

"The SCOTT"

3¼ H.P.

TWO STROKE

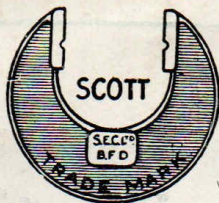
— 1910 —

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"The car on two wheels."

"MADE TO LIMIT GAUGE"

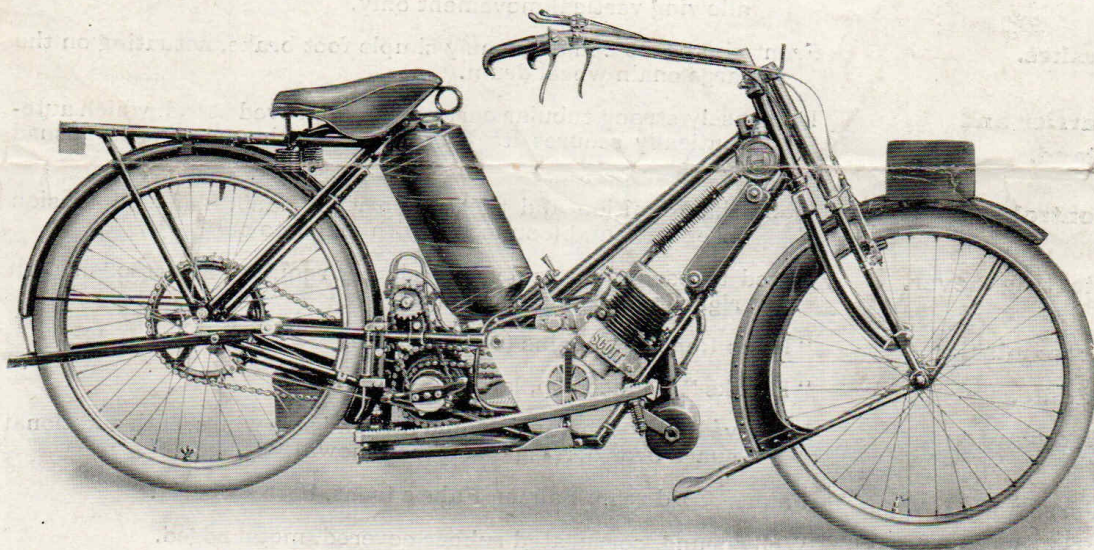
1910



"The Motor Bicycle of the Future."

The "SCOTT"

3 $\frac{1}{2}$ H.P.



The Scott Engineering Co., Ltd.,

MORNINGTON WORKS,

BRADFORD.

Telephone: 2819.

Telegrams: "Twin," Bradford.

Specification.

The best of everything.

Engine.	"Scott" 2-Stroke, Two Cylinders, Water Cooled, etc., embodying many patents and the result of many years' research and experimenting. All parts in constant thrust. Bore, 2 $\frac{3}{8}$. Stroke, 2 $\frac{1}{2}$.
Carburettor.	"Scott" Semi-Automatic, improved synchronised throttle, which automatically allows pure air to enter cylinders when throttle is closed, thus securing a splendid cooling effect.
Two Speed Gear and Free Engine.	"Scott" Frictionless, no gear wheels, all parts carefully case-hardened and ground, thus avoiding wear and renewals. Gears, 4 to 1 and 7 to 1. For sidecar machines, 5 and 8 $\frac{1}{2}$.
Frame.	"Scott" girder principle, immensely strong, giving very low centre of gravity. Designed for a motor bicycle—not a pedal bicycle.
Forks.	"Scott." The only correctly modelled spring forks on the market, allowing vertical movement only.
Brakes.	Front rim brake and extremely simple foot brake, actuating on the large chain wheel drum.
Carrier and Stand.	Immensely strong tubular carrier and improved stand, which automatically secures itself immediately the machine is pushed forward.
Control.	Handlebar, ignition and throttle on right hand, half compression lever left hand (connected with magneto cut out).
Starting Lever.	Fitted to back wheel axle, and simply requires smart push with right foot to start the engine.
Transmission.	"Hans Renold" chains (central drive.)
Saddle.	"Brooks" padded top, large size.
Mudguards.	Improved, very substantial, mud flap and side wings, with additional guard over driving chain (not shown).
Tyres.	Palmer Cord rear, Palmer Fabric front, both 26 × 2 $\frac{1}{4}$.
Foot Guards.	Well sprung, corrugated rubber covered, metal edged.
Water Cooling.	Carries sufficient to last 500 miles. Radiator and Tank all copper.
Ignition.	Bosch, with specially large points and ball bearings.
Oil and Petrol.	Capacity, 1 quart and 1 $\frac{3}{4}$ gallons: quite separate. Oil held in main frame tubes.
Finish.	Finest black enamel; Tank, aluminium and artistically lined.

Price - 55 Guineas.

TERMS: £10 deposit with order, balance when ready at works.

The 1910 "Scott" Motor Bicycle

Is placed upon the market with every confidence, and we venture to assert that our Two-stroke Engine at once attains the motor cyclist's ambition, and everyone who have seen and tried it, admit the "SCOTT" to be far ahead of anything else, for in every instance it scores over the ordinary type, viz:- Efficiency, Simplicity, Flexibility, and Silence. It cannot knock, it drives sweetly and is far lighter.

In addition to our Engine, we think you will agree that we are just as far ahead in general design, for wherever you look at the "SCOTT" you will find some striking improvement.

For instance, our Two-speed Gear is absolutely perfect, and enables the motor cyclist to glide away like a first class car.

Remember—it is the only motor bicycle which can be started sensibly by anyone, and this alone places the "SCOTT" in a class by itself.

The "SCOTT" is the **lightest** $3\frac{1}{2}$ h.p. Two-speed Motor Bicycle on the market at the present day.

Although not yet been entered in many competitions, it has already behaved most creditably, and created no mild sensation by its wonderful running in the Tourist Trophy Race, until put out by an unfortunate spill after covering over 100 miles. The "SCOTT" also went through the Quarterly Trial without the loss of a mark, and received very favourable comment from the A.C.V. Judges. Last, but not least, a "SCOTT" Standard Touring Machine won two gold medals at the last great hill climb of 1909, viz:- Amulree.

Testimonials :

WEST LANE MILLS,
BRADFORD.

A few weeks ago you asked me how I liked my machine, and I told you I would let you know after I had gone about 2,000 miles. I must say I like the machine very well, and it is in every respect an all weather, every day riding and touring machine. With the machine having all the weight so low, it is practically free from side-slip, and at hill climbing it is splendid, the water keeping it from overheating. When I was in Wales for my holidays, it stuck at nothing, including the road up Gt. Orme's Head. But the best thing about it is the starting, which is perfect. It is very seldom that I have to push the crank down more than twice, and if cold I put a little Petrol in, and it starts first time. I have found the machine quite free from vibration, and although the consumption is perhaps rather more than other machines, the extra cost is very little, and is more than paid for by the extra comfort.

November 5th, 1909.

C. WEST LUPTON.

CARLETON PARK,
PONTEFRACT.

Messrs, Scott Engineering Co.,
Bradford.

Dear Sirs,

You will be pleased to hear that the "SCOTT" has been running excellently since you made the necessary adjustments to it. During the last fortnight I have had it out in all weathers and have covered over 1,000 miles with only one involuntary stop for a sooted sparking plug.

In spite of the greasy condition of the roads I have seen no sign of skidding, and the machine has never jibbed at any hill I have put it to although my weight is 14 st. 10 lbs., I am more than satisfied with it and feel sure it has a big future before it.

Yours faithfully,

EDWARD LEE.

Orders Booked and Delivered in Strict Rotation.

Note the "Scott's" Good Points.

The 1910 "Scott's" Motor Bicycle

