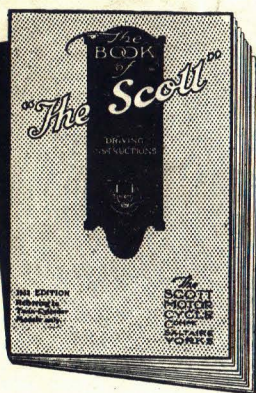


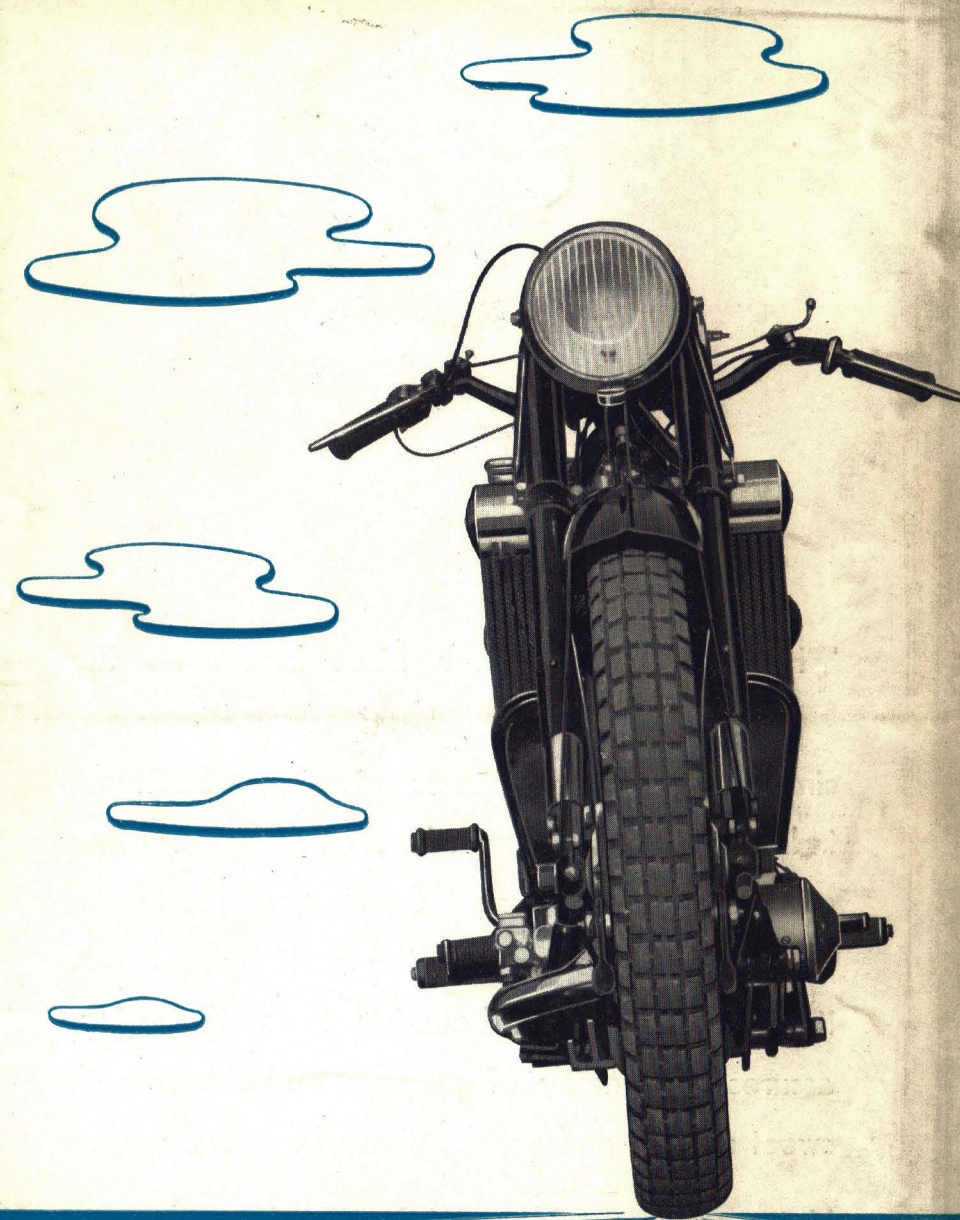
Guarantee

All Motor Cycles 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.



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 3/6.



SCOTT MOTOR CYCLE CO.

SALTAIRE • SHIPLEY • YORKSHIRE

TELEGRAMS "TWIN", SHIPLEY, YORKS

TELEPHONE • SHIPLEY 51337-8

Scott



The Thoroughbred

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 smooth running, 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 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.

THE Scott FLYING SQUIRREL

FRAME DUPLEX THROUGHOUT

Triangulated in every plane, of immense strength without undue weight. 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.

MUDGUARDS

Modern design 5in. front, 6in. rear. Rear guard hinges from stays or can be quickly detached to facilitate wheel removal. Engine shield and chain covers in polished aluminium.

TANKS

Petrol tank forms a unit with quickly detachable frame tube. Capacity 3½ galls. Large chromium-plated, leak-proof filler cap. Two-level tap with self-cleaning filter. Finished black with white lines. Separate tank to hold 5 pints of oil.

FRONT FORKS

Telescopic, giving 6in. of progressive springing with oil damping. Adjustable friction type steering damper.

REAR WHEEL AND BRAKE

Extra heavy hub with powerful internal expanding brake 8in. 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 26in. by 3.50in. W.O. tyre. Brake pedal conveniently positioned on left side of machine.

FRONT WHEEL AND BRAKE

The front wheel is fitted with twin 6in. 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 26in. by 3.25 in. W.O. tyre. Brake operated by lever on right handlebar.

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:

4.18; 5.50; 8.90 Solo.
4.62; 6.72; 13.30 Sidecar.

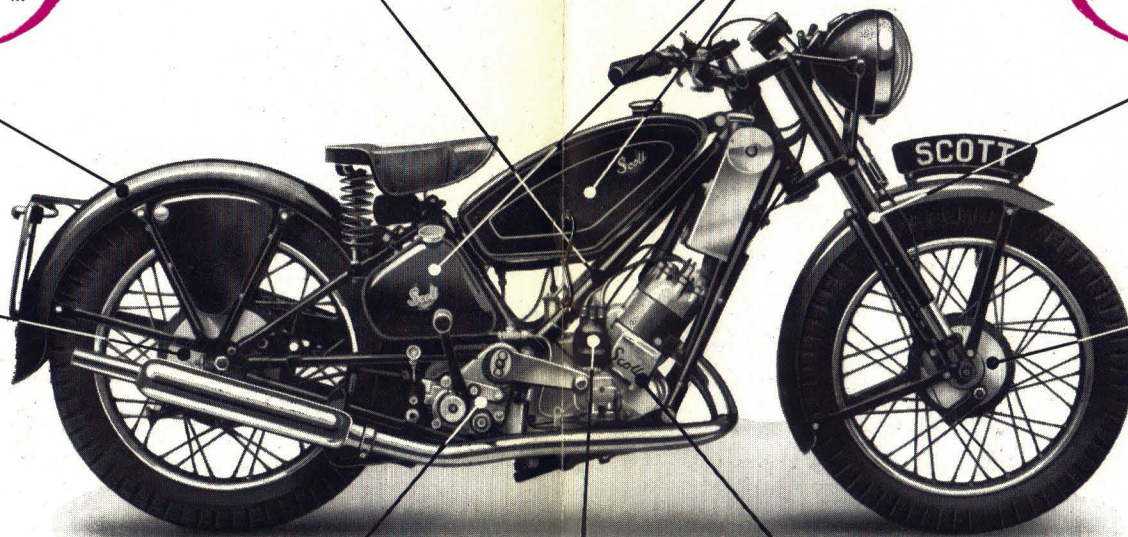
Foot-change mechanism is now integral with the gear-box end cover. Improved clutch operation by means of hardened worm. Improved kick-starter.

COIL IGNITION

Lucas 6v. 70w. dynamo and distributor mounted one each side of crankcase and driven direct from crankshaft, thus eliminating auxiliary drives. Ignition is controlled by automatic advance and retard mechanism.

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.



Scott

THE 1950 SCOTT

FLYING SQUIRREL



SPECIFICATION

EQUIPMENT

IGNITION AND LIGHTING

All machines are fitted with Lucas 6v.-70w. Dynamo Lighting, with constant Dynamo Voltage Control. Distributor and coil ignition.

ELECTRIC HORN

High frequency electric horn.

SPEEDOMETER

80 m.p.h. Internally illuminated.

TRANSMISSION

Large shock absorber built into rear hub.

PRIMARY CHAIN

$\frac{1}{2}$ in. pitch by .305in. wide.

REAR CHAIN

$\frac{5}{8}$ in. pitch by .38in. wide.

Primary chain lubricated by means of adjustable drip feed from oil tank.

SILENCER AND EXHAUST PIPE

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

STANDS

Front and central "roll-on" type.

SADDLE

Flexible top. Mounted direct on frame.

TOOLS

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

FINISH

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

SPEEDS

75 to 80 m.p.h. Cruising speed 60 to 65 m.p.h.

CONSUMPTION

Petrol: 70 to 80 m.p.g. Oil: 1,000 to 1,200 m.p.g.