

1913

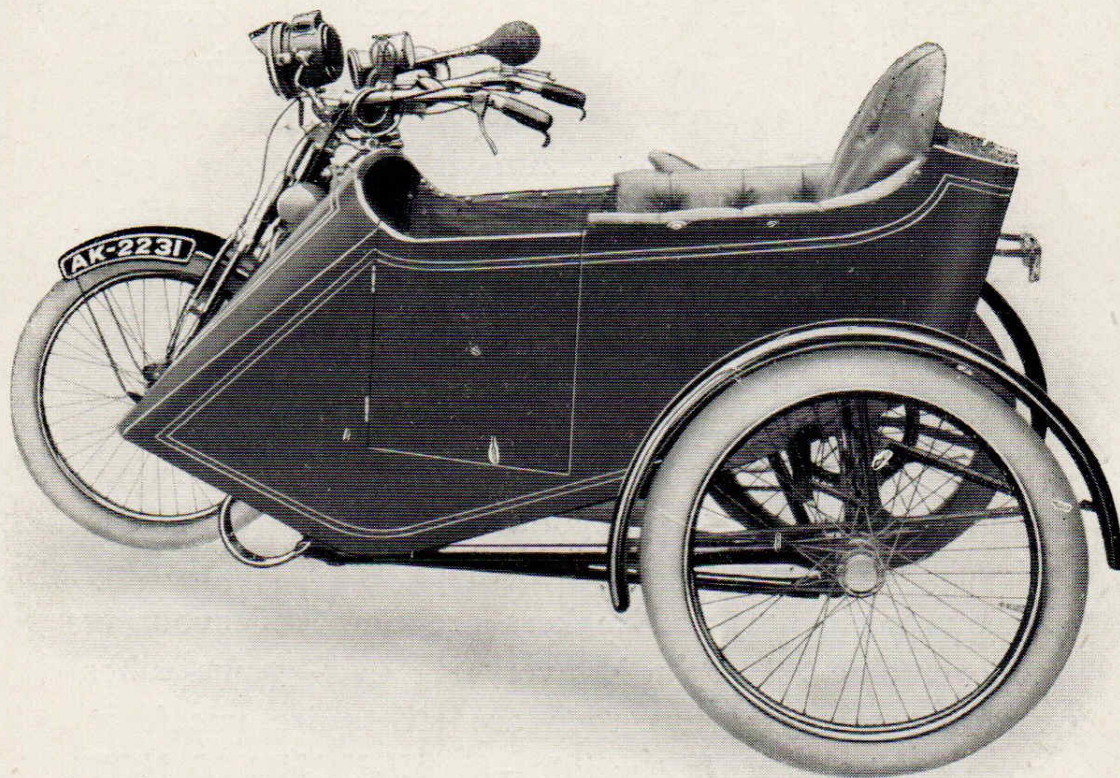
The
"MYERS"
Side-Car.





The ::
"Myers" Side-Car

(Made under "Scott" Patents).



Manufactured exclusively by

Eric S. Myers, 

"No Worry" Depot,

52 & 62, Manningham Lane.

Telephones: 5591 & 5592.

Telegrams: "Cycar," Bradford.

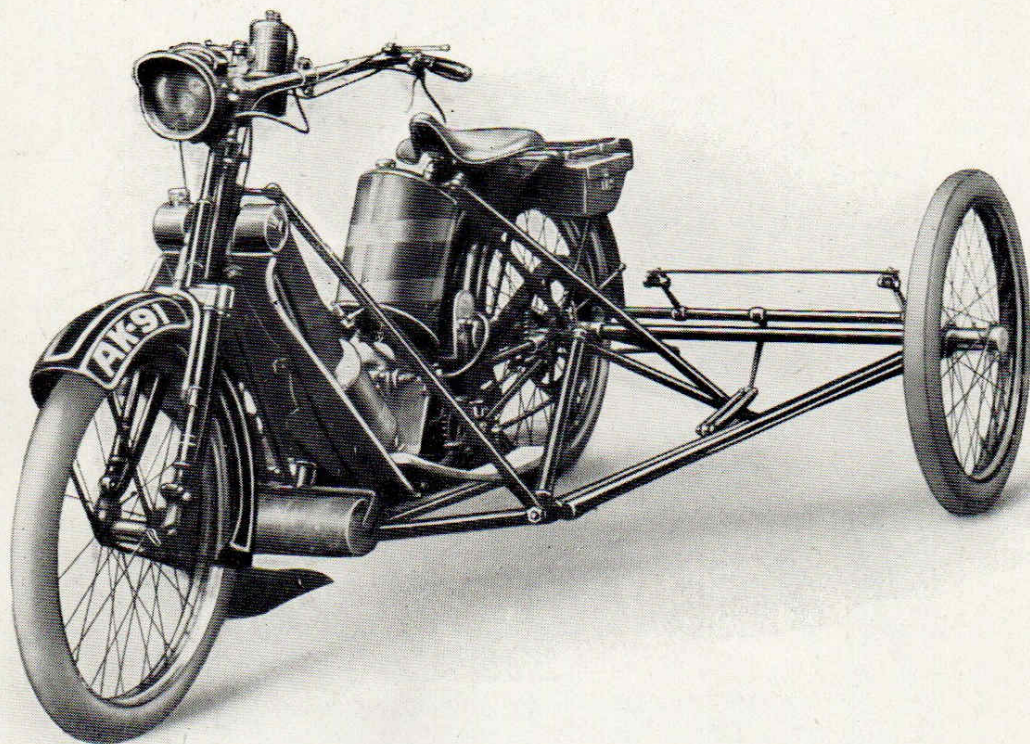
:: Bradford.

The Foremost Motor Depot in the North.





FURTHER the "Scott" patent spring suspension, adjusted in 1 minute from 2 stones to 20 stones, makes it by far the easiest riding vehicle on the road.

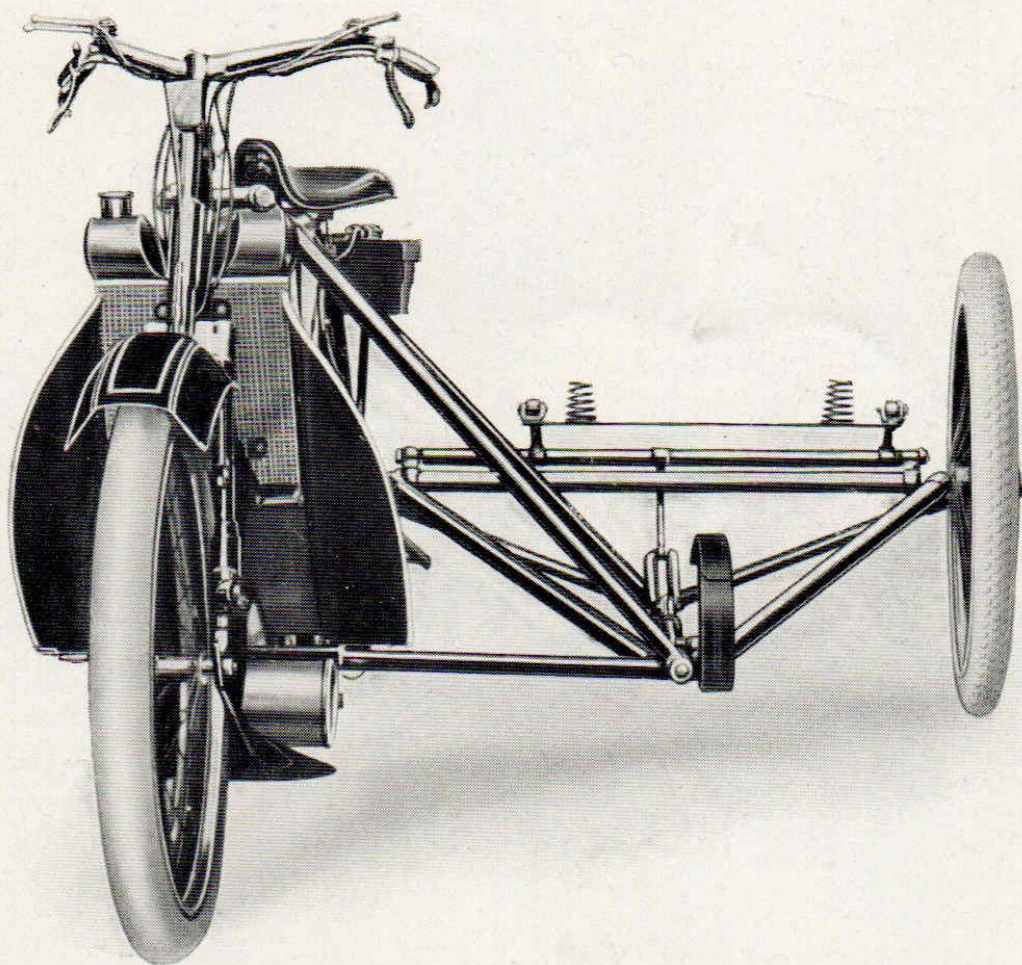


Any ordinary causeway edge or brick can be taken at any speed without the slightest feeling to the passenger. To put it plainly—if you have ever ridden in any motor car, no matter what make, which is as comfortable on bad roads—I am quite willing for you to return the side-car and refund your money in full; I cannot say anything fairer.





Kindly note that special attention has been paid to the axle. This is Kayser Ellison's best nickel steel and is unbreakable.



Any other make of side-car ridden over bad roads is distorted, and this is quite impossible with the "MYERS," no matter what ill-treatment you put it to. In a word—it is a revelation.





Body :

The coach-built body is built throughout in my own Coach Works—one of the largest automobile carriage works in England—and I claim it to be the only high-class coach-built body supplied on any side-car. It is framed up of the best seasoned English ash by high-class coach builders. All panels are Aluminium, and it is painted and varnished like a carriage should be.



The mud-guard is specially designed with strong tubular stays, with a very secure method of attachment.

Quick detachable fittings are used so that the car can be attached or detached in two minutes.

As a final word—the "MYERS" side-car will revolutionise the side-car business. Just compare its scientific design with all other make-shifts.





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; tyre 26 x 2½, beaded edge, rubber studded—specially strengthened for side-car use.

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

Cane body same design as coach built. Waterproof apron supplied with both models.

Weight of complete coach-built side-car 95-lbs.

Weight of complete cane-built body 100-lbs.

Prices :

Price coach-built, £19 19s. 0d.

Price cane-built, £17 17s. 0d.

Delivery coach or cane-built for 1912 or 1913 “Scott’s” **FROM STOCK.**

Any other make three to four weeks.

£1 1s. 0d. extra.

Price nett cash against invoice consigned carriage forward.

Crates returnable carriage paid 10s.

IMPORTANT.

Please note Crates are not returnable, and will be charged at cost price, viz :—7/6 each.



MOTOR CYCLISTS ALL OVER THE WORLD
SEND FOR THEIR SUPPLIES TO

ERIC S. MYERS.

I hold more Testimonials than any other
firm in the Motor Cycle Trade. . .



In addition to the "Myers" Side Car,

**I Specialise upon and am Sole Agent for the
following 1913 Models:**

"SCOTT"	"ZENITH"
"TRIUMPH"	"WILLIAMSON"
"DOUGLAS"	"JAMES"
"ENFIELD"	ETC.

(THE WORLD'S BEST.)

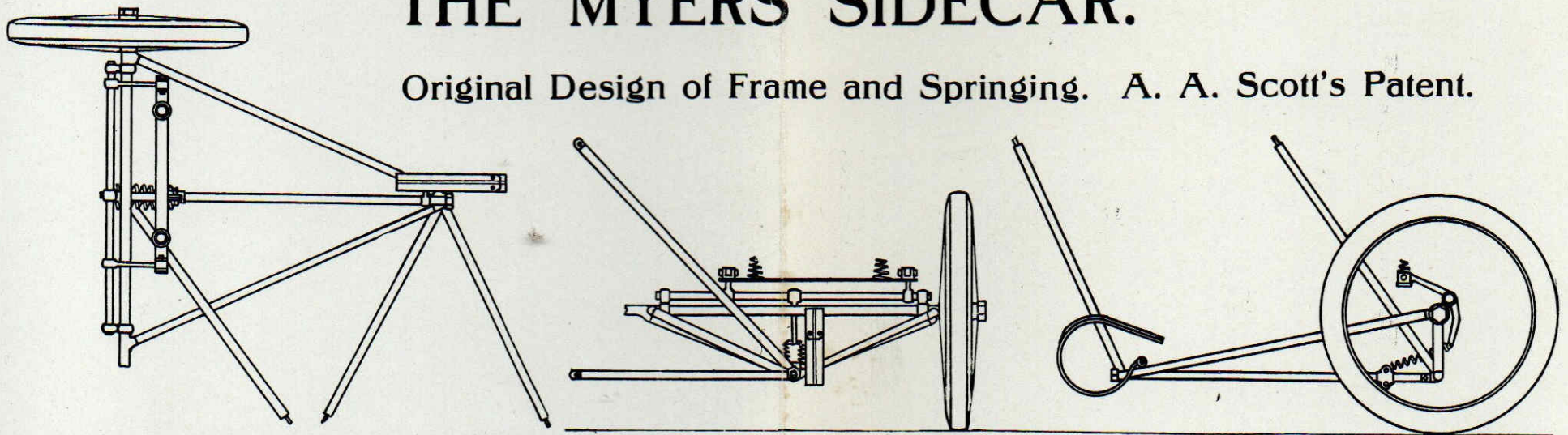
Biggest Stock of Tyres and Accessories
in England.



H. H. TITLEY & SON, PRINTERS, BRADFORD

THE MYERS SIDECAR.

Original Design of Frame and Springing. A. A. Scott's Patent.



Three aspects of the Myers sidecar which has an original form of spring suspension.

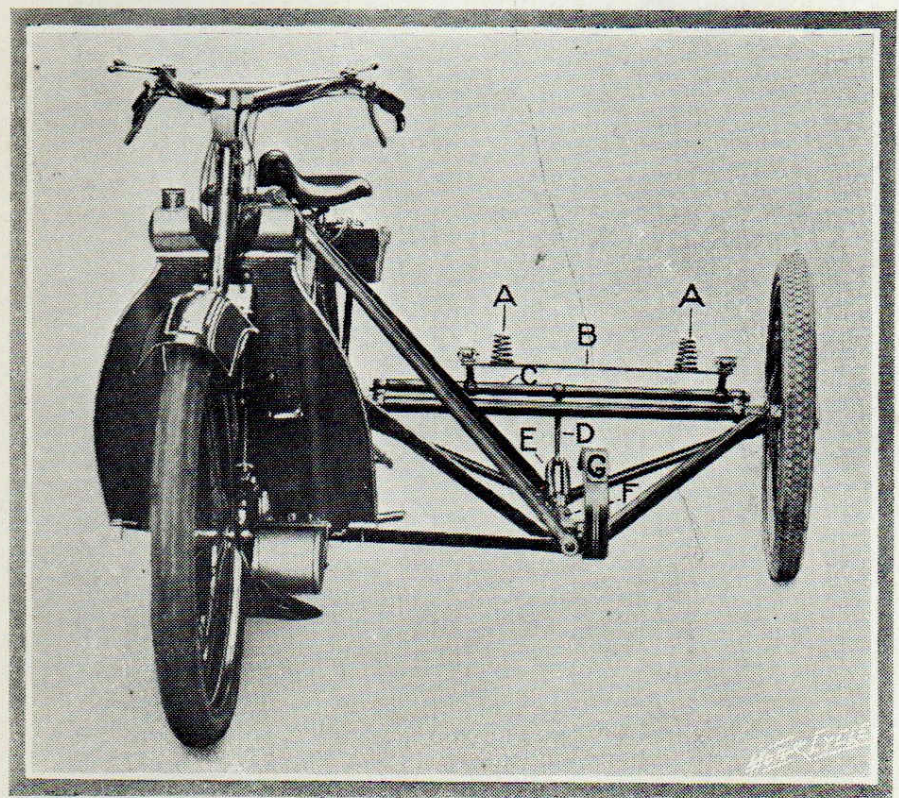
ERIC S. MYERS, of Bradford, the motor cyclist who first made a clean ascent of Sutton Bank, is now, amongst other things, turning out quite a new style of sidecar, which is designed by Mr. Scott, of Scott motor cycle fame. The design, which has already been briefly referred to in these pages, possesses great originality, but it is the extreme comfort of the passenger's seat that causes so much appreciation. Experienced sidecarists will be astonished at the degree of comfort after a personal test of the Scott design, and Mr. Myers, realising the future of such a valuable product, soon secured the sole selling agency. On examining the chassis it will be noticed that not one single bent tube is used, and, therefore, it is possible to employ a lighter gauge of tube and thus obtain the minimum weight with maximum strength and safety; but these are not the only advantages claimed, there are others. For instance, the four point fixing makes all whip impossible and keeps the alignment always true. The system of springing is different from any other and is adjustable.

Looking at the photograph we find that the body rests at the back on two coiled springs AA, which are fixed to the bar B, which again is fixed to the bar C. The two bars B and C work together by means of the arm D in conjunction with the two springs E, which are fixed by means of a clip to the bar F. This clip can be moved along the bar F to give any adjustment of the springs E.

The front of the body is fixed to one leaf cee spring G, which is found quite satisfactory.

Recently, one of our Northern correspondents had the pleasure of a short spin over some of the rough road surfaces in the neighbourhood of Bradford and found the sidecar travelled beautifully, although the springs were adjusted for a lady's weight. He rather expected that the side sway

when rounding a corner would be excessive, but this was not so, the sway being gentle and gradual. Wicker, cane, or coach-built bodies are being manufactured to suit purchasers, and a receptacle to take spares, petrol, etc., is fitted at the back.



A Myers sidecar chassis attached to a Scott machine.