

New! Exciting Models!

COTTON

Famous motor cycles

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Duplex Frame

The COTTON *CONTINENTAL*

ENGINE

250 c.c. Villiers Sports Twin, with high compression heads. Foot-controlled four-speed gear box. Gear ratios: Top, 6.2, Third 8.2, Second 11.78, Bottom 18.97:1.

FRAME

Jig Built—Top portion strongly constructed in "A" quality cold drawn tubing $1\frac{1}{8} \times 14g$. The Duplex cradle $\frac{7}{8}$ ". The Swinging Arm $1\frac{1}{8} \times 10g$, hinged on widely separated silent bloc bushes, also being anchored on the outside to gusset plates welded to the outer down tubes of the rear portion of the Duplex frame. Giving hair line steering with absolute minimum or whip.

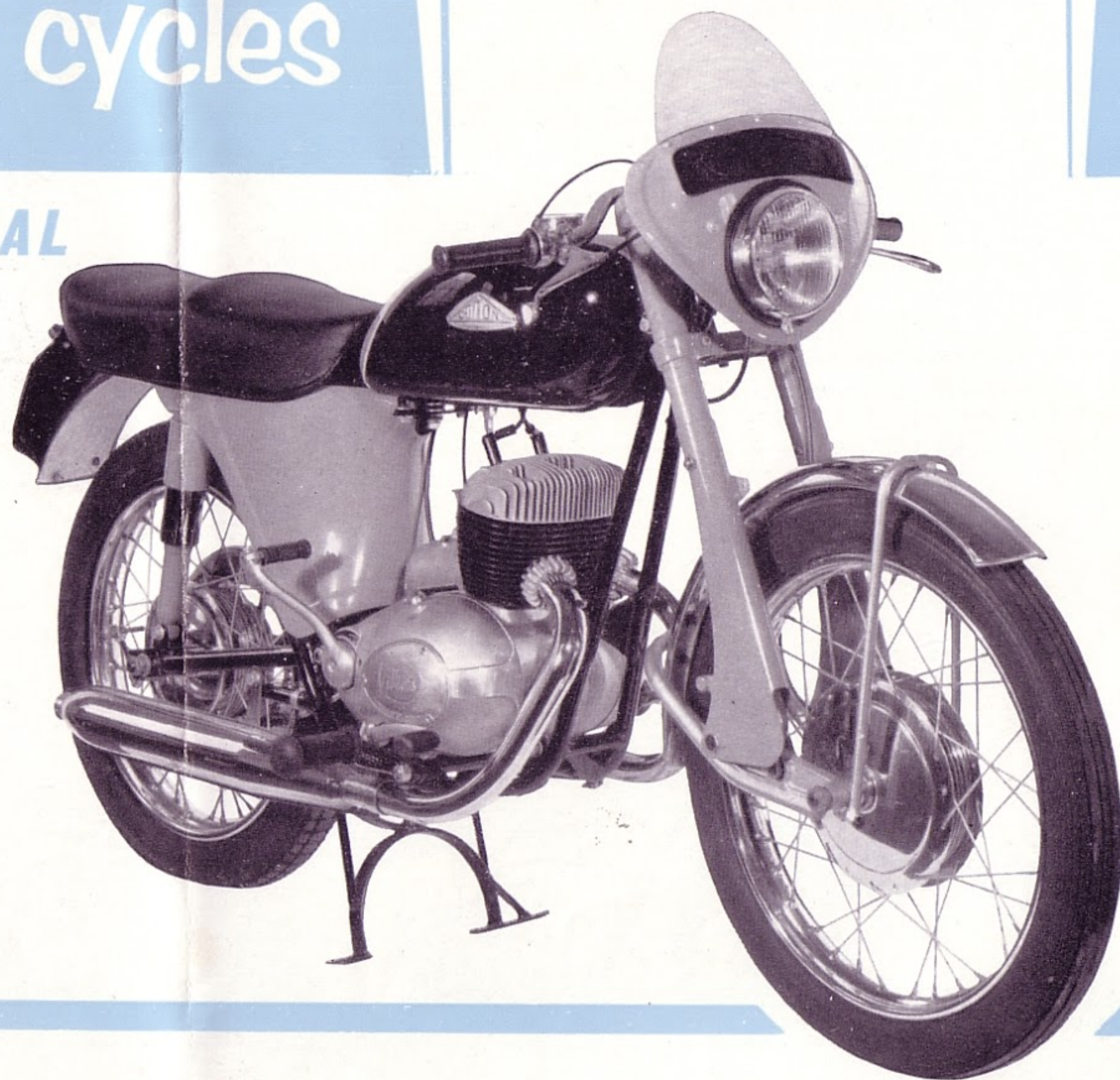
WHEELS

Front—180-mm. brake in full width cast alloy hub, with Air Scoops which can be opened if required. W.M.1, 19" chrome plated rim, 300 x 19" ribbed tyre. Brake cable operated.

Rear—160-mm. brake in full width cast alloy hub. Housing a sprocket shock absorber plate giving maximum smoothness at all speeds, and minimum chain wear. W.M.2, 19" chrome plated rim. 325 x 19" deep section tyre. Brake cable operated.

SPEEDO

Smith's 80 m.p.h. round type head, fitted into headlamp, driven from gear-box.



Look inside for details of the exciting range ➡

E. COTTON (MOTOR CYCLES) LTD., GLOUCESTER, ENGLAND

MAKERS OF MOTOR CYCLES SINCE 1920 ➡

THE COTTON DOUBLE GLOSTER

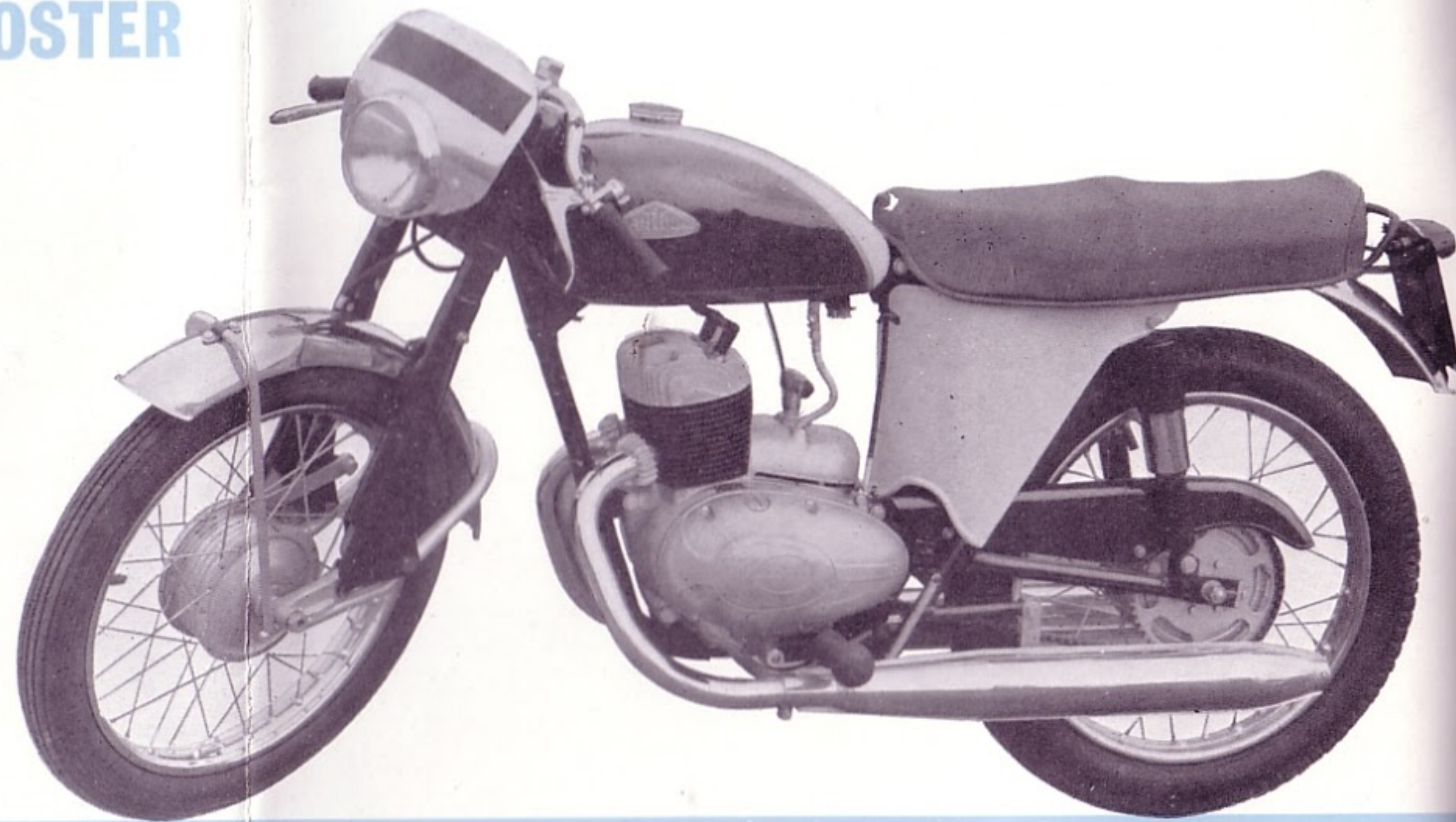
Engine—250 c.c. Villiers Twin complete to Specification 039D, with foot controlled four-speed gearbox. Compression ratio 8.1 : 1. Gear ratios: top 6.2, third 8.2, second 11.78, bottom 18.97 : 1.

Frame—Jig-built strongly constructed in "A" quality cold-drawn tubing $1\frac{1}{8}$ " . . 14g. bronze welded. Swinging-arm portion as above, hinged on silent bloc bushes. Scientifically designed to ensure even load distribution and eliminate stress concentration at all critical points.

Wheels—Front. Full width 6", British Motoloy Hub. W.M. 1 . . 19. Rim chrome plated. 300 x 19" ribbed tyre. Brake cable operated. Rear. Full width 6", British Motoloy Hub. W.M. 2 . . 19. Rim chrome plated. 325 x 19" deep section tyre. Brake rod operated.

Lighting—Miller lighting equipment. Harness designed to fit straight onto pickup points. 6" front headlamp with combined dip and horn push. Rear light: Stop and Tail. Stop switch operated by brake rod.

Speedo Set—Smith's 80 m.p.h. round type head, fitted into headlamp, driven from gear-box.



The cotton Scrambler

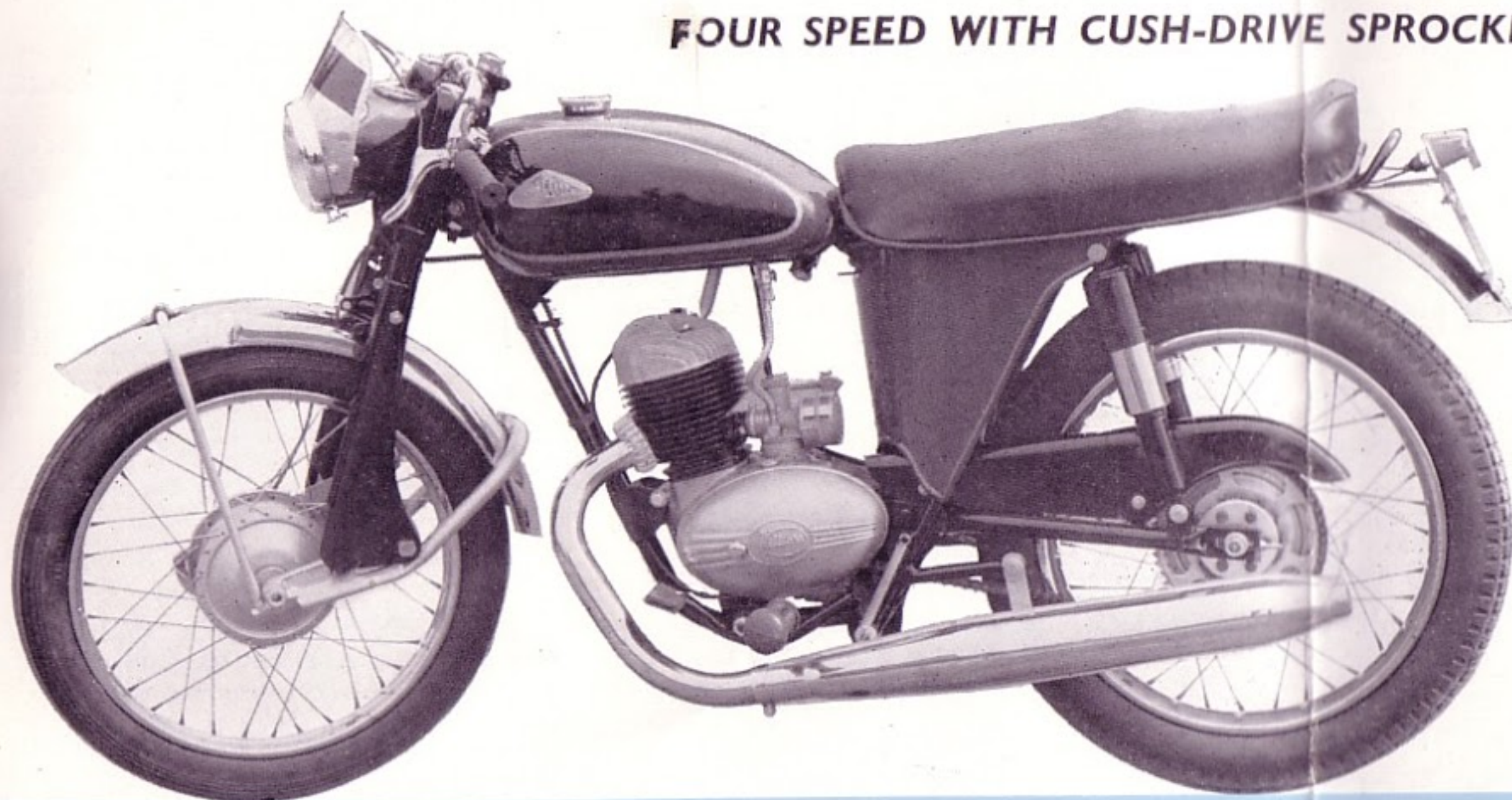
Engine—Villiers two-stroke Mark 34A: four-speed gearbox, 250 c.c. to Specification 016D.

Frame—Redesigned after a long period of experiments to give excellent handling qualities under all conditions. Strongly constructed in "A" quality tubing, cold-drawn $1\frac{1}{8}$ " . . 14g. bronze welded. Swinging arm "A" quality $1\frac{1}{8}$ " . . 10g. hinged on bronze or steel bushes.



The cotton Vulcan sports

FOUR SPEED WITH CUSH-DRIVE SPROCKET



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Engine—Villiers 197 c.c. 9E motor complete to Specification 313B. Bore and stroke 59 mm. x 72 mm. with four-speed gearbox kick starter, foot operated gear change, fully enclosed flywheel magneto, carburetter with single lever control, and fitted with suppressor.

Frame—Jig-built strongly constructed in "A" quality cold-drawn tubing 1½" . . . 14g. bronze welded. Swinging-arm portion as above, hinged on silent bloc bushes. Scientifically designed to ensure even load distribution and eliminate stress concentration at all critical points.

Wheels—Front. Full width, British Motoloy Hub. W.M. 1 . . . 19. Rim chrome plated. 300 x 19" ribbed tyre. 6" brake, cable operated. Rear. Full width, British Motoloy Hub. W.M. 2 . . . 19. Rim chrome plated. 325 x 19" deep section tyre. 6" brake, rod operated.

Lighting—Miller lighting equipment. Harness designed to fit straight onto pick-up points. 6" headlamp with combined dip and horn push. Rear light: stop and tail. Stop switch operated by brake rod.

Speedo Set—Smith's 80 m.p.h. round type head, fitted into headlamp, driven from gearbox.

THE COTTON VULCAN SPORTS

THREE SPEED

Engine—Villiers 197 c.c. 9E motor complete to Specification 544B. Bore and stroke 59 mm. x 72 mm. with three-speed gearbox, kick starter, foot operated gear change, fully enclosed flywheel magneto, carburetter with single lever control, and fitted with suppressor.

Frame—Jig-built strongly constructed in "A" quality cold-drawn tubing 1½" . . . 14g. bronze welded. Swinging-arm portion as above, hinged on silent bloc bushes. Scientifically designed to ensure even load distribution and eliminate stress concentration at all critical points.

Wheels—Front. Full width, British Motoloy Hub. W.M. 1 . . . 19. Rim chrome plated. 300 x 19" ribbed tyre. 6" brake, cable operated. Rear. Full width, British Motoloy Hub. W.M. 2 . . . 19. Rim chrome plated, 325 x 19" deep section tyre. 6" brake, rod operated.

Lighting—Miller Lighting equipment. Harness designed to fit straight onto pick-up points. 6" headlamp with combined dip and horn push. Rear light: stop and tail. Stop switch operated by brake rod.

Speedo Set—Smith's 80 m.p.h. round type head, fitted into headlamp, driven from gearbox.

THE COTTON VULCAN

For alternative trim see Herald Twin

Engine—Villiers 197 c.c. 9E motor complete to Specification 544B. Bore and stroke 59 mm. x 72 mm. with three-speed gearbox kick starter, foot operated gear change, fully enclosed flywheel magneto, carburetter with single lever control, and fitted with suppressor.

Frame—Jig-built strongly constructed in "A" quality cold-drawn tubing 1½" . . . 14g. bronze welded. Swinging-arm portion as above, hinged on bronze or steel bushes. Scientifically designed to ensure even load distribution and eliminate stress concentration at all critical points.

Wheels—Front. Full width, British Motoloy Hub. W.M. 1 . . . 19. Rim chrome plated. 300 x 19" ribbed tyre. 6" brake, cable operated. Rear. Full width, British Motoloy Hub. W.M. 2 . . . 19. Rim chrome plated. 325 x 19" deep section tyre. 6" brake, rod operated.

Lighting—Miller lighting equipment. Harness designed to fit straight onto pick-up points. 6" headlamp with combined dip and horn push. Rear light: stop and tail. Stop switch operated by brake rod.

Speedo Set—Smith's 80 m.p.h. round type head, fitted into headlamp, driven from gearbox.

Abridged Specification

COLOURS · MAROON

EXTRAS · TWO TO
CREAM.

SPECIFICATION	MESSENGER TWIN	HERALD TWIN	VULCAN	VULCAN SPORTS	D
MUDGUARDS	Front. Specially designed to suit front forks, with deep Valance to give ample protection in wet weather. Strong gauge steel. Rear. Deep Valance carried well to rear, giving protection to pillion passenger. Strong gauge steel.				
COWLING	The rear end of the machine is enclosed in streamlined cowling, made of Fibre Glass, giving 100 per cent. protection to pillion passenger, and enhancing the lines of the machine.				
FORKS	Armstrong Leading Link Suspension, with floating side plate, giving: better braking; greater comfort; reduced vibration; cost. Originally tested on our Scrambles and Trials models. A front loop is fitted as standard on the D				
HANDLEBARS	Strong gauge, chrome plated, shaped to give a comfortable riding position.			Strong gauge chrome plated sp	
LEVERS	Chrome plated, Doherty twist grip, and dummy rubber.				
FOOTRESTS	Made of malleable cast steel, located by $\frac{1}{2}$ " steel threaded rod.				
EXHAUST PIPE	Designed to conform to lines of motor cycle; heavy chrome plated.				
SILENCER	Made and designed by Villiers, giving the most up-to-date two-stroke silencing, without any loss of engine performance. Chrome plated and securely held by front and rear chrome plated brackets.				
CHAIN	Rear chain $\frac{1}{2}$ " \times .035.				
SPROCKET	Steel sprocket 52T.				
REAR UNITS	Armstrong rear Suspension units, oil damped. Spring strength may be varied if necessary according to loading.				
DUAL SEAT	Vynide covered sorbo rubber seat on pressed steel pan, of ample proportion for two people.				
PETROL TANK	Steel welded fully faired construction, rubber mounted at rear. 2 $\frac{3}{4}$ -gal. capacity, with chrome plated filler cap.				
DIMENSIONS	Wheelbase 52", overall length 81 $\frac{1}{2}$ ", ground clearance 6". Weight 280 lbs.	Wheelbase 52", overall length 81 $\frac{1}{2}$ ", ground clearance 6". Weight 270 lbs.	Wheelbase 52", overall length 81 $\frac{1}{2}$ ". Weight 255 lbs.	Wheelbase 52", overall length 81 $\frac{1}{2}$ ". Weight 255 lbs.	Wh 81 $\frac{1}{2}$ W

SPECIFICATIONS MAY BE VARIED AT

R BLACK

E BLUE, TWO TONE GREEN, BLACK AND RED, BLACK AND
LEG SHIELDS, PILLION FOOTRESTS.

CONTINENTAL ONLY. COLOURS BLACK AND SCARLET.

DOUBLE GLOSTER		SCRAMBLER	TRIALS	CONTINENTAL				
Strong gauge steel, front and rear. Chrome plated.				Strong steel section, chrome plated.				
; better road holding; improved steering; lower maintenance ole Gloster, Vulcan Sports, Scrambler and Trials.				A rear fibre glass cowl encases the rear end below the dual seat, giving a pleasing streamline, and adequate protection to the coils, rectifier, toolbox and battery carrier.				
ts handlebars.		Heavy gauge Cross-Braced, Chrome plated. Designed to give ideal riding position.	Heavy Trials, chrome plated.	Armstrong Leading Link Suspension, with a stabiliser loop, giving more positive steering. Also acts as pick-up for front mudguard.				
		Ball ended, clutch and front brake. Robust, quick action twist grip and dummy rubber.	Ball ended, chrome plated, Doherty twist grip and dummy.	Heavy gauge service drop handlebars, chrome plated.				
		Strongly made, electrically welded, with fish plates.		Chrome plated, Doherty-type twist grip.				
		Specially made megaphone type, designed to give maximum per- formance.	Shaped to conform to layout of motor cycle. Chrome plated.	Made of malleable cast steel located by $\frac{1}{2}$ " steel threaded rod.				
			3" barrel type, securely held to frame by $\frac{3}{4}$ " clip. Chrome plated.	Designed to give maximum performance and conforms to lines of machine. Chrome plated.				
		$\frac{1}{2}$ " \times .305. 131 links (Length varies with sprocket sizes.)	$\frac{1}{2}$ " \times .305.	Designed by Villiers to give the most up-to-date silencing, without loss of power. Chrome plated.				
		60T or 70T. (May be varied.)	52T. (May be varied.)	$\frac{1}{2}$ " \times 0.305".				
		Armstrong units, oil damped, Special Scrambler.	Armstrong units, oil damped.	Steel sprocket. 52-tooth.				
		Robust construction with metal pan, sorbo rubber and leather cover.	Saddle, Dunlop Rubber.	Armstrong rear suspensions, oil damped. Variation of spring strengths may be obtained according to weight.				
		Steel welded construction, moun- ted on rubber bushes.	Either large 2 $\frac{3}{4}$ -gal. or small Trials type. (Choice.)	Vynide covered sorbo rubber seat, on pressed steel pan, of ample proportion to seat two people.				
elbase 52", overall length ground clearance 6". ht 280 lbs.		Wheelbase 53 $\frac{1}{2}$ ", Overall length 81 $\frac{1}{2}$ ", ground clearance 9". Weight 245 lbs.		Steel welded fully faired construction. Rubber mounted at rear. 2 $\frac{3}{4}$ gallon capacity with chrome plated filler cap.				
				Wheelbase:	Overall Length:	Ground Clearance:	Weight (unladen):	Handlebar Width:
				50 $\frac{1}{2}$ inches.	87 $\frac{1}{2}$ inches.	6 $\frac{1}{2}$ inches.	280 pounds.	27 $\frac{1}{4}$ inches.

THE DISCRETION OF THE MAKERS

The COTTON Trials Model

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197 c.c. or 250 c.c.

Engine—Villiers 9E Trials, 197 c.c., complete to Specification 150D with four-speed gearbox, or Villiers 32A Trials 250 c.c. to 149D with Four-Speed gear box.

Frame—Strongly constructed in "A" quality tubing, cold drawn, $1\frac{1}{8}$ " . . 14 g. bronze welded, giving ground clearance of 9". Swinging-arm "A" quality $1\frac{1}{8}$ " . . 10g. hinged on bronze bushes or steel.

Wheels—Front. Full width 6", British Motoloy Hub. W.M. 1 . . 21" Rim. 2.75 x 21" Trials cover and tube with security bolt.
Rear. Full width 6" British Motoloy Hub. W.M. 3 . . 19" Rim. 400 x 19" Trials cover and tube with security bolts.
Front—cable operated. Rear—rod operated.

Lights—Direct lighting complete with headlamp and tail light. Extra.

Speedo Set—"D" type speedo head. Inner and outer cable, driven from gearbox.

Dimensions of Trials Machine:

Weight 250 lbs. Ground clearance $9\frac{1}{2}$ inches.
Wheelbase 53 inches. Overall measurements 78 inches.

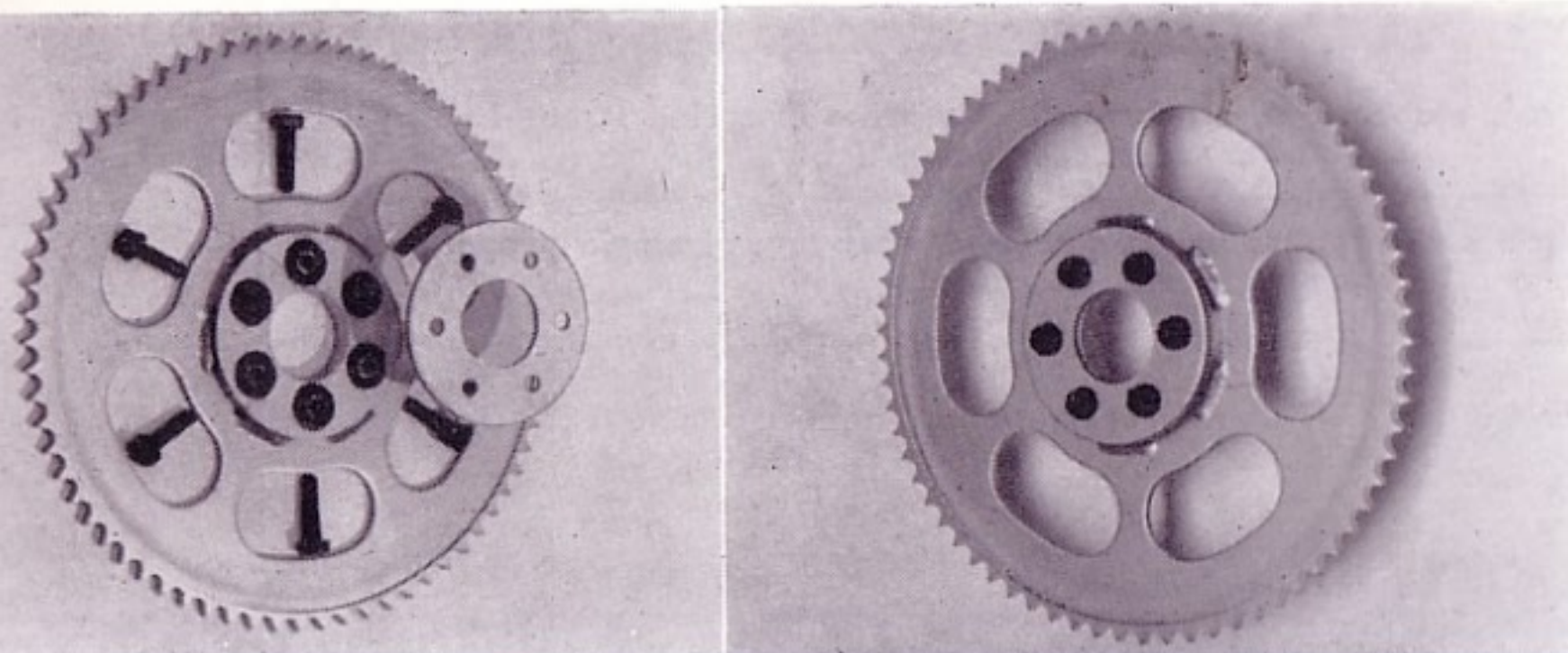


INTRODUCING THE CUSH-DRIVE SPROCKET

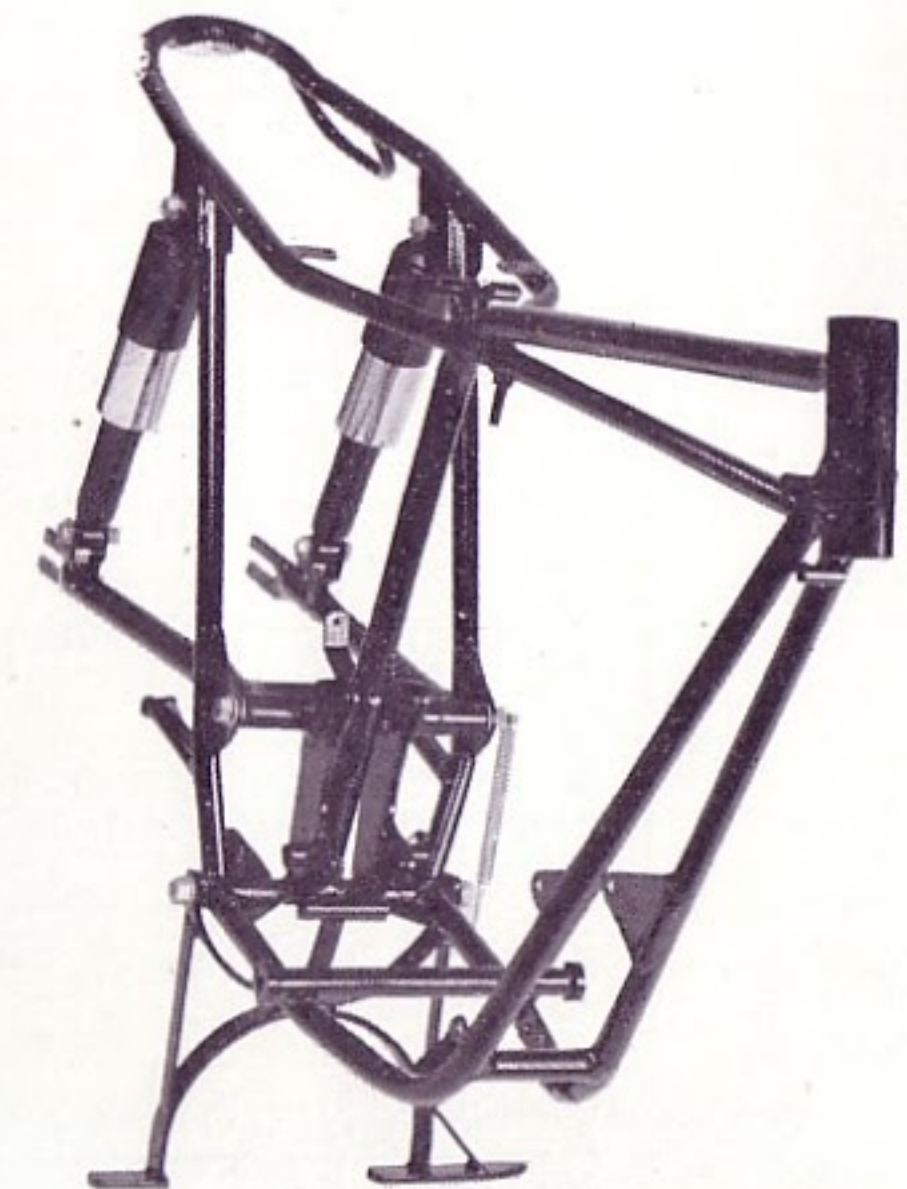
A simple but effective design incorporated as standard equipment on the Scrambler Model, to relieve shock loads in the gear-box.

It has also been found to give a much more effective grip on muddy and loose surfaces.

The Cush-Drive Sprocket has already proved its worth in severe scrambles conditions.



THE COTTON DUPLEX FRAME Designed specifically for the CONTINENTAL model



The cotton Herald Twin

Engine—250 c.c. Villiers Twin complete to Specification 950A, with foot controlled four-speed gearbox. Compression ratio 8.2: 1. Gear ratios: top 6.2, third 8.2, second 11.78, bottom 18.97: 1. Road test by Roger Maughfling, 80 m.p.h.

Frame—Jig-built strongly constructed in "A" quality cold-drawn tubing $1\frac{1}{8}$ "...14g. bronze welded. Swinging-arm portion as above, hinged on bronze or steel bushes. Scientifically designed to ensure even load distribution and eliminate stress concentration at all critical points.

Wheels—Front. Full width 6", British Motoloy Hub. W.M. 1...19. Rim chrome plated. 300 x 19" ribbed tyre. Brake cable operated. Rear. Full width 6", British Motoloy Hub. W.M. 2...19. Rim chrome plated. 325 x 19; deep section tyre. Brake, rod operated.

Lighting—Miller lighting equipment. Harness designed to fit straight onto pick-up points. 6" front headlamp with combined dip and horn push. Rear light: Stop and Tail. Stop switch operated by brake rod.

Speedo Set—Smith's 80 m.p.h. round type head, fitted into headlamp, driven from gear-box.



Small Fibre Glass Sports Screen available in matching colours for all machines

Standard Avon Fairing with fittings, also available

The COTTON Messenger Twin

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Also available in

Sports trim

Engine—325 c.c. Villiers Twin complete to specification, 054D with foot controlled four-speed gearbox. Compression ratio 7.25 : 1. Gear ratios: top 6.2, third 8.2, second 11.78, bottom 18.97 : 1.

Frame—Jig-built, strongly constructed in "A" quality cold-drawn tubing $1\frac{1}{8}$ " . . . 14g. bronze welded. Swinging-arm portion as above, hinged on bronze or steel bushes. Scientifically designed to ensure even load distribution and eliminate stress concentration at all critical points.

Wheels—Front. Full width 7". British Motoloy Hub. W.M. 1, 21. Rim chrome plated. 300 x 21" ribbed tyre. Brake cable operated. Rear. 7" British Hub. W.M. 2, 19. Rim chrome plated. 325 x 19" deep section tyre. Brake rod operated.

Lighting—Miller lighting equipment. Harness designed to fit straight onto pick-up points. $7\frac{1}{2}$ " front headlamp with combined dip and horn push. Rear light: Stop and Tail. Stop switch operated by brake rod.

Speedo Set—Smith's 120 m.p.h. round type head, fitted into headlamp, driven from gear-box.



Get your

COTTON

Cycle from