

OVERSEAS
EDITION

Scott
1930



For 22 years—the
Connoisseur's Choice!

IN presenting details of our 1930 models, may we ask you first to consider these interesting facts about Scotts in general, and in particular about the latest Scott developments.

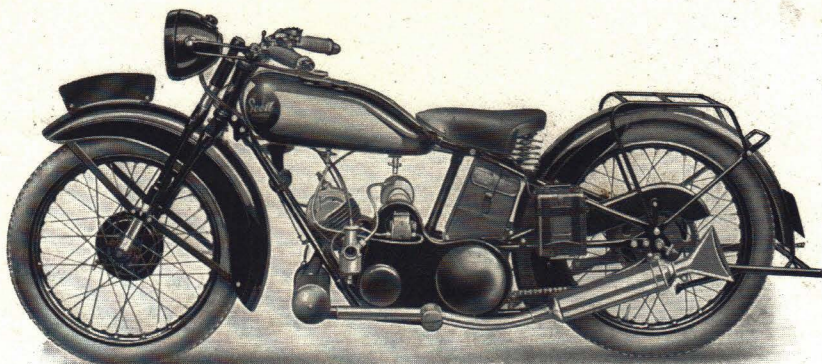
Scott sales in 1929 have more than doubled those of the previous year—an increase, in fact, of *one hundred and twenty per cent!* Here you have indeed proof of Scott worth and leadership.

Scotts have been acknowledged as the world's most fascinating motor cycles throughout twenty-two years. Scotts have created in their riders the most ardent (and most envied) form of enthusiasm yet known among motor cyclists. The "Scott Clan" is a world-wide brotherhood of discerning motor cyclists.

You have but to *look* at a Scott to agree that it has more unique characteristics than any other machine. And every characteristic inspires your confidence because the Scott not only embodies, but *originated*, the best principles of present-day practice in frame design, weight distribution, stability, silence and smooth effortless power.

But you must *ride* a Scott ere you can even imagine the delights of Scott ownership, and just so long as our machines were confined to the high-priced field, their popularity, though intense, was restricted. Now that low-priced Scotts are an established fact, even our own expectations have been surpassed and the amazing growth of the "Scott Clan" must continue in 1930 because never before were Scotts so good to ride or cheap to buy.

THE
SCOTT MOTOR CYCLE CO LTD
SALTAIRE SHIPLEY YORKS

THE NEW 300 c.c. SQUIRREL

OUR 1929 Season opened with the sensational announcement of "low-priced Scotts," and whilst at its height, there came the next Scott sensation—the new 300 c.c. Squirrel, at a lower price still.

This new Squirrel has been expressly designed for the benefit of those who wish to expend but a very modest sum, and yet who rightly demand that they should not be debarred entirely from the joy of riding a Scott.

For more than two decades the name "Scott" has typified the highest ideals in motor cycle practice, and with such traditions to uphold, the newcomer had to be no ordinary machine. Although we designed it as a simple, sturdy cruiser, it possesses amazing liveliness and speed, so much so that it came within an ace of winning the world-famous Scott Trial, notwithstanding two front wheel punctures. It won the cup for the fourth best performance, in competition with the cream of England's riders. Owners also tell us that the new Squirrel is incomparably better than other "singles" in balance, sweetness of running and top-gear performance.

And the best of it is that, whilst the Squirrel can so endear itself to its owner (even in its youthful days), its most outstanding merits are as yet known only to ourselves—its *lasting qualities*, after the equivalent of years and years of arduous service, such as only a Scott can give.

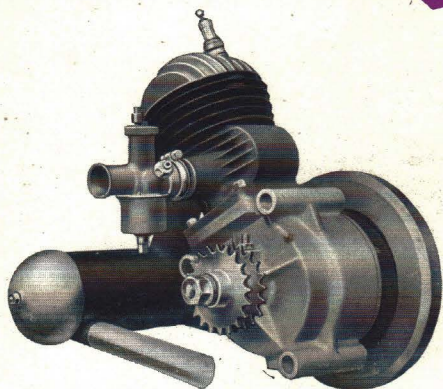
The 300 c.c. Squirrel, albeit as handy as any lightweight, is a full-sized motor cycle, and, moreover, a true "Scott" with a capital "S." To the smallest detail it bears the hallmark of Scott quality, workmanship and refinement.

BRIEF SPECIFICATION:
ENGINE: Scott two-stroke, inclined single cylinder, air-cooled, 298 c.c. Bore and stroke $2\frac{1}{8}$ in. (73 mm.) \times $2\frac{1}{2}$ in. (71.4 mm.). 5 B.H.P. at 2,000 R.P.M.; 10 B.H.P. at 4,000 R.P.M. Mechanical lubrication. Scott half-compression device for easy starting. **GEAR:** Three-speed Sturmey Archer base-mounted gearbox; kick-starter, gate change. Ratios 5, 7.70 and 13.75 to 1. Insert plate clutch. $\frac{1}{2}$ \times 30.5 in. chains. **FRAME:** Scott triangulated type of special design. **TYRES:** 26 \times 3.25.

FORKS: Improved Scott type as on Super Squirrels: compound springing and all-enclosed sliding bearings. **TANK:** Double "saddle" tank, $2\frac{1}{2}$ gallons petrol, 1 quart oil. **BRAKES:** 6 in. diameter front, and 7 in. diameter rear, with tangential torque stay (unusually smooth and powerful). **GENERAL:** Adjustable handlebars and footrests, detachable carrier, 5 in. valenced mudguards, front and rear stands, full kit of tools, etc. **FINISH:** Finest black enamel. Tank, black with white cellulose panels. **WEIGHT,** 230 lbs.

For Overseas, an Air-cleaner is fitted as standard.

Scott



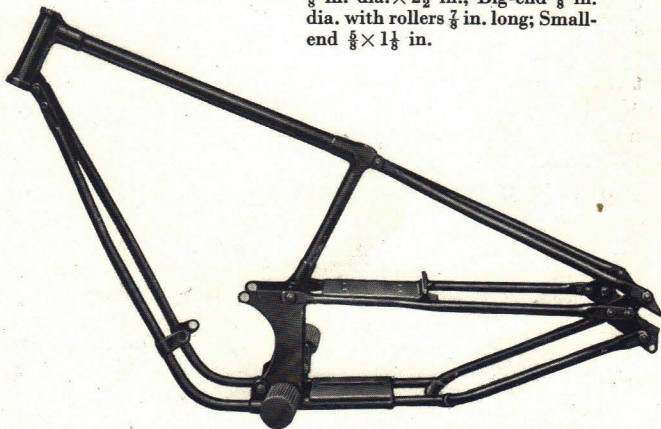
THIS ultra simple Scott "single" merits your critical examination. The cylinder, a beautifully clean casting of close-grained iron, is deeply finned and has an integral transfer passage; decarbonising is facilitated by the easily detachable die-cast aluminium head. The die-cast alloy piston is specially heat-treated to afford maximum service, and apart from the port in the skirt, is identical to that of the 596 c.c. T.T. Replica. Of uncommonly robust construction, the crank case is die-cast in one piece, the off-side main bearing being carried in a heavily-webbed cover plate, which provides unusual accessibility. In every way this

engine (like the whole machine) is a thoroughly practical engineering job, such as might have been devised *expressly* to overcome every past complaint against ordinary motor cycles—which in fact *it was!*

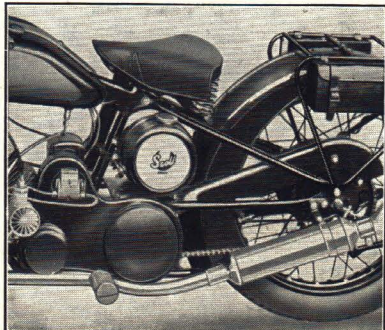


THE surest way to minimize wear is to minimize the number of working parts. Our twin-engine has but five and this has three! Each one sturdy in the extreme. These bearing dimensions further ensure low upkeep costs; Main bearings (phosphor-bronze) $\frac{7}{8}$ in. dia. \times $2\frac{1}{2}$ in.; Big-end $\frac{7}{8}$ in. dia. with rollers $\frac{7}{8}$ in. long; Small-end $\frac{5}{8}$ \times $1\frac{1}{8}$ in.

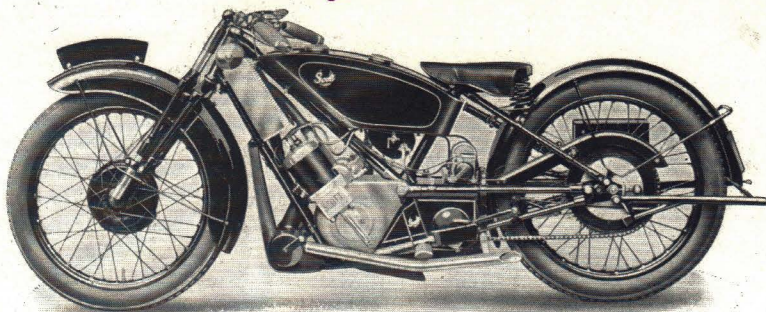
WE can rightly claim that we were the first to appreciate the value of low centre of gravity and scientific duplex frame construction, and this new frame offers the further advantage of easily detachable components. Apart from the very stout top tube assembly, all frame members are of bolted-up construction. Note the sturdy but clean design, and the triple rear stays, as originated by us and now an accepted practice where ever quality comes before price. A substantial steel platform supports the gear-box and even the tool box above is given an equally sensible mounting.



FOR the convenience of long-distance riders, and at the express request of our friends overseas, we can equip the Squirrel model with a reserve petrol tank, affording a 300-mile range. This in no way detracts from the machine's smart appearance, and, in place of the tool box, two pannier bags are provided.



Scott



THE SPORTS SQUIRREL

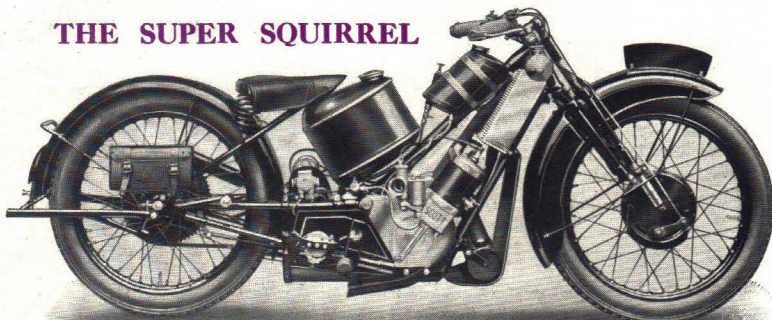
One of the most unique and fascinating motor cycles of modern times—and of *all* times, the Scott Super Squirrel, now enters its seventh year of continuous production. Even more significant than its so well-established popularity, is the fact that this model still embodies in principle almost every feature of the original Scott of 1908.

The famous Scott two-speed gear maintains its pride of place for sheer charm and convenience, and its unquestioned acceptance bears eloquent testimony to the superior performance expected—and obtained—from the Scott water-cooled twin two-stroke engine, when, to secure equal capabilities in all other machines, no less than three speeds are considered essential.

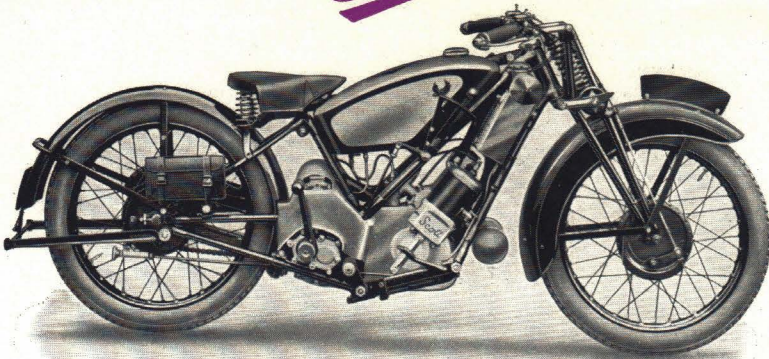
The 1930 Sports Squirrel embodies every quality of the Super Squirrel, the two models now differing only in tank design, and with the new frame giving a lower steering head, extra low saddle and, therefore, still lower centre of gravity, the steering qualities (unequaled as they were) are now better than ever. Highly economical both in price and upkeep, unusually light, speedy and remarkably easy to handle, these models in the fullest sense afford the luxury of Scott ownership at the price of the most ordinary motor cycle. With the choice of the open frame or the low-hung “saddle” tank, we satisfy admirers of each, and still another taste is catered for, by offering the “Sports” (to order) with red guards and tank lined to match.

FOR FULL SPECIFICATIONS SEE PAGE SEVEN

THE SUPER SQUIRREL



Scott



THE FLYING SQUIRREL (TOURER)

The steadily increasing popularity of such a world-famous machine as this indicates that no change is necessary, but as our policy is to improve as we progress, we have incorporated detail refinements, wherever possible, notwithstanding a further price reduction. Polished cast aluminium gear shields now enclose the gear-box and drive, adding very materially to the already distinctive appearance, and the tank is finished in a new and very striking style; the white cellulose top has a black diamond panel, whilst the sides are again panelled in white.

Our Flying Squirrel models are noteworthy for their exceptionally robust construction and astonishingly fine all-round performance (whether solo or with

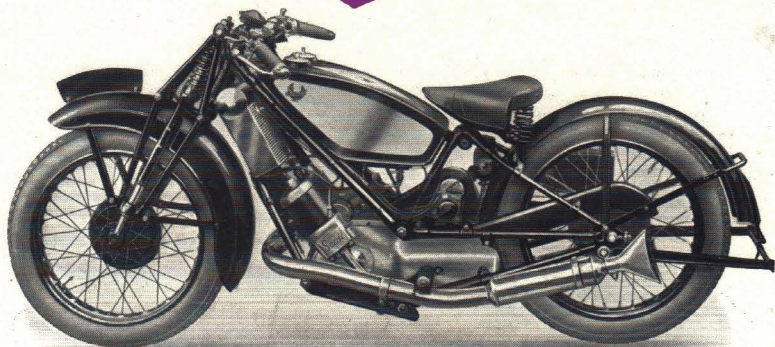
sidecar), coupled with all the features which Scotts alone can claim. The engine, though wonderfully docile, is always ready to romp up to a good, honest "70" or more, and the Scott three-speed gear-box is a masterpiece of sturdiness and unquestionably fine design. Every Scott is a "de luxe" model, but for those who must go still one better, here is something even more luxurious—The Flying Squirrel de Luxe. In this case, standard equipment includes Scott Girder Forks, oversize tyres, cush-drive hub, steering damper, leg-shields and detachable carrier. Both these Flyers are extremely well silenced, having a large expansion chamber in addition to the Scott Gold Medal Silencer.

FOR FULL SPECIFICATIONS SEE PAGE SEVEN

FLYING SQUIRREL DE LUXE

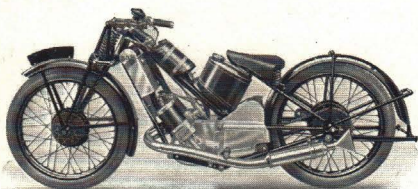


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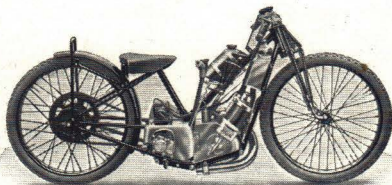
THE NEW POWER-PLUS T.T. REPLICA

Based on the highly successful long-stroke engine, the new power-plus type incorporates an entirely new and unique system of lubrication and a new position for the oil pump, together with engine and port modifications, resulting in still another increase in power and speed. Apart from the addition of the new gear-shields and white panels on the tank, there is no alteration in the general outline of the T.T. Replica, which combines the touring comfort and reliability of the De Luxe Scott with great speed and safety. It remains the only machine entirely suitable for serious racing work, yet providing at the same time an equally suitable, fast touring machine for every-day use. Here again, improved and expanded production facilities are reflected in the substantially reduced price. Specification includes T.T. rear brake, cush-drive hub, twist grip throttle, chain oiling, etc.



THE NEW SPRINT 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, hitherto divided among our various models, this "Special" is our gratifying answer. Designed for Grass Track Racing and Hill Climbs, 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.



THE SPEEDWAY SPECIAL

To the smallest detail, designed and built specially for the abnormal requirements of Dirt Track Racing, this sensationally attractive model now incorporates the new Power-plus engine, which is super-tuned and adapted for use with Discol Fuel. The frame and forks have been reinforced, the ground clearance slightly increased, and the steering qualities and controllability still further improved. The latest successes of this model place it at the very forefront of Dirt Track machines.

"Ride a Scott—and beat the lot!"

Scott

Specifications of Twin-Cylinder Models

ENGINE. Scott water-cooled twin-cylinder two-stroke. Cylinders: side-by-side inclined monobloc casting with integral water jackets and aluminium water-cooled head. Crankcase: one-piece aluminium casting providing separate crank chambers, each instantly accessible through inspection doors. Die-cast alloy pistons. Roller bearing crank-shaft and big-ends. Central "outside" flywheel. Half-compression device for easy starting. The Scott twin, though having only five working parts, provides the silky effortless running of a good four-cylinder four-stroke. The Flying Squirrel series are more heavily built than the Super, are of higher efficiency and differ in such details as the special central 3-jet carburettor and separate large exhaust ports.

BORE AND STROKE.

Power-plus: 498 c.c.—66.6×71.4 mm; 596 c.c.—73×71.4 mm. **Other models:** 498 c.c.—68.25×68.25 mm; 596 c.c.—74.6×68.25 mm.

LUBRICATION SYSTEM. Twin sight-feed mechanical pump. Power-plus: mounted on right-hand crankcase (except Speedway). Other models: mounted on magneto platform. The Replica has handlebar controlled auxiliary oiling to the cylinders, and all Power-plus engines have a special system of big-end lubrication.

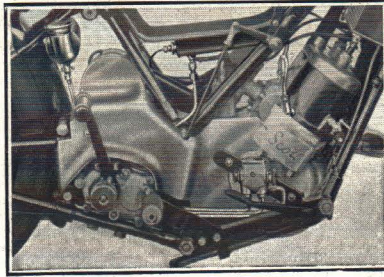
THREE-SPEED GEAR BOX (All models except Sports and Super.) Scott constant-mesh, employing one sliding dog. Unusually compact, robust and reliable. Powerful kick-starter. Very large insert-type multiplate clutch. Outside bearing supporting driving sprocket (a unique Scott feature). Transmission by $\frac{1}{2} \times .31$ in. and $\frac{5}{8} \times .378$ in. chains.

GEAR RATIOS. Flyers: 498 c.c.—4-62, 8-12, 13-3; 596 c.c.—4-18, 7-35, 12-20. T.T. Replica: 498 c.c.—4-62, 6-1, 8-15; 596 c.c.—4-4, 5-8, 7-75. Other ratios available to order (always state whether for Solo or Sidecar).

For Overseas, Air-cleaners are fitted as standard, except on "Specials."

TWO-SPEED GEAR. (Sports and Super Squirrel.) Scott foot-operated. Engagement by expanding ring clutches. Devoid of gear wheels, it is simple in principle and sweet in action. Ball bearings throughout. Kick-starter incorporated. Transmission by $\frac{1}{2} \times .205$ in. and $\frac{1}{2} \times .31$ in. chains.

GEAR RATIOS. 498 c.c.—4-13, 7-75. 596 c.c.—3-75, 7-06. Other ratios available to order (state if for s/c).



The new Power-plus T.T. oil pump mounting, auxiliary feed to cylinder and chain oiling tank.

FRAME. Scott triangulated principle—the leader of scientific frame designs. Of immense strength in relation to weight, has great lateral rigidity and provides lowest possible centre of gravity. All Scott frames are of the duplex cradle type, and the Flyers have five tubular members converging at the steering head.

FRONT FORKS.

Supers: Scott system of compound springing, sliding bearings only, constant angle of trail, internal lubrication. **Flying Squirrel:** "Webb" type with shock absorbers. **De Luxe and Replica:** Scott girder type, in principle the same as our others, but heavier and even more luxurious; steering damper incorporated.

TANKS. (See illustrations). Capacity (all models except Specials): $2\frac{1}{2}$ galls. petrol; 3 pints oil (Replica, $\frac{1}{2}$ gal. oil).

WHEELS. Super: 26×3-00, front brake 6 in., rear 7 in. Flyer: 26×3-25, front brake 7 in., rear 7 in. De Luxe: 26×3-25, front brake 7 in., rear 8 in. Replica: 26×3-25, front brake 7 in., rear 8 in. Speedway: 28×2 $\frac{3}{8}$.

HANDLEBARS. Widely adjustable link-type on all models.

GENERAL. Wide, deep and highly efficient mudguards; neat front shield; front and rear stands; full kit of tools, etc.

WEIGHTS. Super and Sports: 235 lb. Flyer: 315 lb. De Luxe: 325 lb. Replica: 335 lb. Sprint Special: 300 lb. Speedway: 245 lb.

Please use this Code when Cabling us It saves money

	Code Word
300 c.c. Squirrel	BARBY
498 c.c. Super Squirrel	KLONE
596 c.c. Super Squirrel	KRENO
498 c.c. Sports Squirrel	KLEON
596 c.c. Sports Squirrel	KOBEN
498 c.c. Flying Squirrel Touring Model	KIPON
596 c.c. Flying Squirrel Touring Model	KOBIT

	Code Word
498 c.c. Flying Squirrel de Luxe Model	KLIDL
596 c.c. Flying Squirrel de Luxe Model	KREDL
498 c.c. Power-plus T.T. Replica ..	TEREP
596 c.c. Power-plus T.T. Replica ..	LAREP
498 c.c. Speedway Special	CINDA
498 c.c. Sprint Special	TERIL
596 c.c. Sprint Special	LARIL



And now for the Moral of our Story!

After reading this brief outline of the Scott programme you are but commencing to realise how vastly different our motor cycles are from all others. Overseas conditions demand a different and better-than-ordinary motor cycle, which is the precise reason why Scott sales in the world's markets continue to grow apace.

Wheresoever our motor cycles go, and whatsoever they are called upon to do, the impression left is one of profound admiration, not only for the machine as such, but for the design and pioneering work behind it, that have made such a motor cycle possible.

Ever since the days when the first Scotts made play of the roughest mountain tracks (from which zest-for-the-impossible, sprang the notorious Scott Trial), we have had a deep-rooted faith in the Scott's future overseas.

We are proud that we can offer our machines (in standard form, but for such details as tyre-sizes) as the ideal for your requirements, proud that we can now produce them at such strictly competitive prices, and prouder still of the magnificent response this policy has brought us from every quarter of the globe!

If we have interested you, may we have the pleasure of answering your further enquiries by a personal letter?

Code for Extras and Accessories

Legshields .. .. .	.. .. .	CLENA	26 x 3.50 Tyres .. .. .	.. .. .	TYBIG
Twist Grip Control for Carburetter ..	.. .. .	TWISO	(Oversize Tyres cannot be fitted to		
Fork Stabilisers .. .. .	.. .. .	STABI	Two-speed Models)		
Steering Damper .. .. .	.. .. .	STEDA	27 x 4.00 Tyres (on de Luxe and Replica		
"Scott" Silencer and Clips, extra, on	.. .. .	NONNOY	models only)	.. .. .	TYFOR
Super Squirrels .. .. .	.. .. .	PANOY	Air Cleaner .. .. .	.. .. .	DUSEX
"Scott" Silencer and Clips, plated, extra	.. .. .	LOOKO	Knee Grips .. .. .	.. .. .	NEGRI
on Super Squirrels .. .. .	.. .. .	KOLOO	Electric Horn (Lucas) .. .. .	.. .. .	ELBUZ
Lucas Magdyno Set (solo) .. .. .	.. .. .	NOSAN	Bulb Horn .. .. .	.. .. .	BULBO
Lucas Magdyno Set (sidecar) .. .. .	.. .. .	NANOS	Bonniken Speedometer .. .. .	.. .. .	BONKO
B.T.H. Dynamo Magneto Set (solo) ..	.. .. .	TOSPA	Squirrel Mascot .. .. .	.. .. .	MASKI
B.T.H. Dynamo Magneto Set (sidecar) ..	.. .. .	CARIR	Scott Pennant .. .. .	.. .. .	PENNA
Spare parts to the value of £2 .. .. .	.. .. .		M.L. Maglita Set (300 c.c. Squirrel only)	.. .. .	MAGLI
Luggage Carrier (when not included) ..	.. .. .		with stand-by dry battery .. .. .	.. .. .	PETRO
			Reserve Petrol Tank for 300 c.c. Squirrel		

Examples of Coded Cablegrams:

EXAMPLE 1

498 c.c. Super Squirrel KLONE
 With B.T.H. Dynamo Set NOSAN
 and Electric Horn ELBUZ
 and Luggage Carrier CARIR
 The Cable then reads:
 Twin. Shipley-Yorks. Klone. Nosan. Elbuz.
 Carrir.
 Then using the 10 letter words allowed, write it
 as four words thus: TWIN, SHIPLEY-YORKS,
 KLONENOSAN, ELBUZCARRIR.

EXAMPLE 2

596 c.c. Flying Squirrel de Luxe KREDL
 with Lucas Magdyno LOOKO
 and Twist Grip for Throttle TWISO
 and Bonniksen Speedometer BONKO
 This Cable, written out in 10 letter words would
 read as follows: TWIN, SHIPLEY-YORKS,
 KREDLLOOKO, TWISOBONKO.
 or TWIN, SHIPLEY-YORKS, KREDLBONKO,
 LOOKOTWISO.

The Code Word for the particular machine should be given first.
 The Accessories can be added or combined in any order as shown in second example.

We reserve the right to alter or amend specifications or prices without previous notice. Illustrations must not be taken as binding in detail, although every endeavour has been made to obtain accuracy.

THE SCOTT MOTOR CYCLE CO. LTD.

SHIPLEY, YORKSHIRE, ENGLAND

Cable Address: "TWIN SHIPLEY-YORKS, ENGLAND."