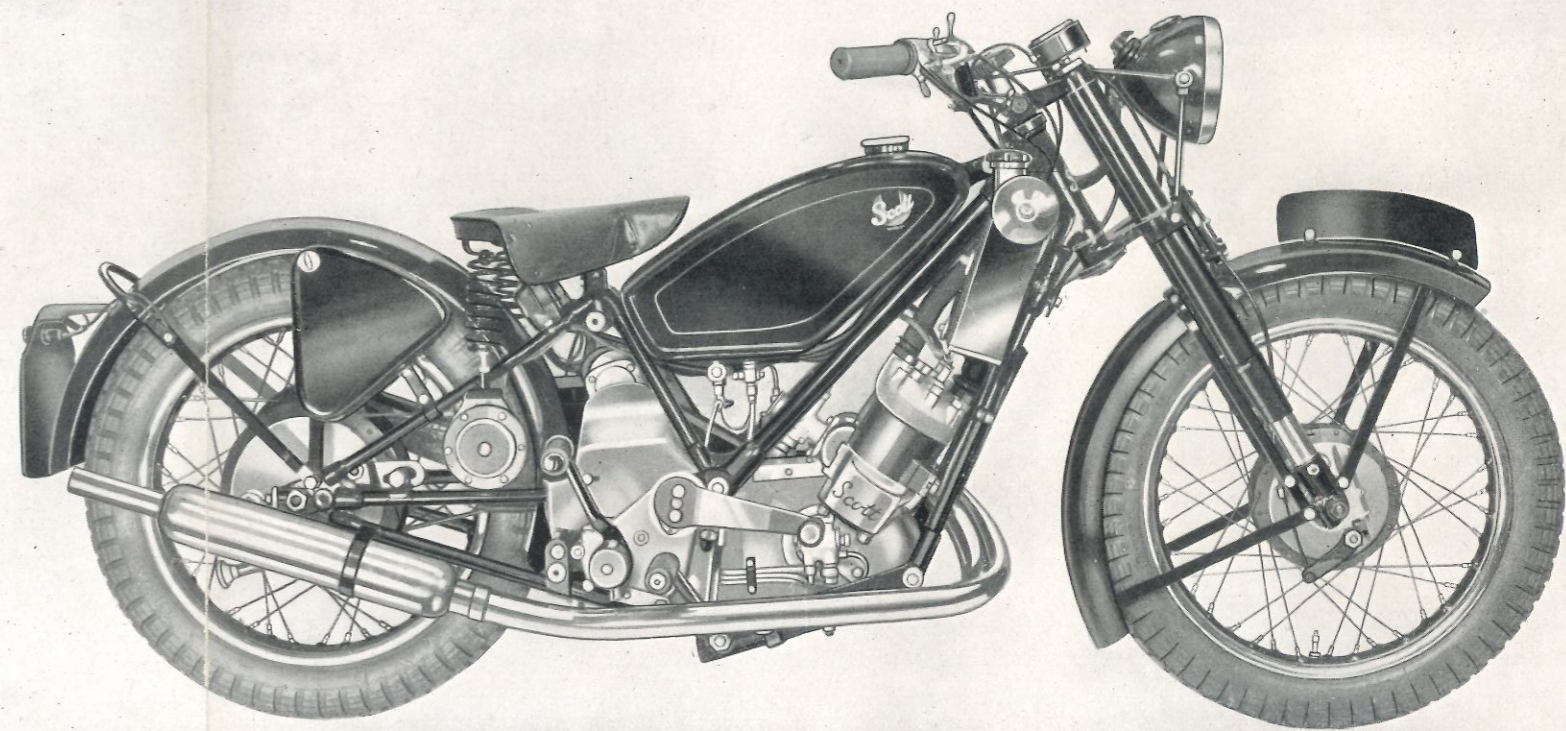
Adjustable rests to ensure comfortable riding position.

HANDLEBARS.

Very strong. Uprturned adjustable. Fitted with twist grip throttle control.

SPEEDOMETER.

The speedometer is driven by means of spiral gears mounted on the gearbox output shaft.



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 adjustment. 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.

£194 10 0

PLUS PURCHASE TAX

£52 10 3

SPEEDOMETER EXTRA

£4 0 0

PLUS PURCHASE TAX

£1 1 8

GEAR.

Scott three-speed constant mesh, easy-change, close ratio type; unusually robust and well known for its unfailing efficiency. Positive foot change. Hand controlled clutch very easily operated. Wide ratio gears can be fitted if required.

Standard Ratios: 4.10; 5.50; 8.90. Solo.
4.62; 8.12; 13.30 Sidecar.

Foot change mechanism is now integral with the gear box end cover. Improved clutch operation by means of hardened worm. Improved kick-starter.

THE FINEST MACHINE THAT

SQUIRREL

The world-famous Scott Flying Squirrel again appears in the bold, unconventional design, characteristic of the "Scott," and retains the same high quality of material and thoroughness of workmanship as its predecessors.

EQUIPMENT.

IGNITION and LIGHTING. All machines are fitted with Lucas Mag. Dyno. Lighting with detachable Dynamo Voltage Control.

ELECTRIC HORN. High frequency electric horn.

SPEEDOMETER. 80 m.p.h. Internally illuminated.

TOOLS. Full complement of tools in neat metal case. Repair outfit and Inflator.

TRANSMISSION. Large shock absorber built into rear hub.

PRIMARY CHAIN. $\frac{1}{2}$ inch pitch by .305 inch wide.

MAGNETO CHAIN. $\frac{1}{2}$ inch pitch by .13 inch wide.

REAR CHAIN. $\frac{5}{8}$ inch pitch by .38 inch wide.

Primary and Magneto Chains automatically lubricated by means of adjustable drip feed from main oil tank.

SILENCER and EXHAUST PIPE. Two in one exhaust pipe fitted with efficient silencer. Chromium plated and of attractive appearance.

STANDS. Front and rear.

FINISH. Chromium plate and finest black enamel. All steel parts "Bonderized" to ensure adhesion and thorough rust-proofing.

CONSUMPTION. PETROL 70 to 80 m.p.g.

OIL. 1,000 to 1,200 m.p.g.

SPEED. 75 to 80 m.p.h.

CRUISING SPEED. 60 to 65 m.p.h.

MONEY CAN BUY

THE THOROUGHbred RETURNS

AFTER an enforced absence of six years during which period the whole effort was concentrated on design, development and manufacture of intricate mechanisms for the Services, the Scott Flying Squirrel is again in the centre of the picture.

The Scott has ever been known as the "different" motor cycle. Silence, performance, simplicity and smoothness give the Scott an individuality which cannot be rivalled by any other make of machine. Though far more simple than a single cylinder four stroke, the Scott by reason of its perfect balance and consistent water-cooling, assures a harmony of purpose and the smooth sweet running and acceleration of a luxury car.

Not until you ride a "Scott" does the full significance of its happy difference and the reason for the unique spirit of camaraderie which exists among Scott riders, become evident. It transforms a commonplace ride into a thrill of joy.

The incomparable charm of the Scott is in the effortless power of the Two Stroke Twin—the smooth acceleration—its carefree stability—its unsatiable thirst for hard work—its never tiring glide—no vibration—no clatter—no fuss—just the powerful, yet pleasing musical purr of the exhaust.

We do not claim that the Scott is a utility machine—it is a thoroughbred. Treat it as such and you will get the maximum of pleasure from your "Scotting." You can use the Scott as a hack—you could do the same with a Derby winner—let's leave it at that.