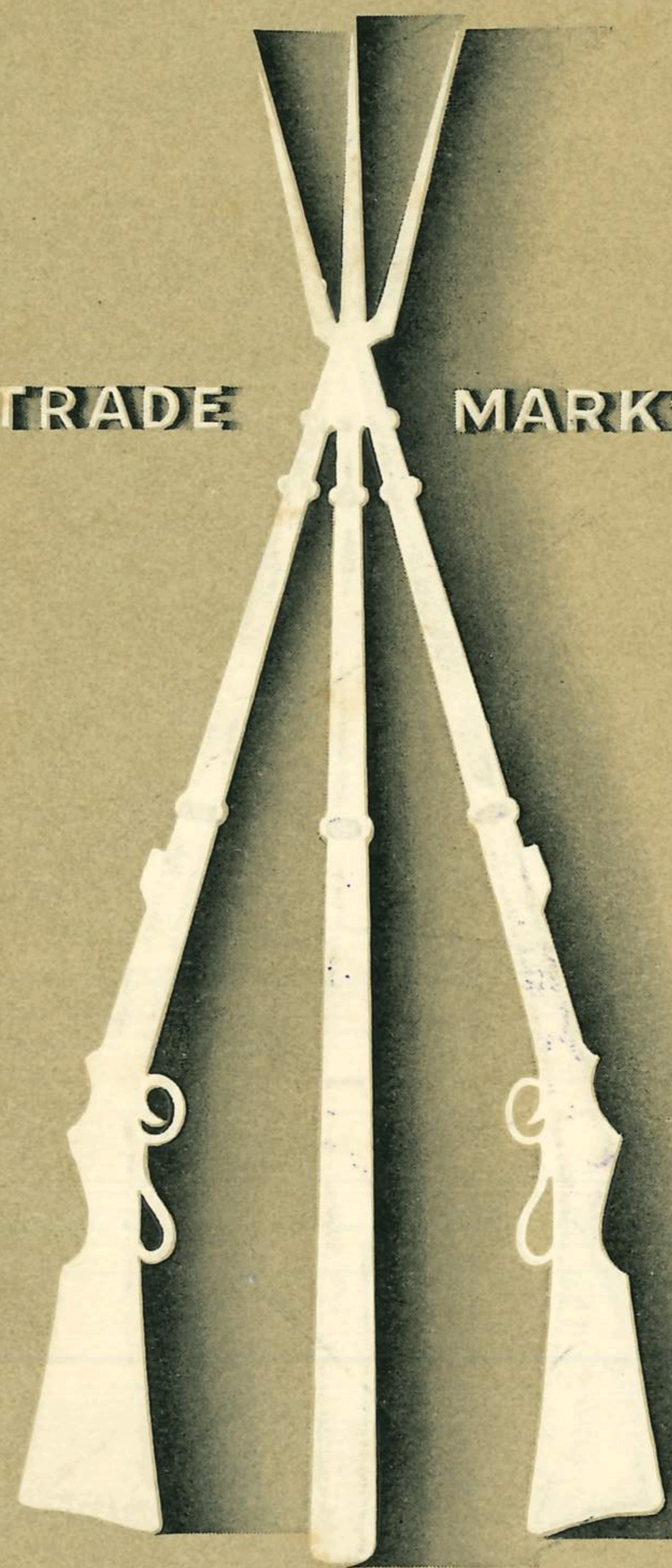


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TRADE MARKS

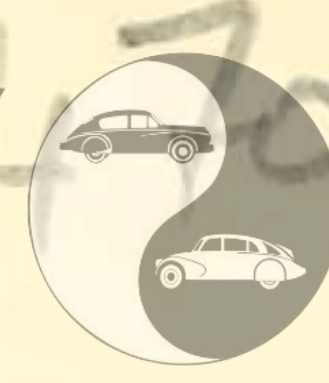


B·S·A SCOUT

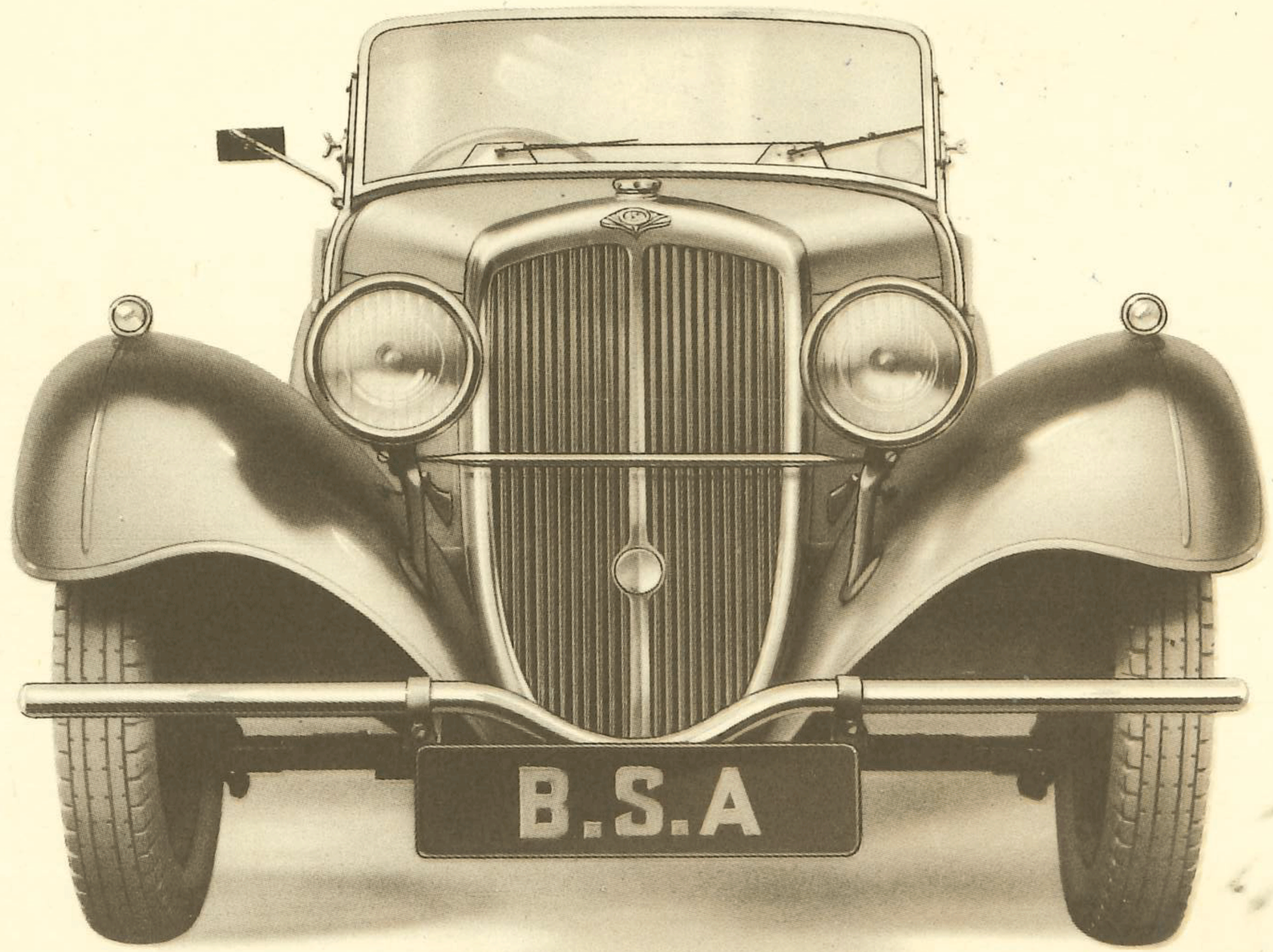
B·S·A

The Car for Safer Motoring

DIRECÇÃO GERAL DOS SERVIÇOS DE VIAÇÃO
1.º REPARTIÇÃO
Visado em 29.MAI.1940
O Engenheiro Chefe da Repartição,
M. de Sousa e Silva



B·S·A SCOUT CARS





THE B.S.A. SCOUT is unique. It is a car of attractive appearance, of brilliant performance, and of infinite reliability—attributes which have distinguished the products of the B.S.A. Company throughout their lengthy engineering experience. To these are added the one important feature in which the B.S.A. Scout tradition is epitomized—the Front Wheel Drive Transmission.

This fascinating form of transmission, designed and manufactured by the makers of the car, has been uniformly and completely successful since its original inception some years ago, and proof of its popularity is found in the fact that B.S.A. Scout owners without exception become real front wheel drive enthusiasts, reluctant to part with their cars when the time arrives for a change, except for another of similar design. In their minds front wheel drive is the standard by which the driving qualities of a car should be judged.

The reason for this is not far to seek. A short turn at the wheel of a B.S.A. Scout is sufficient to provide convincing testimony of the merits of this transmission. The superlative ease of control over difficult ground, the absolute confidence inspired by the astonishing road-holding properties of the car, the supremely accurate steering which becomes second nature, no matter how treacherous the road surface may be, the steadiness of the car on snow and grease—all these things contribute to the sense of well-being and satisfaction which becomes immediately apparent to the new owner. And the impending purchaser who has had previous experience of front wheel drive requires no convincing at all! For smooth vibrationless running the new power unit of the Series 6 model, with a redesigned engine having a three-bearing crankshaft, is unrivalled, and the performance of the car, not only in maximum speed but also in acceleration and hill-climbing, is most gratifying.

As far as accommodation is concerned the greatest advantage has been taken of the low body-line which the front drive makes possible, for there is no lengthy propeller shaft to restrict the ingenuity of the coach-builder.

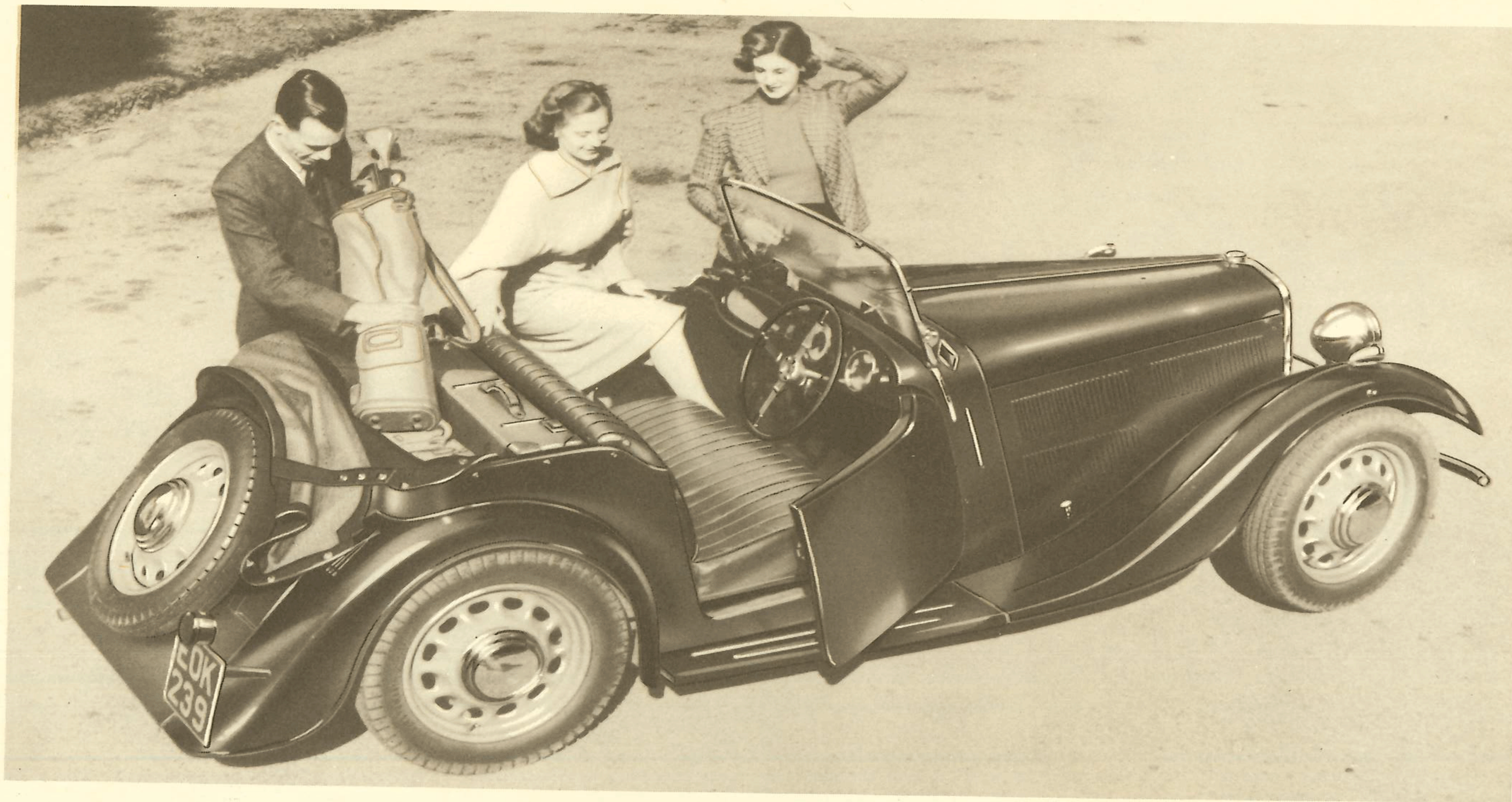
The rear portion of the Series 6 chassis has been widened with the result that an even greater seating width than heretofore is ensured, and this valuable improvement, coinciding with the creation of a new range of two- and four-seater open bodies, and an extremely attractive four-seater saloon, contributes to the really comfortable accommodation now provided.

B.S.A. CO. LTD., Birmingham, 11

B.S.A. Co. Limited reserve the right to alter the designs or any constructional details of their manufactures at any time without giving notice.

All orders charged for at prices ruling at time of delivery.

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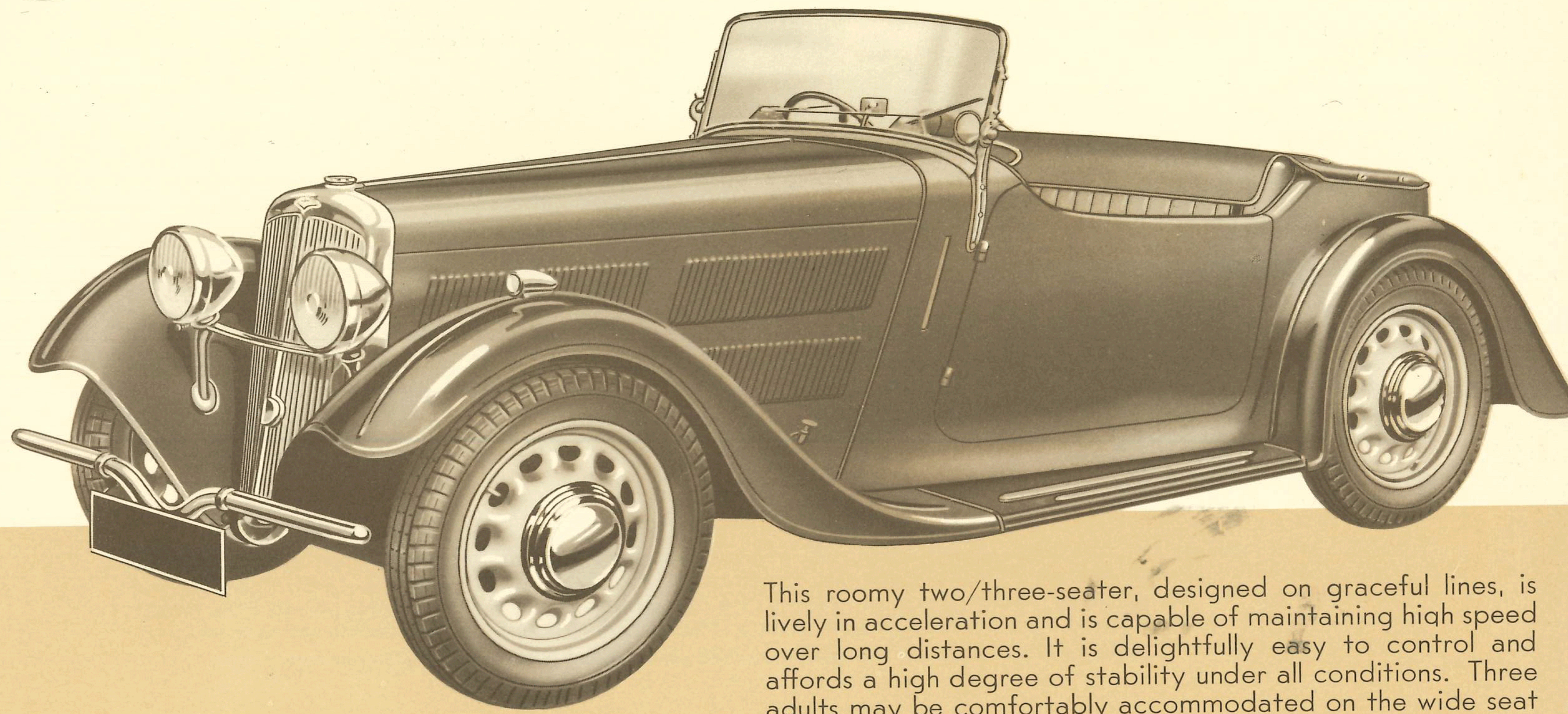
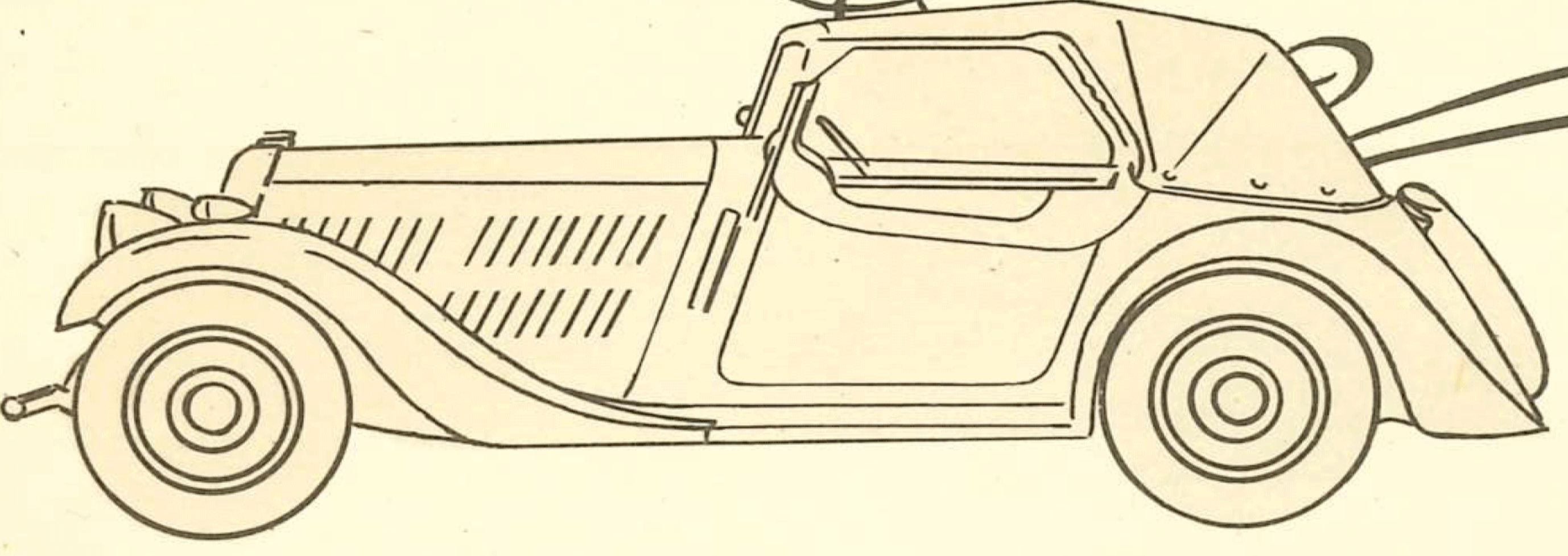


Like the utility motorist, the true open-air enthusiast will readily appreciate the ease with which the luggage and equipment may be stowed away under cover in the spacious compartment provided in this attractive model. Golf clubs, fishing tackle, hockey sticks, tennis rackets,

camping outfit, any of this equipment may readily be packed behind the seat. In the wide comfortable seat of the two/three-seater model the third person is no longer a nuisance and a source of discomfort—he is a welcome guest.

B·S·A SCOUT 2/3 SEATER

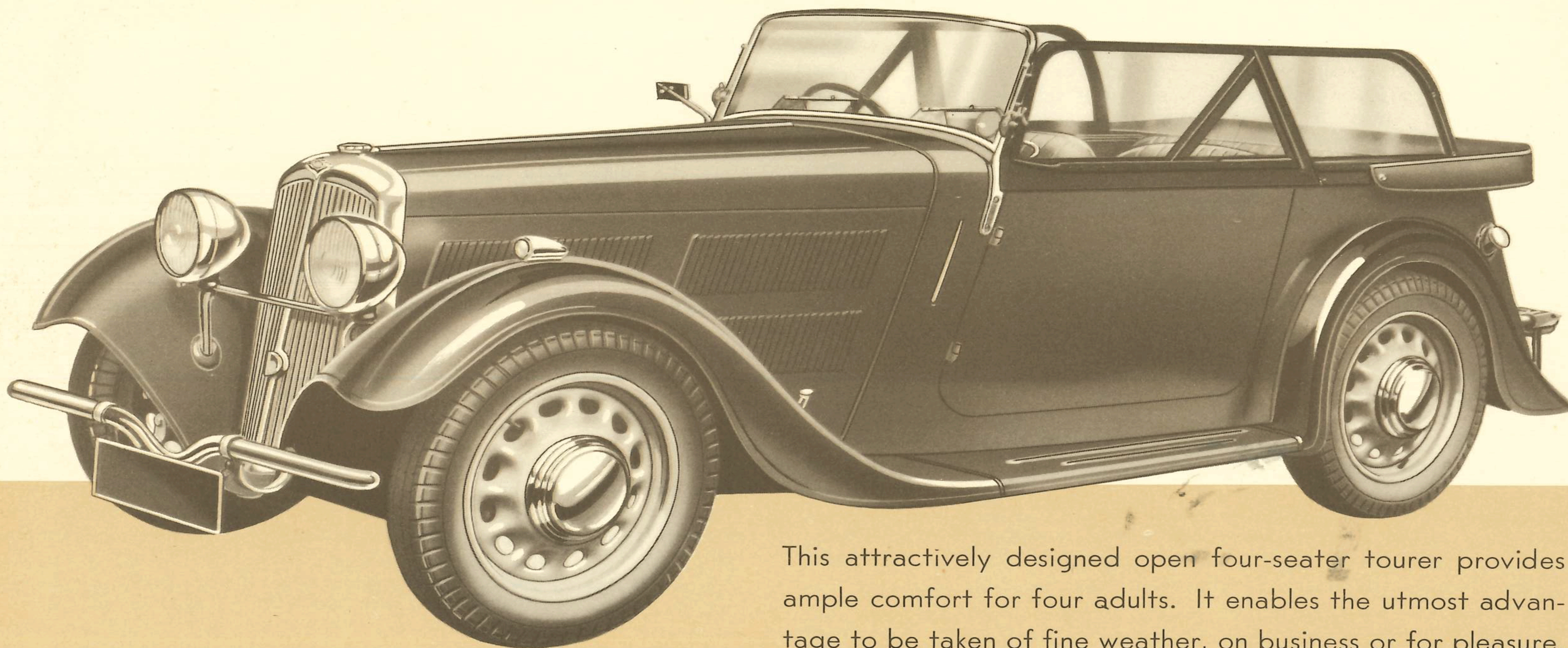
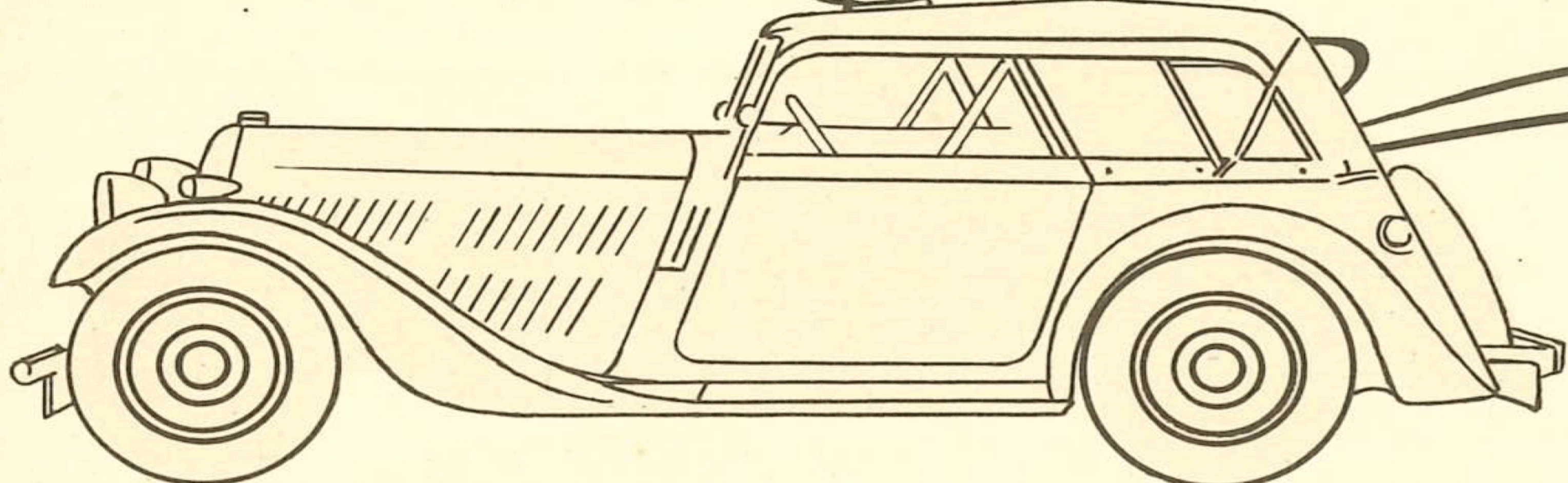
Model 6A



This roomy two/three-seater, designed on graceful lines, is lively in acceleration and is capable of maintaining high speed over long distances. It is delightfully easy to control and affords a high degree of stability under all conditions. Three adults may be comfortably accommodated on the wide seat and an unusually large compartment is provided for luggage and for the all-weather equipment when not in use.

B·S·A SCOUT 4 SEATER

Model 60

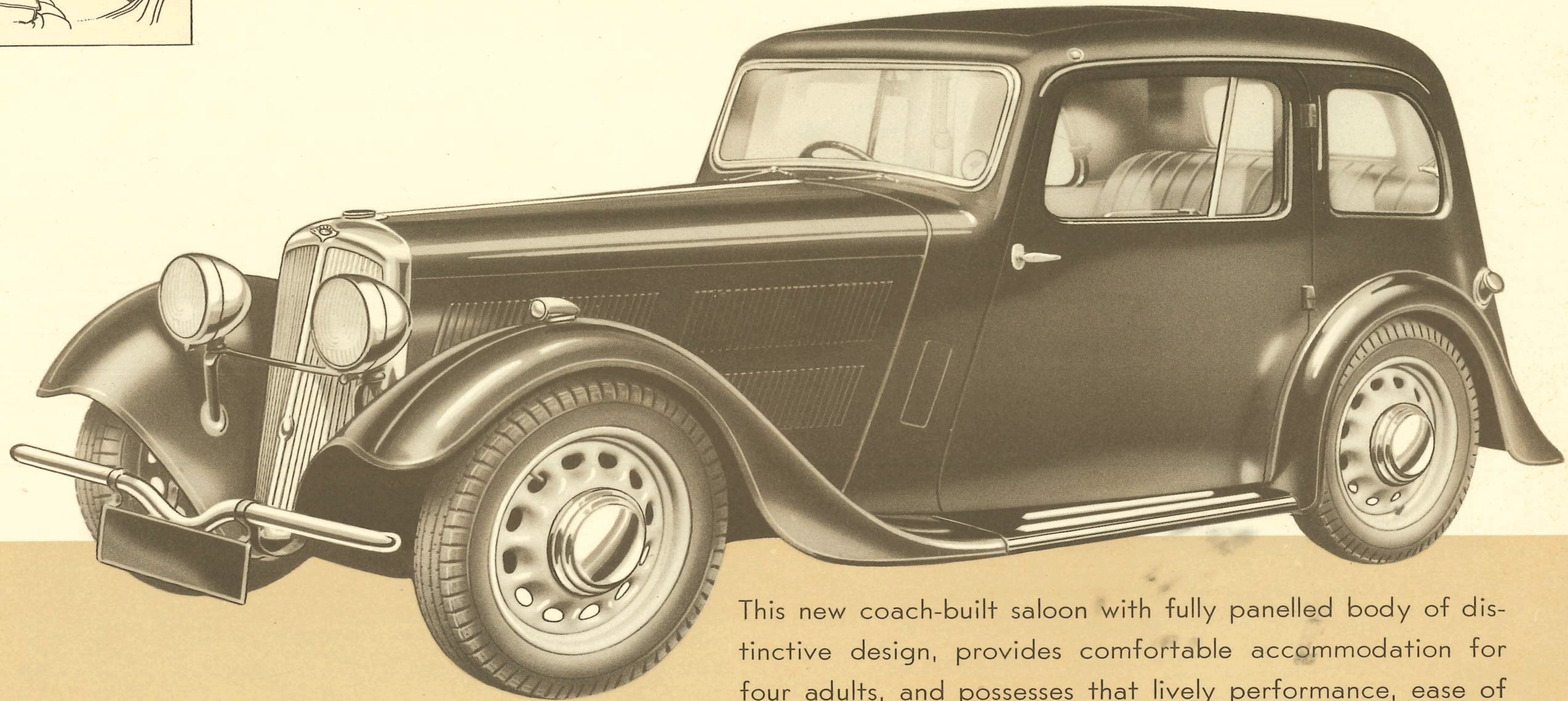
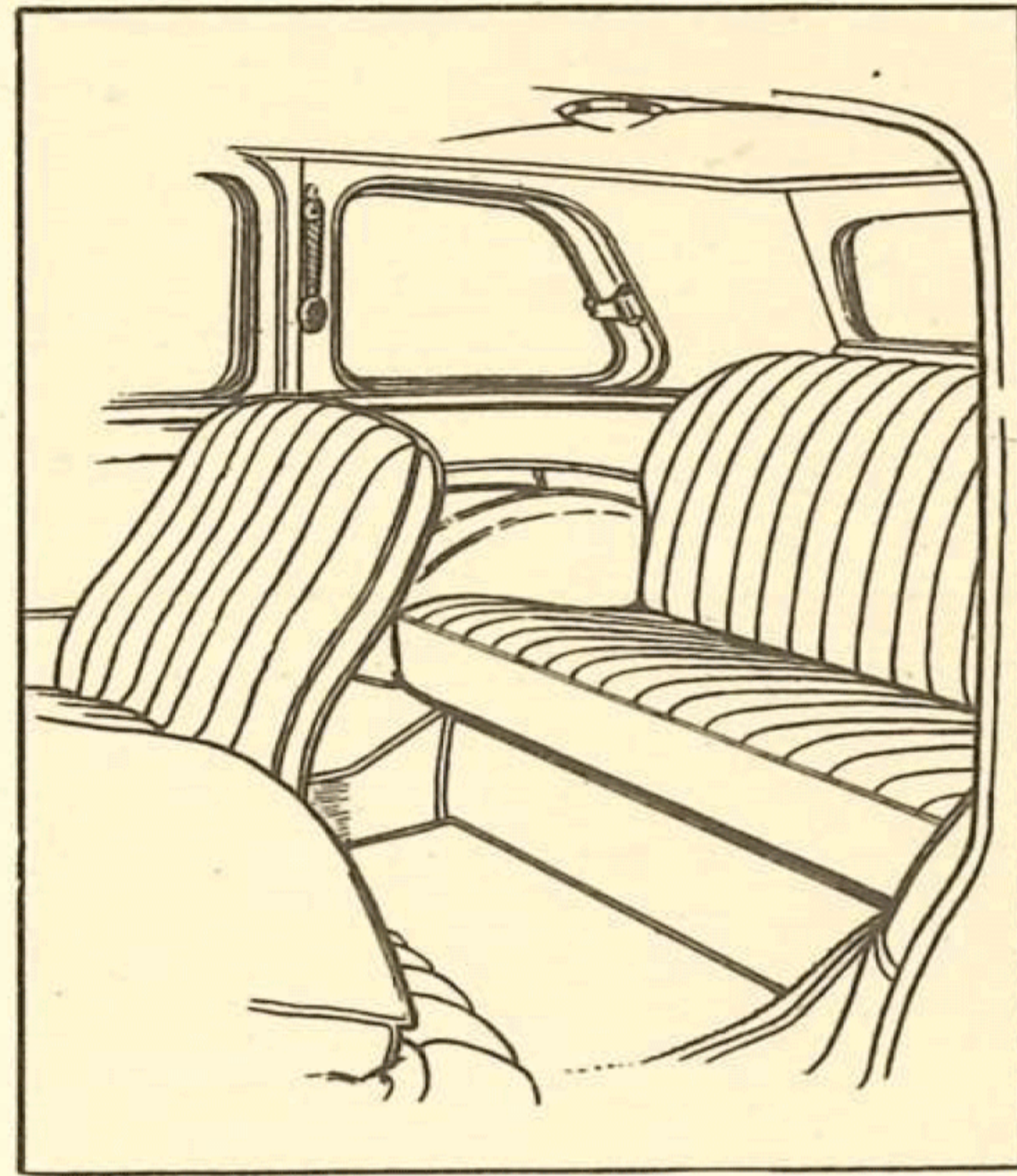


This attractively designed open four-seater tourer provides ample comfort for four adults. It enables the utmost advantage to be taken of fine weather, on business or for pleasure, while at the same time the all-weather equipment ensures adequate protection when necessary.



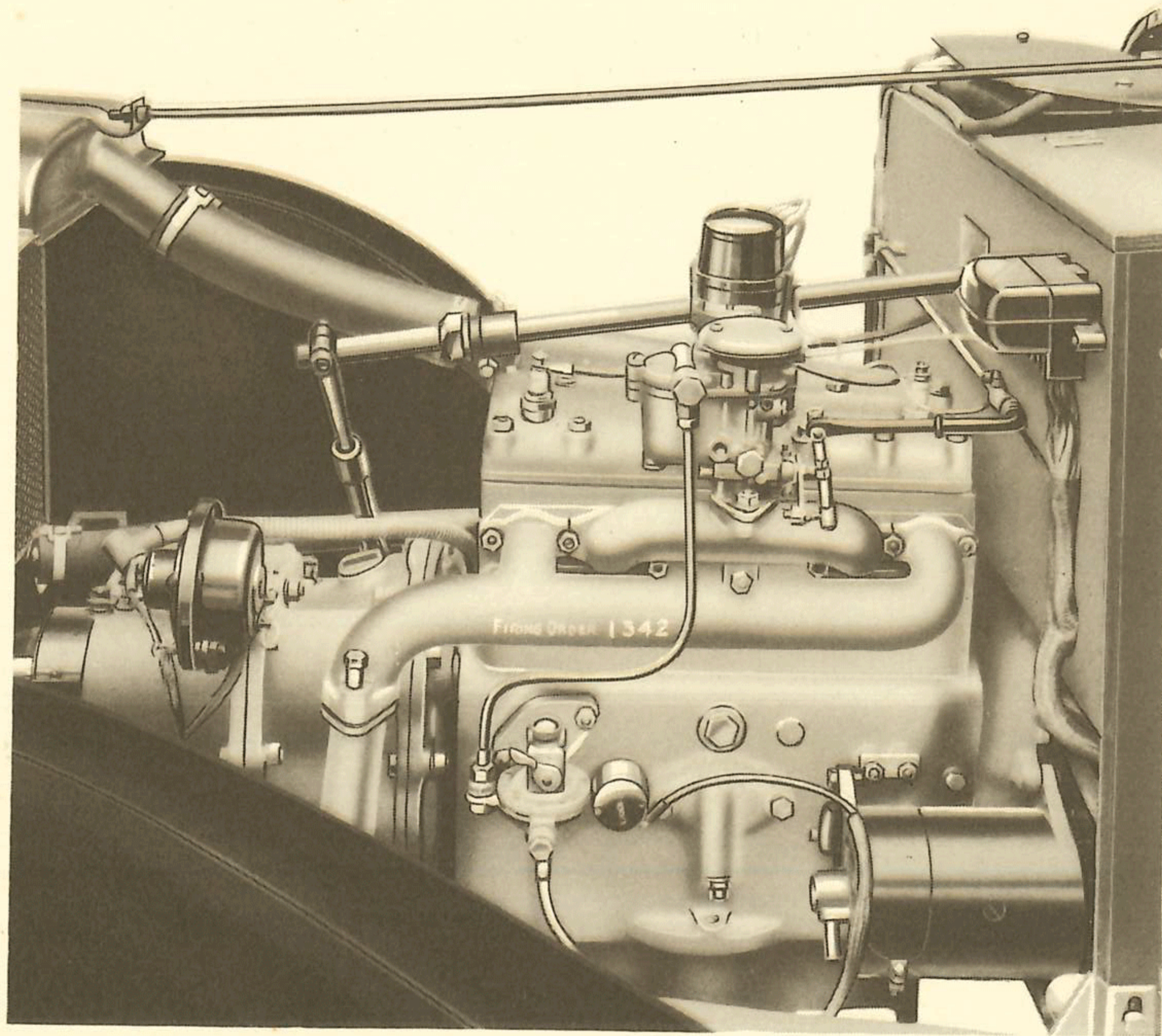
B·S·A SCOUT 2-DOOR SALOON

Model 6 G



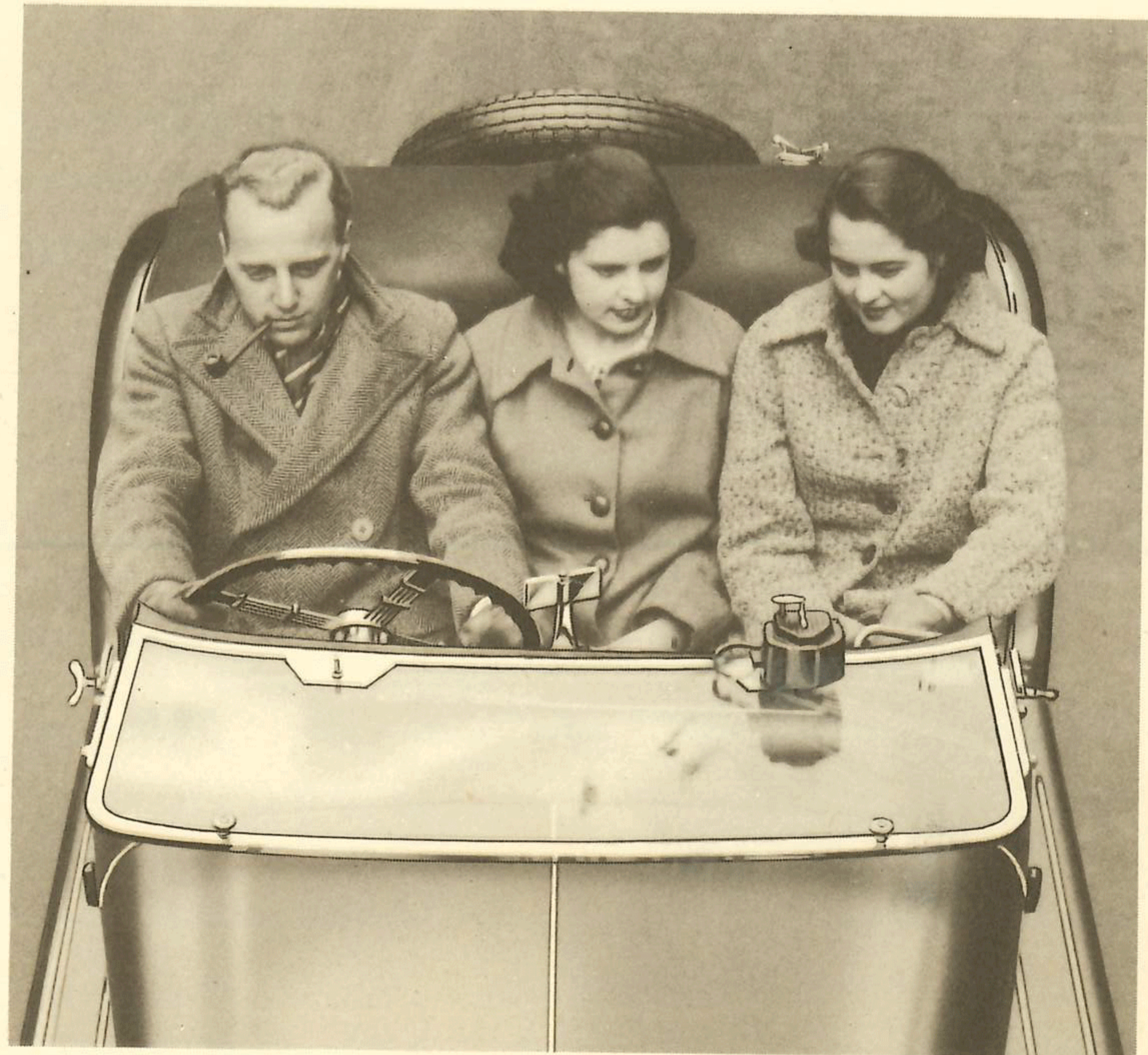
This new coach-built saloon with fully panelled body of distinctive design, provides comfortable accommodation for four adults, and possesses that lively performance, ease of control and high degree of stability characteristic of this front-wheel drive car.

EXCLUSIVE FEATURES



The bonnet of the B.S.A. Scout removed to show the compact arrangement of Engine, Gearbox and Transmission. Everything is easily accessible.

Extra seating capacity is a big feature of the B.S.A. Scout two/three-seater model. This bird's-eye photograph shows that three people **can** be seated in comfort.



GENERAL

SPECIFICATION

Engine. Four-cylinder, water-cooled side valve; 10 h.p. 63.5 mm. bore x 95 mm. stroke (1,203 c.c.). Redesigned high performance unit with rigid three-bearing counterbalanced crankshaft, giving increased power output. Large diameter Vandervell steel-backed big-end and main bearing liners. Cylinder block and crankcase in one casting, ensuring great rigidity and perfect alignment of crankshaft assembly. Flexible three-point engine suspension giving vibrationless running at all engine speeds. Silent timing gear with wide cams on large diameter four-bearing camshaft, driven from crankshaft by short duplex chain. Chain-driven fan.

Lubrication. Redesigned spiral gear type pump driven by skew gears from camshaft. Pump draws oil from engine sump (capacity 1 gallon) and delivers it under high pressure to the main crankshaft bearings, through the crankshaft to the big-end bearings, and also to the tappet gallery where lubrication is provided for the tappets, cams and camshaft bearings. A green warning light is provided in the instrument panel, to give instant indication of any failure of the oil supply.

Carburetter. Latest type Solex down-draught self-starting carburetter, with easy starting control operated from instrument panel, and air cleaner. Petrol pump mechanically operated from the camshaft, and drawing its supply from a large tank at the rear of the body.

Clutch. Multiplate type, consisting of two light alloy discs with cork inserts, the whole assembly running in a self-contained oil bath; smooth in action, and owing to its light spinning weight, ensuring silent and rapid gear-changing.

Gearbox. B.S.A. manufacture, three forward speeds and reverse. Constant mesh gear trains machined with double helical teeth, ensuring silent drive. Special alloy steel used for all gears. Gear ratios: Top 5.2, Second 7.9; First 17.2; Reverse 20.8.

Transmission. Drive from gearbox transmitted through a short, stiff shaft to a high efficiency worm and spur-type differential, where propeller shafts take the drive to the front wheels through flexible fabric joints and specially enclosed universal joints.

Chassis. Of conventional design, having high-grade steel channel-section side members, suitably braced by cross members.

Suspension. Front wheels independently sprung by four quarter-elliptic springs to each wheel. Rear wheels suspended on semi-elliptic springs fitted with silentbloc oil-less bearings. All wheels controlled by Luvax hydraulic shock absorbers.

Brakes. Bendix brakes, with pre-loaded spring control giving the advantage of differential compensation. Pedal and hand lever independently operate all brakes.

Wheels. Five Dunlop "easy clean" pressed steel wheels, equipped with 4.50 x 17in. Dunlop Fort tyres.

Controls. Remote control gear lever and hand brake lever, mounted centrally under dash, leaving floor of car free from all obstruction, giving easy access to seats from both sides. Foot-operated dip-switch.

Silencers. Exhaust system incorporates duplex silencers which subdue exhaust noise to a minimum.

General Equipment. Driving mirror; complete set of tools, including jack, grease gun, wheel brace, and tyre inflator; spare wheel, complete with tyre; Jaeger trip speedometer and clock, with grouped instruments including petrol gauge. Front bumper, with special spring mounting.

Electrical Equipment. Lucas equipment throughout. Coil ignition with automatic spark advance. Five lamp set with dip and switch control to headlights. Twelve-volt system with ventilated belt-driven dynamo, self-starter, and large capacity battery accessibly placed in scuttle. Dual windscreen wipers. Duplex wipers with remote control on Saloon models. Horn and trafficators with red warning light in switch.

Petrol Tank. Mounted at rear, with quick-action filler cap. Capacity approximately 11 gallons on two-seater, 6½ gallons on four-seater and saloon.

Two-Seater. Low-built, roomy, two/three-seater body built on modern sporting lines with strong frame coach built and fully panelled. Flat floor, understrutted, with wide footwell for ample pedal control. Two wide cut-away doors with cord-operated locks and capacious pockets. Leather upholstery for seat with well-sprung squab. Ample luggage space in tonneau behind squab, with tonneau cover. Neat folding hood completely concealed when down. Folding windscreen with curved top line. One-piece detachable sidescreen stored behind squab. Low bonnet line giving maximum driving vision. Facia board with indirect illumination to two sets of grouped instruments. Large cubby hole on left; grab rail. Flush fitting traffic indicators. Dual screen wipers. Spring steering wheel. Chromium plated radiator shell and slats. Large headlamps.

Finish: BLACK with green or red upholstery.

GREEN, green mudwings, with green upholstery.

GREY, grey mudwings, with green or red upholstery.

RED, red mudwings, with red upholstery.

Silver wheels. Black hood and tonneau cover. Chromium plated fittings.

Overall length, 12ft.; Overall width, 4ft. 9⁵/₈ins.; Height over hood, 4ft. 7¹/₂ins.; Turning circle, 40ft.; Weight approximately 14³/₄ cwts. Tonneau.—Width, 39³/₄ins.; Squab to back, top, 15¹/₂ins. min.; 22¹/₂ins. max.; bottom, 24ins.; Depth, 17ins.

Four-Seater. Low-built, roomy, four-seater body designed on modern sporting lines. Two adjustable front bucket seats with folding backs, shaped for maximum comfort. Full width rear seat with ample leg room. All seats fitted with sprung seats and leather upholstery. Neat hood folding flat. Tonneau cover. Folding luggage grid.

Equipment and finish as two-seater model.

Overall length, 12ft. 8¹/₂ins.; Overall width, 4ft. 9⁵/₈ins.; Height over hood, 4ft. 8¹/₂ins.; Turning circle, 40ft.; Weight approximately, 15³/₄ cwts.

Two-Door Saloon. Low-built, four-seater body, designed to give the minimum of wind resistance. Wide footwell. Adjustable bucket seats upholstered in real leather. Ample luggage space behind rear seat. Sliding roof. Safety glass windows. Windscreen with central handle operated chain type opener. Duplex screen wipers with remote control. Telescopic steering wheel. Rear blind controlled from driving seat.

Interior driving mirror. Roof light. Door locks. Ventilators in scuttle sides. Two large cubby holes.

Equipment otherwise as two-seater model.

Finish: BLACK with green or red upholstery.

GREY, grey mudwings, with green or red upholstery.

Silver wheels. Chromium plated fittings.

Overall length, 12ft. 4ins.; Overall width, 4ft. 9⁵/₈ins.; Height, 4ft. 10¹/₂ins.; Turning circle, 40ft.; Weight approximately, 17 cwts.

Interior Dimensions.

Width of rear seat	-	-	-	-	-	-	-	39 ³ / ₄ ins.
Width above wheel arches.	-	-	-	-	-	-	-	45 ¹ / ₂ ins.
Depth of rear seat	-	-	-	-	-	-	-	19ins.
Height of rear seat squab	-	-	-	-	-	-	-	20ins.
Height from rear seat cushion to roof	-	-	-	-	-	-	-	36ins.
Distance from front edge of rear seat cushion to front of footwell	-	-	-	-	-	-	-	23ins.
Distance from front edge of rear seat cushion to rear of front seat squab	-	-	-	-	-	-	-	15ins.

All models: Wheelbase, 7ft. 11¹/₂ins.; Track, 4ft. 0⁵/₈ins.

1.—Delivery is made at the Company's Works at Small Heath, Birmingham. Every endeavour is made to meet the wishes of Purchasers but delivery on a specified date cannot be guaranteed. Should the Vendors be prevented from making delivery owing to any act of God, strikes, lock-outs, combinations of workmen, accidents, riots, fire, existence of war, or any cause whatever beyond their control (whether *ejusdem generis* or not) or should B.S.A. Co. Limited supersede or alter or abandon the design or type of car or chassis contracted for, the Vendors shall be at liberty either to cancel or suspend the agreement or to supply to the Purchaser the equivalent type of car or chassis current at the agreed time of delivery without incurring any liability for any loss or damage which may arise to the Purchaser therefrom.

2.—If before delivery the Vendors' prices for the car and/or chassis shall be increased or decreased the altered price shall be deemed to be substituted for the price mentioned.

3.—Any contract of sale may be declared by the Vendors to be at an end if at any time the Purchaser commits any breach of any of these conditions, or becomes bankrupt, or compounds, or makes any arrangements with his creditors or if, being a limited company, such company goes into liquidation, whether compulsory or voluntary, or has a Receiver appointed of its assets. In any such case the Vendors may resell the car and/or chassis and any loss sustained shall be repaid to the Vendors by the Purchaser.

4.—The Purchaser does not rely on the skill or judgment of the Vendors, but buys the car as it is without warranty as to quality, fitness, merchantableness, or description (subject only as below) and all implied warranties, conditions and liabilities which exist either by Common Law, Statute or otherwise, are excluded.

5.—The guarantee of B.S.A. Co. Limited on the chassis (and on the body if of B.S.A. Co. Limited manufacture) forming part of their conditions of sale, is transferred to the Purchaser or sub-purchaser. This guarantee is set out in Clauses 6 to 10 below.

6.—If within six calendar months from the date when the car and/or chassis first left the works of B.S.A. Co. Limited at Birmingham any defect is alleged by the owner in materials or workmanship (except in materials or workmanship used in the painting, varnishing, enamelling, upholstery, or in any other work used in the decoration of the car and/or chassis as to which no guarantee is given) B.S.A. Co. Limited undertake that on the immediate return of the part which is alleged to be defective carriage paid to their Works at Birmingham they will examine the same and should any fault be found by B.S.A. Co. Limited on examination to be solely due to defective material or workmanship B.S.A. Co. Limited will repair the defective part or supply a new part in place thereof free of charge and send the same to the owner carriage forward.

7.—If B.S.A. Co. Limited makes either at the request of the owner or otherwise any alteration in or addition to the car and/or chassis or finally aligns and tests the complete car after fitment with a body by another coachbuilder or (whether liable to do so or not) repairs or replaces any part or parts either gratuitously or for a special price then such alterations additions alignments and tests and such repaired or replaced parts shall come within the terms of the guarantee (all the aforesaid conditions warranties and liabilities mentioned in clause 4 being excluded) and the guarantee as to alterations additions alignments and tests and as to parts which have been repaired or replaced shall commence from the date mentioned in and shall run concurrently with and terminate on the same date as the guarantee given under clause 6.

8.—The responsibility of B.S.A. Co. Limited is to the terms of the said guarantee and they shall not be answerable for any contingent or resulting liability or loss arising through any defect or for any claims for labour material or other expenditure incurred in remedying any defect.

9.—While B.S.A. Co. Limited desire to meet the wishes of their customers as to detail yet they reserve the right to set their own standard of the functioning of every part of the car and/or chassis and give no guarantee as to performance or as to the matching of any particular colours, upholstery or decoration and the above guarantee as to materials and workmanship shall not nor shall the conditions warranties or other liabilities which are hereby excluded apply to defects caused by racing, wear and tear, improper adjustment, dirt, misuse, accident, or negligence, and such guarantee shall cease to apply (without prejudice to the exclusion of all such conditions warranties and liabilities as mentioned in clause 4) (1) if the identification numbers on the car and/or chassis have been altered or removed or (2) if the car and/or chassis has been let out on hire or (3) if the part or parts has or have been repaired by any other person firm or company other than B.S.A. Co. Limited without B.S.A. Co. Limited written consent or (4) if the chassis is fitted by the Purchaser with a body for which such chassis is not designed or if the total weight of the complete car with equipment and passengers has at any time exceeded a weight to be specified by B.S.A. Co. Limited.

10.—The above guarantee shall not apply to any parts of the car and/or chassis which are not manufactured by B.S.A. Co. Limited or any of its Allied Companies and all conditions warranties and liabilities whatsoever which exist either by Common Law Statute or otherwise relating to such parts are hereby excluded but B.S.A. Co. Limited and the Vendors shall give to the owner the benefit of any guarantee given to them by the manufacture of such parts as shall not have been manufactured by B.S.A. Co. Limited.

11.—The relationship between B.S.A. Co. Limited and/or the Vendors and motor traders (notwithstanding that they are known in the trade as "Agents") is that which exists between Vendor and Purchaser and is not that which exists between principal and agent.

