

“Scott”

TWO STROKE

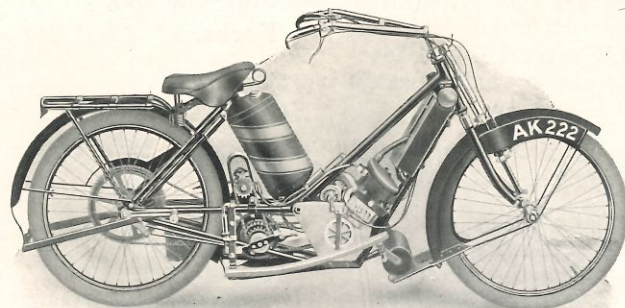
1912

“The car on two wheels.”



ADVANCE LIST.

Makers
of the
"Scott" Motor
Bicycle.



Telegrams:
"Twin, Bradford."
Telephone No. 2819.

The Scott Engineering Company

Limited



Mornington Works,
BRADFORD.

(1910)

Specification

3 1/2 ft.
2 5/8 bore

Engine. 3 3/4 h.p. Scott, two-stroke Twin cyl., entirely water-cooled. Roller bearings throughout, all parts in "constant thrust," extra heavy leaded flywheel. Bore 2 7/8 in., stroke 2 1/2 in., capacity 32 cu. in.

Radiator. Immensely strong and efficient, improved Honeycomb type, Thermo syphon.

Carburettor. "Scott" Semi-automatic special synchronized throttle, automatically allowing pure air only to enter cylinders when throttle closed. Concealed control springs.

Inlet pipe and all parts of the Carburettor instantly detachable.

Extra air adjustment controlled from handlebar.

Lubrication. Mechanically operated by engine and automatic in action, also hand pump. Adjustable oil control.

Two-Speed Gear and Free Engine. "Scott" foot operated, frictionless expanding ring clutches. No gear wheels. All steel case hardened and ground to limit gauge, thus avoiding wear and renewals, ball bearings throughout.

Frame. "Scott" girder principle, immensely strong and rigid, providing open frame with low centre of gravity designed to meet the strains of a motor bicycle, not an adaptation of a pedal cycle frame.

note

Sidewings. Affording complete protection to the legs and feet, enamelled and lined, with substantial aluminium beaded edge.

"The Best of Everything"

(1910)

Side-Car Lugs. Incorporated with frame.

Forks. "Scott" spring forks, vertical movement only, no side play, compound springs and working parts entirely covered in and protected from dust and mud, made with taper gauge steering post and fork blades to stand the strains of side car use.

not

Starting Lever. The ideal method (see Motor Press), much easier and safer than hand starting; simply requires smart push with the foot when seated on the saddle—the original kick starter.

same

Transmission. Central Drive, by Hans Renold, heavy type 1/2 in. pitch chains, silent, efficient and reliable.

Saddle. "Brooks," padded top, large size.

Tyres. Palmer Cord 26 in. x 2 1/2 in., back and front. Butted tubes.

x 2 1/2

Carrier and Stand. Very strong oval tube carrier, with "kick operated" tubular stand.

Control. Handlebar, throttle and extra air on right hand, concealed fixings.

Half Compression. Obtained by the lever fitted to left-hand bar, working in conjunction with magneto cut-out (serving similar purpose as the ordinary valve lifter).

Brakes. Bowden heavy pattern front rim brake. Footbrake actuating on large chain wheel drum.

Mudguards. Substantial 4-in. guards with large mud flap and side wings. Improved back chain guard. Front extension (combined with No. plate) instantly detachable, giving immediate access to front tyre.

(1910)

Specification.

Wheels. 10 gauge spokes back wheel, 12 gauge front. $\frac{5}{8}$ in. back axle.

Undershield. Metal spring clip undershield (immediately detachable), fitting under engine chains and countershaft.

Footboards. Luxuriously sprung on compound springs. Aluminium matting and substantial aluminium edge beading instantly detachable.

Ignition. Bosch twin cyl. ball bearing.

Petrol. Capacity 2 gallons, oval tank (no square corners), large spring catch filler cap with inserted petrol strainer. Box body spring plug petrol taps with petrol filter.

$1\frac{3}{4}$ gal

Oil. Capacity 1 quart, sufficient for 200 miles, held in frame tubes.

Tool Bags. Twin pannier bags fixed to carrier, fitted with spring locks.

- Tool Outfit.**
- (1) "Patchquick" tyre repair outfit.
 - (2) Large adjustable spanner.
 - (3) B.S.A. Spanner.
 - (4) Pliers.
 - (5) Jet Key.
 - (6) Magneto Key.
 - (7) Lock Ring Spanners.
 - (8) Oil Can.
 - (9) Screwdriver.

Petrol squirt, Tyre inflator.

Finish. Finest black enamel on cosletised tubing, Plated Radiator, Tank artistically lined.

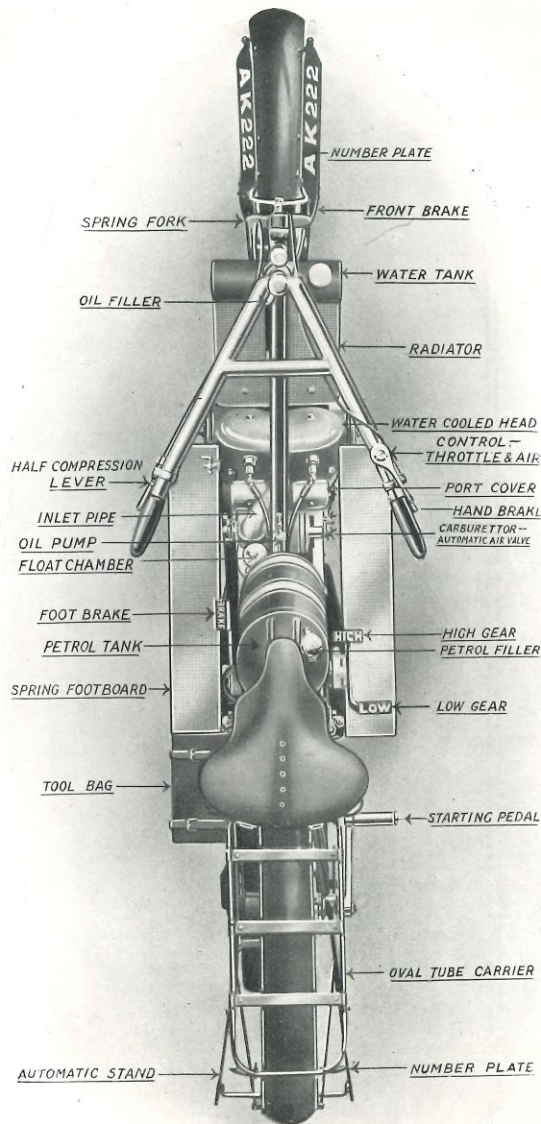
We reserve the right to deviate in minor particulars from this specification.

Every machine is subjected to a severe road test of 20 miles, over a course including 1 in 4 gradient, and every engine is subjected to a three hours' test on the testing bed, and a certificate of its performance is sent out with the machine.

55 gns.

Price £65

TERMS: £15 deposit with order, balance when ready at Works.



The 1912 $3\frac{3}{4}$ h.p. "Scott" Motor Bicycle

is a further development of the famous "two stroke" which has so amply demonstrated its goodness by the continuous list of successes attained in open competitions ever since its introduction in 1909.

The many radical departures from standard lines introduced for the first time in the "Scott"—the two-stroke water-cooled engine—the rigid open frame with straight tubes throughout—the foot operated two-speed gear—and the original kick starter—are all special features which have passed the test of hard road experience and are supported by the enthusiastic appreciation of Scott riders—the deliberate approval of expert opinion—and the final flattery of imitation.

These features, combined with further improvements in detail, justify our claim that the "Scott" is ahead of all others in a class by itself—a **motor cycle for all persons for all purposes.**

Its speed on the road has been shown beyond question by its performances in the T.T. race, where the "Scott," with the smallest engine capacity on the list, made the two quickest laps in the race. Its reliability and power have been amply demonstrated by its record performances on Sutton Bank and by its behaviour in the hands of the amateur in the A.C.U. trials and numerous other competitions, and in all these events the "Scott" has been specially distinguished by its **ease of starting, sweetness of running, and consistent reliability and power.**

It will be seen that the "Scott" has long passed the experimental stage, and has now attained the position of the **only**

Two-Stroke Motor Bicycle

and that **excellence of design** (as commended by the A.C.U. judges in their report of the 1910 Quarterly Trials) is now carried to such minute perfection in detail that in our 1912 model we are still years ahead of all others.

The "Scott" specification includes "the best of everything," and is the outcome of the actual experience of "Scott" riders, whilst the complete system of water-cooling, the kick starter, two-speed gear on ball bearings throughout, the $2\frac{1}{2}$ in. tyres and special attachment lugs incorporated in the frame, complete the ideal specification for the side-car machine.

Testimonial.

THE DISPENSARY,
DUNCOMBE PLACE, YORK.
25th September, 1911.

DEAR SIRS,

The Scott is going beautifully, I have not had a mechanical stop the whole season, not even a sooted sparking plug. It is the ideal machine for a medical man, no matter how muddy the roads I never get a spot of mud on my clothes, also in cold weather it is a great boon to be able to wrap your coat around your legs, a comfort the Scott frame permits, and as a non-skidding machine with its low centre of gravity and even drive it has it on all the machines I have had. I use my machine daily on my rounds and can do my visiting more quickly and with less effort than if I had a car, for when stopping at a house the footboards enable you to lean the machine against the curb without the effort of jacking the machine up on the stand each call. For comfort, speed and silence, I consider the Scott the Rolls-Royce of Motor Cycles.

My 1911 machine is giving me such satisfaction for touring and all-round use that I don't think I shall get a 1912 model unless it contains some very special requirements,

Yours faithfully,
W. RUNDLE.

ORDERS BOOKED AND EXECUTED IN STRICT ROTATION.

Press Extract.

MOTOR CYCLE (Article by Rev. B. H. Davies)—

But for style in hill climbing there is nothing to touch the "Scott." It may be beaten for speed, but for pretty work on a tricky hill there is nothing to touch the two-stroke.

The four-stroke can mop up twenty per cent. grades, as if they were level, but put it at a hairpin when five miles of previous climbing have hotted it up a bit, and it will clank a trifle as its head comes round into the straight again, and its valve is dropped once more. But with the two-stroke no rattle, no fuss, no "you listen to me," no dexterous wrestling by an agile driver—just a sweet silent swoop upwards, slowing down evenly and smoothly for the bend, no spitting or ceasing of the purr as the wicked twist in the white tape folds down towards it, no clank or rattle or labour as the guarding banks loom up straight against the horizon. Just a gentle curbing of the purr for fifty yards, then a modulated lowering of its note, then pf!—and she's up.

The "Scotts" have now got what they have been looking for—a great public test of reliability with banners flying.

