

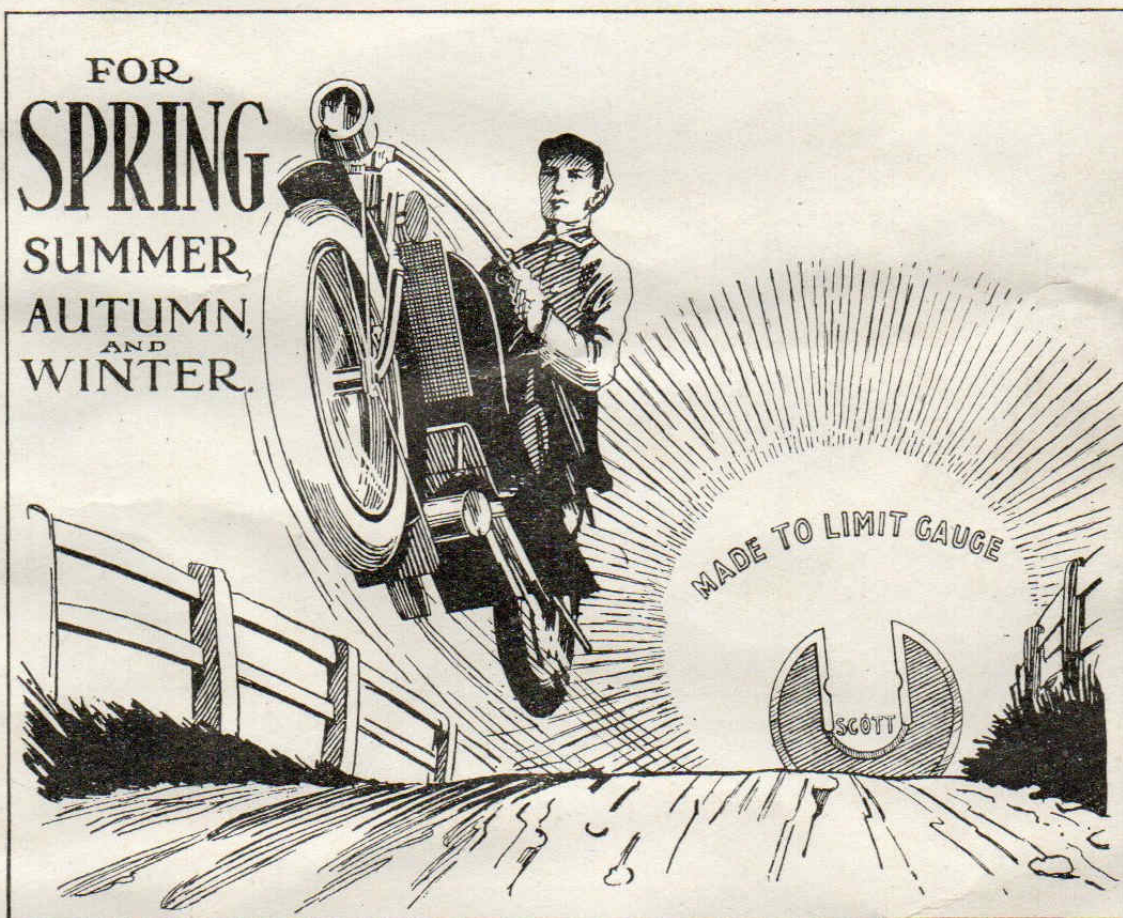
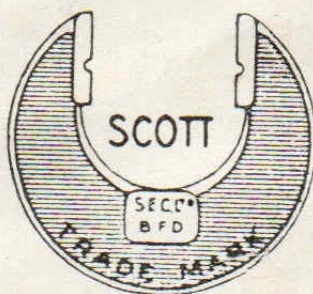
1915

“Scott”

TWO STROKE

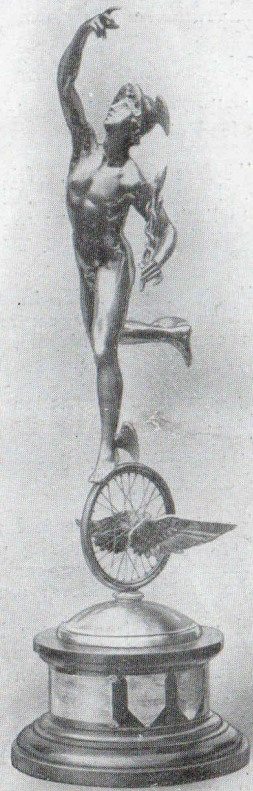
THE "SCOTT"

"MADE TO LIMIT GAUGE"

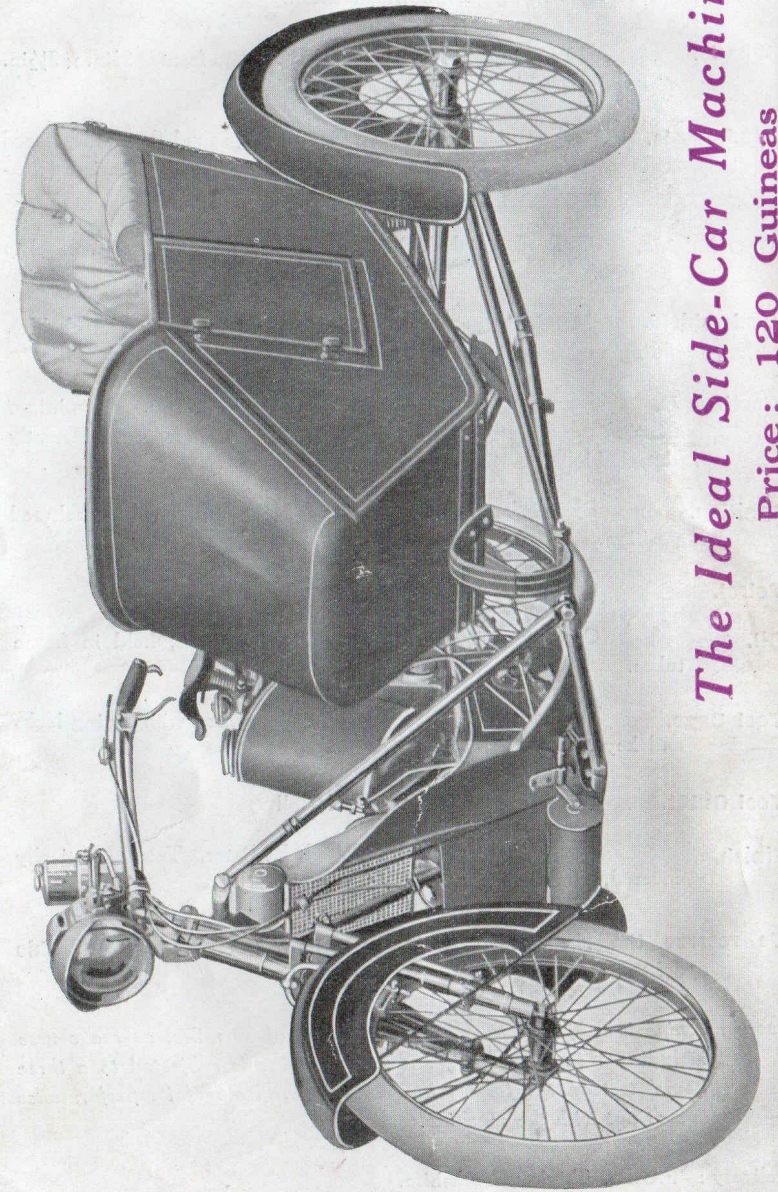


IN PEACE TIME AS IN WAR
"ALWAYS AT THE FRONT"

**Tourist Trophy Winners,
1912-1913.**



**Fastest Laps:
1911, 1912, 1913, 1914.**



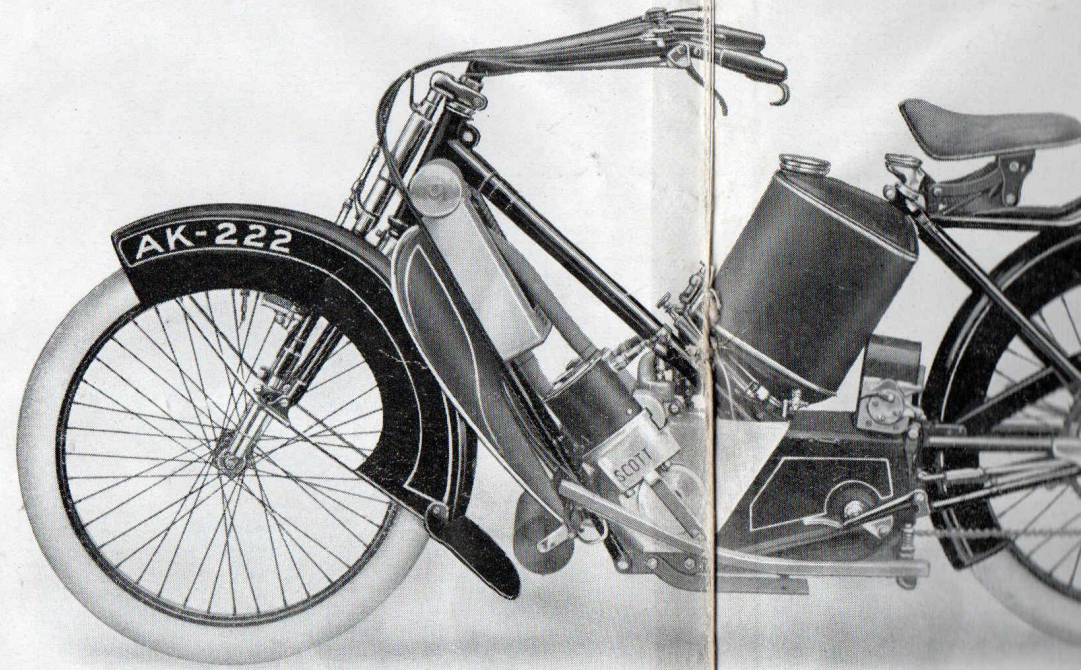
The Ideal Side-Car Machine.

Price: 120 Guineas
(Side-Car only 25 Guineas).

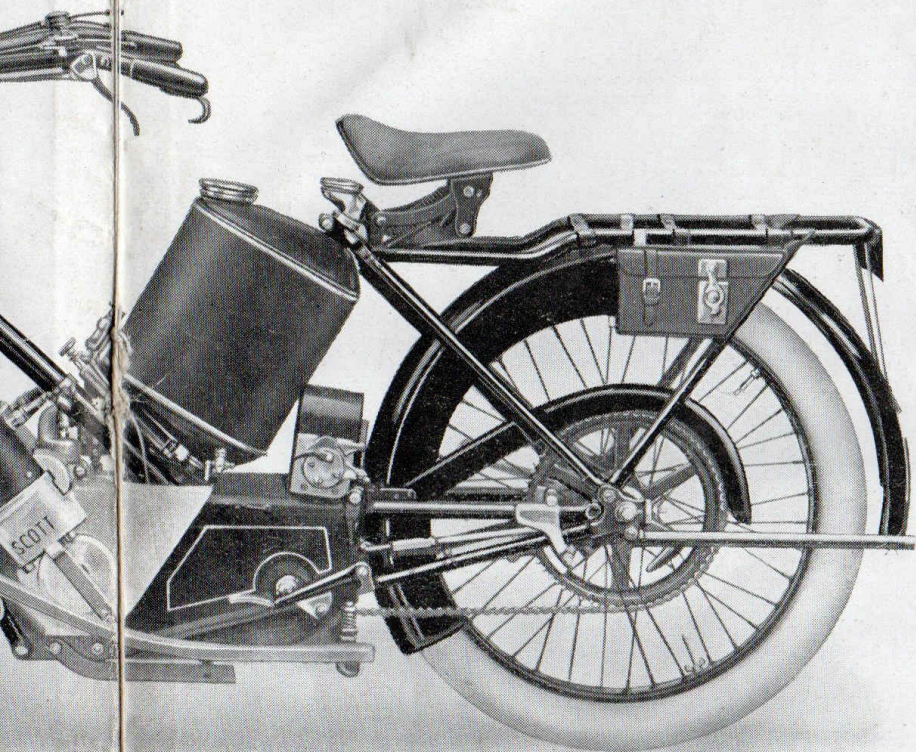
Specification.

"The best of Everything."

- Engine.** 3 $\frac{3}{4}$ h.p. Scott, two-stroke Twin cyl., water-cooled. Roller bearings throughout, all parts in "constant thrust," central outside flywheel. Bore 2 $\frac{7}{8}$ in., stroke 2 $\frac{1}{2}$ in., capacity 32.45 cu. in. (532.5 cc.).
- Radiator.** Immensely strong and efficient, improved Honeycomb type, Thermo syphon.
- Carburettor.** Binks, 3-Jet.
- Lubrication.** Mechanically operated by engine and automatic in action. Adjustable sight-feed 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**. Driving sprockets removable without disturbing gear.
- 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.
- Sidewings.** Affording complete protection to the legs and feet, enamelled and lined.
- Side-car Lugs.** Four point attachment. Incorporated with frame, and eye bolt provided on seat lug.
- 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 fork blades to stand the strains of sidecar use.
- Starting Lever. Fitted near back axle, always ready for use.** 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.
- Transmission.** Central Drive, by Hans Renold, heavy type $\frac{1}{2}$ in. pitch chains, silent, effective and reliable.
- Saddle.** Special XI-all.
- Tyres.** Palmer, 26 in. \times 2 $\frac{1}{2}$ in., back and front. Butted tubes.
- Carrier and Stands.** Very strong oval tube "one-piece" carrier, with "kick operated" tubular back wheel stand and front wheel stand fitted under crank-case.
- Control.** Handlebar, throttle and extra air on right hand, concealed.
- 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).



THE 3 $\frac{3}{4}$ H.P. "SCOTT." Price :



TT." Price : 95 Guineas

Specification.

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

Wheels. 10 gauge spokes back wheel, 12 gauge front. 26in. x 2½in. "standardised" rims. ⅝ in. back axle.

Mudguards. Substantial 5¾ in. guards with large mud flap and pressed side wings. Improved back chain guard. Front extension (combined with No. plate)

Gear Shields. Pressed metal shields with spring clip attachment fitted to each side, completely enclosing gear and chains.

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. By weather-proof high-tension Magneto, placed in sheltered position.

Petrol. Capacity 2 gallons, oval tank (no square corners).

Oil. Capacity 1 quart, sufficient for 300 miles, held in frame tubes.

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

Tool Outfit. In substantial Leather Tool Roll.

Finish. Finest black enamel, Plated Radiator, Tank artistically covered, Handlebars plated, with hook grips.

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.

Delivery :—F.O.R., Shipley, Yorkshire.

Packing Cases and Crates, extra and not returnable.

The Ideal Side-Car Machine.

In view of the increasing popularity of the side-car, the design of the "Scott"—so peculiarly adapted for this purpose—has received special attention, and we have no hesitation in recommending the $3\frac{3}{4}$ h.p. "Scott" as capable of drawing a side-car anywhere, and under all conditions.

In order to meet the severe strains thrown upon the side-car machine by high speed on rough roads, and to prevent the abuse and damage of the frame caused by the improper position and fixing of heavy side-car clips, we have made special provision for the safe attachment of the side-car by means of lugs built into the frame at the steering head, engine cradle, fork end and seat bracket.

The "Scott" is particularly adapted for convenient use with the side-car by reason of its open frame, allowing of easy dismount from the front, and presents immense strength and rigidity for this purpose owing to the scientific design, and the use of "buted" tubes and taper gauge forks; also an unusually strong back axle is fitted with large ball-bearing hub built with 10 gauge spokes into a strong section standardised rim.

The efficient engine in combination with the two speed gear provides ample power for all contingencies, and owing to the complete water-cooling system, overheating is impossible, so that the full power of the engine is maintained under all conditions.

The silent vibrationless working of the engine through the "no trouble" chain drive, the sensitive foot operation of the gear changes, and lastly the ever-ready "kick-starter"—are points which give to the "Scott" side-car combination all the advantages of the motor car, whilst finally the $2\frac{1}{2}$ in. Palmer Tyres complete the specification of the ideal machine for heavy side-car work.

SPECIFICATION :

CHASSIS:—Made under "Scott" patents. All straight tubes; four-point fixing with quick detachable clips; patent spring suspension adjusted in one minute to suit any passenger's weight; specially strong axle made from Kayser Ellison's special nickel steel; enamelled black; 26 x $2\frac{1}{2}$ Tyre.

Coach-built body. Highest possible finish, painted purple with thin white relief lines. Beautifully upholstered with spring backs and cushions. Receptacle under front of body for maps, gloves, etc. Compartment behind to hold two 1 gallon tins.

Waterproof apron and dust cover.
Delivery F.O.R. Shipley, Yorkshire. Packing Cases and Crates extra and not returnable.

NOTES.

As we cannot be responsible for any part lost in transit, all repairs sent are at owner's risk, and must be covered against fire.

REPAIRS AND SUNDRIES.

These cannot be booked—our terms being NET CASH, on receipt of pro-forma invoice.

Machines or parts for repair must be sent carriage paid, and the name of the sender attached, or they cannot be received. Full instructions, with advice as to the mode of despatch, should be posted same day. Before forwarding bicycles, it is advisable to remove all easily detachable fittings not intended for repair, such as lamp, bell, luggage carrier, saddle, etc.

When ordering sundries, customers are respectfully requested to quote the identification number of each part required, which numbers will be found in our Sundries Booklet. It is also desirable that the number of the machine should be stated. Please mark all communications—"CYCLE REPAIRS AND SUNDRIES."

We do not guarantee the specialities of other firms, such as tyres, chains, saddles, etc., or of any component part supplied to the order of the purchaser, differing from our standard specification, whether supplied with our motor cycles or otherwise.

THE TERM "AGENT."

The term agent is used in a complimentary sense only, and those firms whom we style our agents are not authorised to advertise, incur any debts, or transact any business whatsoever on our account, other than the sale of goods which they may purchase from us; nor are they authorised to give any warranty or make any representation on our behalf other than those contained in the above guarantee.