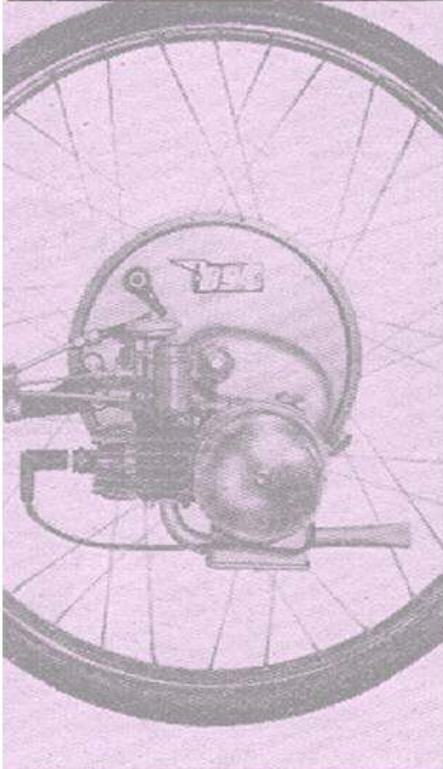


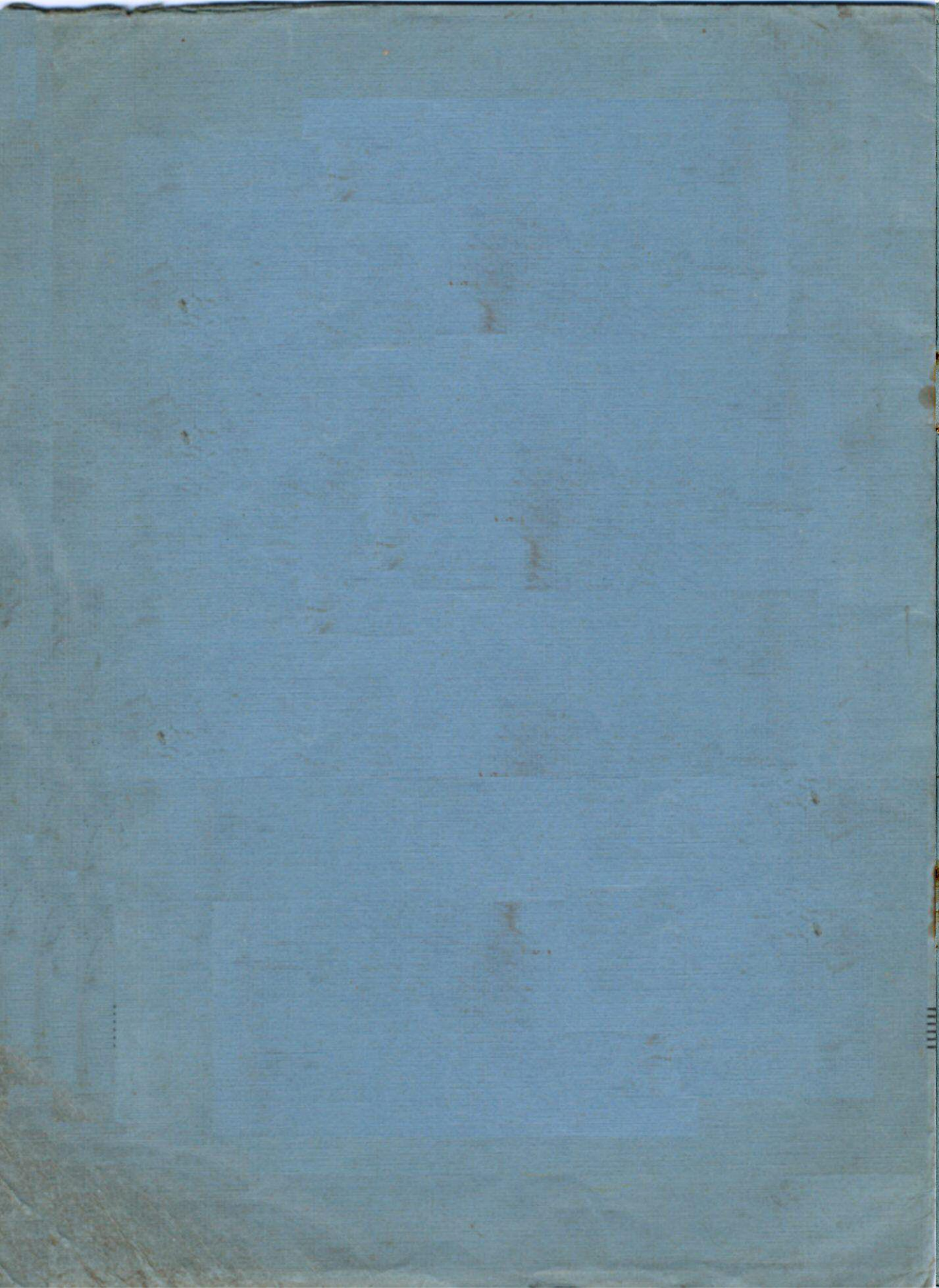
IceniCAM Information Service



*The Book
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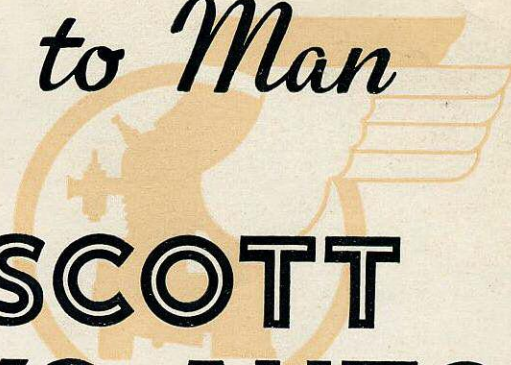
**SCOTT
CYC-AUTO**





A Boon and a Blessing to Man

SCOTT CYC-AUTO

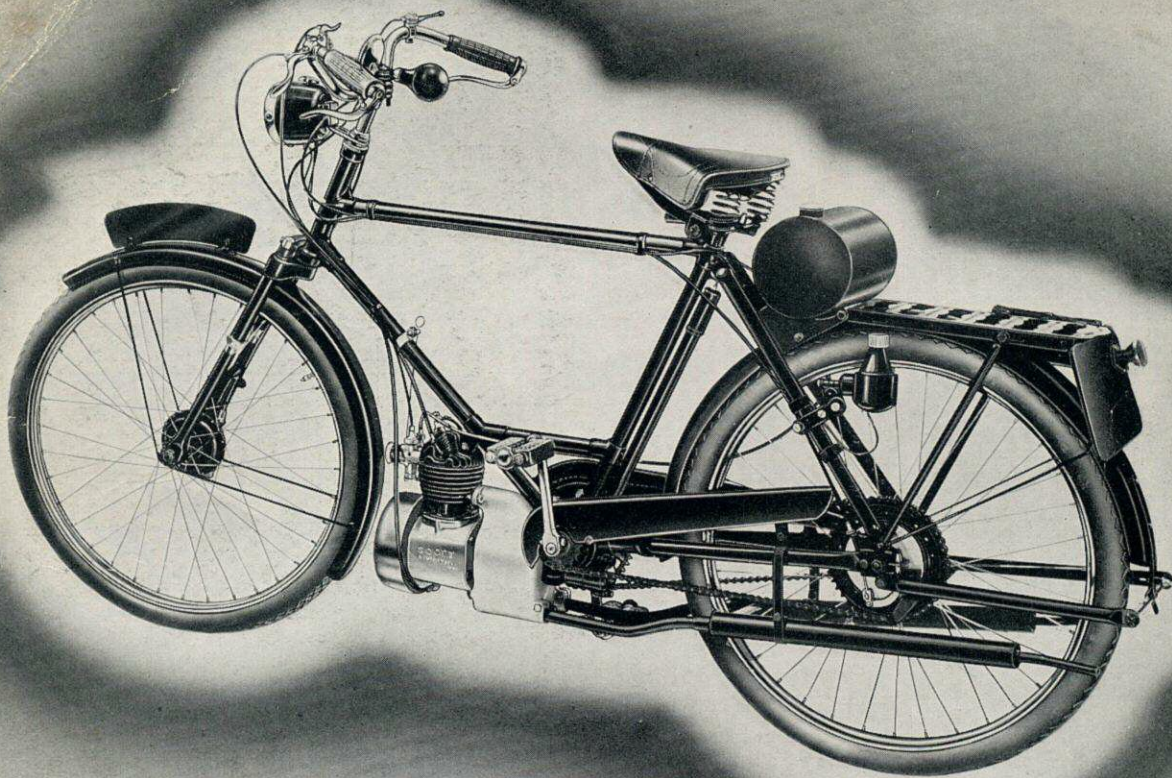


TRAVEL is the keynote of the twentieth century, for without easy means of transport our modern civilisation would crumble. We accept as a matter of course the long journeys we make to our work and to recreations ; whilst for holidays the whole land is our happy hunting-ground. Yet many people have found the expense and inconvenience of travel a burden, whilst only those with the money to buy a car or the energy to push a bicycle have been able to wander where they would.

That is why the invention of the CYC-AUTO—the motor-assisted pedal cycle, is an event of first-class importance to people of limited means. Since its introduction—five years ago—many thousands of people have discovered that for business and pleasure the SCOTT CYC-AUTO gets them there quicker and cheaper.

It is cheap to buy and to run—the most economical form of motorised transport—for it gives 140 m.p.g. and speeds up to 25 m.p.h. ! Road tax and insurance for a year is only 19s. 6d. The SCOTT CYC-AUTO goes up any hill—it is as easy to control and store as an ordinary bicycle—it is really reliable, and repairs are usually within the scope of a novice.

In short the SCOTT CYC-AUTO is the Magic Carpet to the freedom of the roads ! Read about it inside.



SCOTT CYC-AUTO De Luxe Model

Engine : "Scott" 5 port 98 c.c. two stroke. Cast Aluminium Expansion Chamber with twin silencers. Details on next page.

Clutch : Plate. Single-spring loaded, hand operated. Details on page 6.

Clutch Brake : Operated by clutch hand lever, capable of holding the machine on any grade. Details on page 6.

Carburettor : Amal adjustable needle type. Details on next page.

Magneto : Fly-wheel type. Details on page 7.

Lamps : Entirely independent electric lighting set, not dependent on engine. Details on page 7.

Drive : Through bronze worm wheel, hardened steel worm shaft and chain to rear wheel. Details on page 6.

Chains : $\frac{1}{2}$ in. by $\frac{3}{16}$ in. are interchangeable.

Saddle : Double texture rexine, extra heavy felt seat, large capacity.

Brakes : Internal expanding on both wheels, cable operated.

STANDARD MODEL : Similar to De-Luxe Model, only differences being : Standard saddle, ordinary front forks, and Crabbe front rim brakes. Gent's or Open Frame.

Front Spring Forks : New improved type.

Details on page 7. **Frame :** 21 in. Gents.

19 in. Open-Frame Model. **Handlebars :**

Comfortable raised type chromium plated with Shock stop Rubber Grips.

Wheels and Tyres : Large section steel rims, heavy gauge Spokes to front and rear, fitted with heavy 26 in. by 2 in. B.T.R. wired edge Tyres.

Equipment : Licence holder, horn, tools and bag, tyre pump and number plates. **Carrier :** Pressed steel, very strong. **Tank :** Capacity 6 pints. **Rear Stand :** Clip up to mudguard.

Centre of Gravity : 3 inches lower than ordinary cycle. Greater anti-skid qualities. The CYC-AUTO can be pedalled as an ordinary Cycle. The cycling position of Handlebars, Saddle and Pedals is normal.

Speed : From 5 to 25 m.p.h.
Consumption 140 m.p.g.

18 Gns.
or H.P.

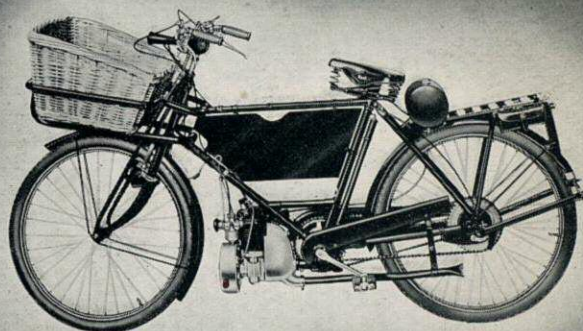
17 Gns.

The SCOTT CYC-AUTO Engine

The Scott special M.A.J. 98 c.c. Engine is the "heart" of the Cyc-Auto. Bore 50 m.m. by 50 m.m. **Cylinder** of Patented design with Transfer Ports directed towards the semi-spherical cylinder head. Made in chromidium cast-iron, with ample finning to ensure efficient cooling; decompressor valve for easy starting. **Piston** of special heat-treated aluminium alloy and unorthodox design, reduces weight to a minimum, and minimises load on the Connecting Rod Bearings; concentric shaped conical head instead of usual form of stepped deflector head. Two Piston Rings of ample dimensions. **Connecting Rod** made from a heat treated steel stamping, the large end ground to form the outer race of the Crank-pin Bearing, which has Roller Bearings, and the Small End having a Bush of special bronze; both Bearings lubricated by contact with the Petroil vapour. Big End bearing slotted for lubrication. **Carburettor** is automatic, with throttle controlled by a single Lever fitted on the righthand side of the Handlebar. For easy starting a knife type Strangler is fitted with the large size Air Filter. **Petroil Lubrication** is employed. One part of oil is mixed with 20 parts of petrol when filling the petrol tank. **Silencer**: Cast aluminium expansion chamber neatly attached to Engine with twin Exhaust Pipes and Silencers. Very efficient and extremely silent. See also pages 6 and 7 for details of Clutch, Clutch-brake, Drive and Magneto.



De Luxe Open-Frame Model
18 Gns.

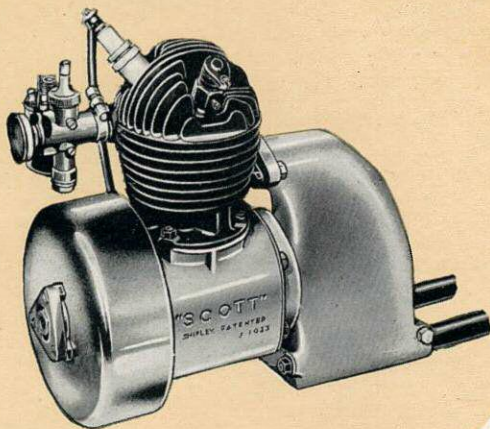


Tradesman's Carrier Model

The special Cyc-Auto Model for Tradesmen is a considerable business asset. It speeds up deliveries, carrying greater loads and covering longer distances. It more than repays its very low running costs—only ¼d. per mile—"all in"! Read the convincing testimonial on page 5.

With Villiers Engine - - - **19 Gns.**
With Scott Engine and Clutch **1 Gn. Extra**

This model is fitted with girder forks and supplied complete with basket and Tradesman's name plate.



The SCOTT CYC-AUTO has

*Here are reports of its achievements
from satisfied riders*

LAND'S END TO LONDON in 12½ hours—by CYC-AUTO

At 8.15 a.m. on Thursday, April 22nd, 1937, Mr. H. A. Atkins, wearing no more than a scarf and mackintosh over his plus-fours suit, set off on his Cyc-Auto from the Land's End Hotel. Twelve and a half hours later, looking as fresh as the proverbial daisy, he was sitting inside the Cyc-Auto works, waiting to go on to a dance that same night!

His average speed, including all stops, was the extremely creditable one of 24.16 m.p.h. for the 302 miles. Throughout the journey, the little Cyc-Auto—a standard 1937 model—was under the official scrutiny of Mr. E. B. Ware, of the Auto Cycle Union.

For the whole of the journey the tiny engine ran like clockwork, seemingly going better and better as the miles were piled up. Practically no pedalling was required, in spite of the many steep gradients encountered in the West Country—even on this part of the run the Cyc-Auto was averaging between 22 and 25 miles an hour.

It was difficult to believe that this little machine had made the long, tiring journey from Land's End to London at an average speed of over 24 m.p.h. and that the consumption of petrol had been at the extremely economical rate of 120 m.p.g. A very commendable all-round performance.

To the Coast and Back, Is. 7½d. Extract from "The Motor Cycle," May 12th, 1938

My home is 45½ miles from Brighton. Ninety-odd miles and a swim sounded attractive, particularly as the sun was shining brilliantly on the morning I wheeled the Cyc-Auto from the garage.

About 18 to 20 m.p.h. seemed the happy speed of the Cyc-Auto. The engine buzzed away pleasantly while I admired the greenness of the hedges and trees and imbibed the fresh morning air.

When the engine is running on light throttle it is almost noiseless, and there is no four-stroking or spluttering in the carburettor.

We took the long hill before Handcross on three-quarter throttle at about 12 m.p.h., and I found a malicious pleasure in grinning at two cyclists who were walking with their machines.

At Brighton I decided to tour slowly along the Madeira Drive and then go up to the Downs. The road up to the Downs is steep, and for the first time I had to assist the engine.

The run home was accomplished with only one stop for fuel. On the steepest part of Reigate Hill pedal assistance was required, though only for about 75 yards. The average gradient of the hill is about 1 in 11—sufficiently steep to make the majority of cyclists walk.

We were back home by half-past nine, and I worked out the cost of the trip. One half-gallon of petrol had taken me 57 miles over give-and-take roads, and at times there had been fairly strong headwinds. Hence the journey had cost about 1s. 7½d.

Two Interesting Letters to the Editor of "Motor Cycling"

Dear Sir,—

Your motorised bicycle items are always read by me with interest, but you have never pointed out the advantages of such a machine to those who, like myself, unfortunately, have only one leg. I have been riding a Cyc-Auto for two years and have done over 40,000 miles, mainly on pleasure runs. During the summer months I load the little machine up with a full camping outfit, and I also ride to and from my work in all kinds of weather, winter and summer.

I can only use one pedal, and my method of starting the machine is to push my toe into a toe-strap fixed to the right-hand pedal, and work the pedal up and down in pump-like fashion, until I have attained sufficient speed to drop the decompressor.

There must be many hundreds of ex-soldiers and one-legged men who are not aware of the benefits of such a machine.

Yours faithfully,
Hampstead, N.W.3.

F. M. BERNARD.

over 5 years' running experience movements, and testimonials satisfied owners

Dear Sir,—

Mr. F. M. Bernard's letter in your February 22nd issue interested me to such an extent that I am sending you a photograph showing the other side of the question—the Cyc-Auto rider who has both legs but, unfortunately, only one arm.

I have had my machine now for 10 months and can fully endorse Mr. Bernard's statement as to the ease with which this machine can be ridden and the benefits to be obtained.

R. D. SIMPSON.

Acton Green, London, W.4.

BIG SAVINGS IN TIME AND MONEY says "Motor Cycling," April 13, 1938

I am not going to bore you with a mass of tabulated figures and data. Suffice it to say that on the average a gallon of "petrol" gives 125-140 miles of private transport; that the controls are so simple that in under three minutes I taught my 14-year-old son how to handle one of these machines round an intricate course marked out on the tennis court, and that the essentials are a driving licence 5s., tax 12s., and third-party insurance 7s. 6d.

Now for the thing that really matters—what does one save in time and money? Here are facts which speak for themselves.

In my case it takes anything from 55 minutes to 65 minutes to go from door to door by Tram, Omnibus and Train and weary feet. With a hot-stuff 500 c.c. motorcycle the time is 26 minutes and with a car exactly half an hour. With a 98 c.c. "pocket marvel" the slowest journey was 35 minutes—the fastest 32 minutes!

Think of that; only two minutes slower than a car!

Costs? By T.O.T. season ticket (quarterly) I should have to spend £19 10s. per annum; by Wilfred the Pocket Marvel, allowing 300 working days at 20 miles per diem, I should spend £4 18s. on petrol, plus 12s. tax, 7s. 6d. insurance, and 5s. driving licence. We will say £6 6s. for depreciation, giving a grand total of

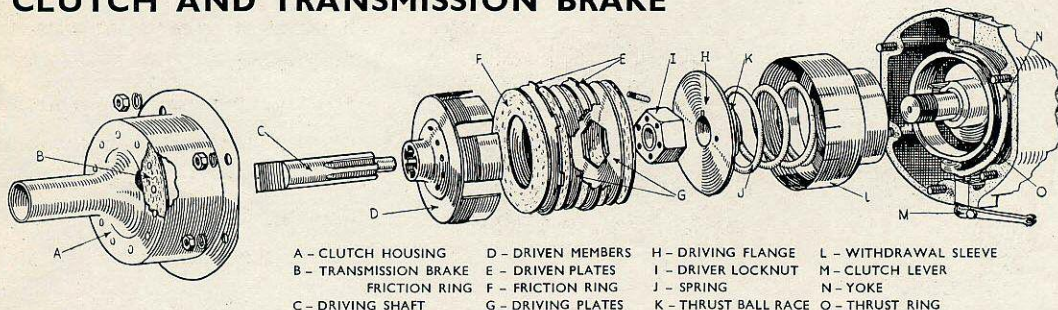
£12 8s. 6d., which represents a saving of £7 1s. 6d., and a machine in hand at the end of the year instead of an expired piece of pasteboard!

The "Meat Trades' Journal" published this Interview

Messrs. Pankhurst & Co., of Merton Road, Southfields, have had a couple of Cyc-Autos for over two years. In an interview Mr. Pankhurst told me: "Our delivery men use the machines from approximately 8 a.m. to 1.30 p.m. every day, with occasional runs in the afternoons. On the average one gallon of petrol is used per machine every week, and the actual running cost of a machine in the heavy traffic round here is not more than 1s. 10d. to 2s. per week. This is all the more remarkable, since one of our chief reasons for buying the machines was because many of our customers went farther out into the country when the suburb became more industrial; but instead of moving our premises we got the machines to do the much longer journey necessary to reach our old customers. The delivery men can take a far larger basket containing not less than 60 lb. of meat, and we also find that one man can cover 50 per cent. more ground even with such a heavy load. It actually takes two men to carry the larger Cyc-Auto basket. Perhaps the chief advantage of the machines is that they are definite business getters. Let us say that a customer at the top of a steep hill near here also needs half a pound of lard when her meat is delivered. It is only human nature for a tired delivery boy to say he is not coming back that way during the day, so the customer gets her lard elsewhere. But we have found that with the auxiliary engine, our delivery men do not get so tired, and are willing to go on extra journeys."

These Mechanical Refinements make it the supreme

CLUTCH AND TRANSMISSION BRAKE



Clutch.

In conjunction with the Scott Cyc-Auto engine a specially designed clutch has been developed. Situated between the engine and the worm shaft, it is of compact design, but with large ample friction surfaces made up by no less than 5 Ferodo Friction rings. There is no sacrifice of load-carrying capacity or smoothness of operation. The thrust from the Clutch Spring is taken up by a Ball Race to prevent drag and wear. A special oil-retaining self-lubricating Bronze is used for the Clutch Yoke Ring and the Clutch Drive Shaft Bush. These, however, are still further lubricated by ducts, conveying oil from the engine.

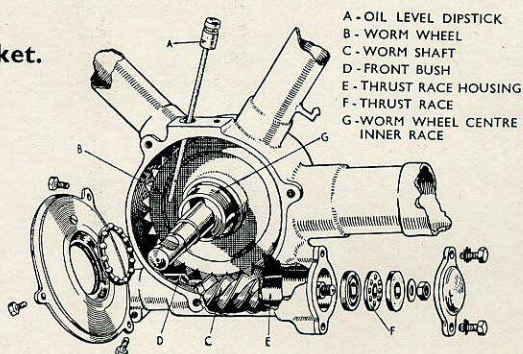
Compact and ingenious Patented design, silent in action, running in oil, with automatic lubrication to all working parts. The drive from the engine is through a hardened and accurately ground steel worm shaft and phosphor bronze wheel which is mounted on adjustable ball bearings.

The worm shaft runs in phosphor bronze bushes and the thrust is taken up by a ball-bearing thrust washer. The complete unit is stationary when the Cyc-Auto is used as a Pedal Cycle.

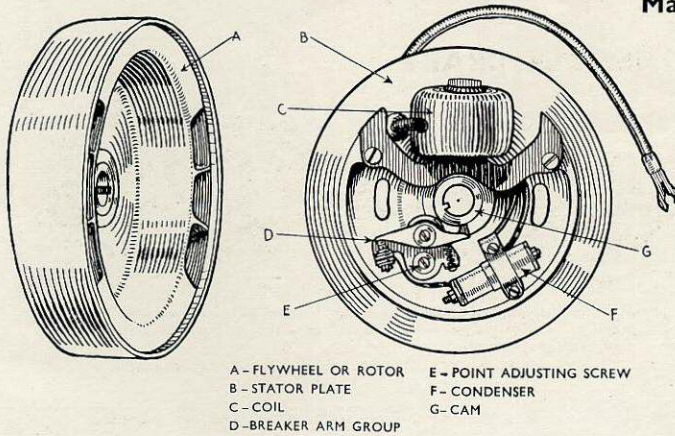
Transmission or Clutch Brake.

The Braking effect is increased ELEVEN times through the worm shaft, worm wheel and drive chain and is consequently very powerful, yet smooth in its action. The Clutch Housing carries another Ferodo Disc, and when the Clutch is withdrawn beyond the distance necessary to free the Plates, the Driven Member comes in contact with this Disc and is thereby brought smoothly but quickly to rest. The simplicity of this driving control is an enormous advantage, greatly adding to the safety and comfort of the rider and requiring no adjustment for wear.

Bottom Bracket.



of the SCOTT CYC-AUTO Motorised Bicycle



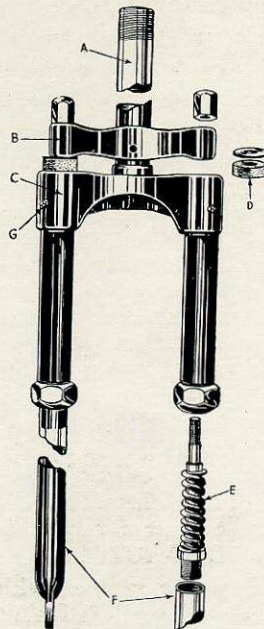
Magneto.

Ignition is attained through a Flywheel Magneto featuring high-speed output for easy starting, permanent retention of magnetism and elimination of frequent adjustment. The drawing shows its Rotor, Cam, Stator Plate assembly. All needs are met, for slow or high speed performance with minimum attention on a long period of service is

provided. Standard type of 14 mm. Sparking-plug is fitted to the cylinder head.

Lighting.

For both head and tail lamps. Electric Dynamo independent of Engine. A system, superior to flywheel magneto lighting, which operates when the machine is used as a cycle and the power unit is not in use. Dry Battery for parking.



Spring Forks.

Road irregularities are absorbed by the Spring Fork and not transmitted to the machine or rider. Constructed to move in a direct line with the point of contact between wheel and road, yet maintain at all times perfect steering and balance. It has been designed on the principle of the original Scott Front Fork which has given universal satisfaction since its inception over 30 years ago on the Scott Motor Cycle. Proof of this is the fact that most of present day motor cycle manufacturers are using this system in their latest design of Spring Frames for the springing of Rear Wheels, etc.

Here are points of special value to SCOTT CYC-AUTO users

Silence.

The exhaust gases are first allowed to expand in the large cast aluminium expansion chamber and made almost inaudible by large twin silencers. There is no back pressure or loss of power.

Riding Position.

A truly normal riding position has been maintained between Handlebars, Saddle and Pedals, as in a Pedal Cycle, eliminating fatigue on long trips and greatly adding to the ease with which the Scott Cyc-Auto can be propelled when the engine is not required.

Decarbonisation.

Only 5 minutes necessary to remove engine from frame. Only 7 nuts to undo before removing Expansion Chamber and Cylinder. Special Spanner for Cylinder nuts is supplied in tool kit.

Petrol Consumption.

The tank capacity is sufficient for approximately 100 miles, that is 140 to one gallon of petrol.

A division plate in the tank prevents oil from blocking the petrol pipe if oil is put into an empty tank, and holds a reserve for 4 or 5 miles.

Lubrication.

It is essential that only the highest quality lubricating oils be used. The following grades are used and officially recommended.

Lubrication Chart.

| | ENGINE. | | Bottom Bracket Reduction Gear |
|---------------|----------------------|----------------------|-------------------------------|
| | Summer | Winter | |
| SHELL | Triple Shell | Triple Shell | Shell Spirax Gear Oil |
| VACUUM | Mobiloil "D" | Mobiloil BB | Mobiloil "C." |
| WAKEFIELD | Castrol XL | Castrol XL | Castrol "D" Gear Oil |
| ANGLO... .. | Esso Racer | Esso Racer | Esso Gear Oil Heavy |
| PRICE'S... .. | Motorine "C" de Luxe | Motorine "C" de Luxe | Motorine Battersea A |

Spare Parts.

Comprehensively illustrated and priced spare parts catalogue is sent with each machine. All parts are described and coded to facilitate ordering even when the rider is not familiar with technical names. Gives full explanation of working of Engine, its care and maintenance, the magneto, the carburettor, decarbonising—in fact all there is to know.

... AND FINALLY ...

Let us reiterate the salient points about the SCOTT CYC-AUTO... all the reasons why it can be of utmost value to YOU.

- It gets you there quickly, cheaply without any effort—even up hills!
- It costs only $\frac{1}{4}$ d. per mile to run inclusive of insurance and taxes!
- It has five years' running experience, and the famous SCOTT name which guarantees its complete reliability.
- The riding position is that of a natural cycle.
- It embodies many technical refinements which have been developed by SCOTT engineers *exclusively* for the SCOTT CYC-AUTO.

Don't be satisfied with anything but the best—the SCOTT CYC-AUTO.

Warranty

Fine materials, scientific research and design, and painstaking workmanship go into every Scott Cyc-Auto to ensure the maximum satisfaction in the user's hands. Conscious of the inherent quality in its products, and confident of the service that they render, and as tangible evidence thereof, each machine manufactured by Cyc-Auto (1938) Ltd., is covered by this warranty.

Should any defect in material or workmanship develop within six months from the date of purchase, a part to replace that which is defective will be delivered at our dealer's establishment without cost, provided the defective part is returned to the dealer.

This express warranty excludes all conditions, warranties and liabilities whatsoever, whether statutory or otherwise, which might exist but for this provision.

This warranty is not transferable without our consent, and does not cover : (A) an unregistered Cyc-Auto owner ; (B) a machine that has been altered from our standard construction or specification, unless our written consent has previously been obtained ; (C) a machine on which parts not manufactured or supplied by us have been used as replacements ; (D) tyres, in as much as they are guaranteed by their respective makers.

The judgment of Cyc-Auto (1938) Ltd., in all cases shall be final and conclusive, and the purchaser agrees to accept its decision on all questions as to defects and to the exchange of part or parts.

CYC-AUTO (1938) LTD.
381 UXBRIDGE RD., W. ACTON

Telephone : ACORN 1417

Manufactured by

SCOTT ENGINEERING CO.
SHIPLEY YORKS.

