

ROAD TEST REPORT**The CYC-AUTO****A Unique 98 c.c. Autocycle**

THROUGH all levels of motor-ing of recent years engine sizes have tended to go down as new technical developments have increased power output per c.c. capacity. The engines of to-day turn out double the horsepower, size for size, of those of thirty years ago.

There are many people, however; who like the relatively big low-power unit on the grounds that such machines are more reliable. Even the extra weight is claimed by some to add to comfort of the rider and the life and sturdiness of the machine.

In the autocycle field the 98 c.c. class has had a following in this country for many years. One interesting type that is unique in many of its features is the *Scott "Cyc-Auto"*. This machine has its single cylinder two-stroke engine set across the frame, car fashion, with the flywheel magneto in front and the clutch housing at the back of the crankcase casting. The primary drive is carried back from there by a shaft and a steel and bronze worm and wheel reduction gear to the cross shaft which is actually the normal bottom bracket spindle of a bicycle.

Here another novel feature is found in that the pedalling gear also operates from this spindle by a sideways movement which engages the pedals and disengages the engine so that absolutely free pedalling is afforded. The final drive is by independent chains.

The frame is of the open, straight tube type with the pressed steel girder type spring forks. Hub brakes are fitted to both wheels and there is an additional transmission brake operated by the clutch lever. The wheels have 2-inch "Carrier" tyres and these are screened by unusually wide (4-inch) mud-

Note the shaft primary drive



guards. A built-on carrier is provided and the twin plated exhaust systems extend right back to rear of the machine so that no petrol messiness is experienced at all.

On The Road

Starting is easy and certain with the machine on its stand, a single depression of the pedal with the decompressor released just before the end of the pedal stroke will bring the engine to life first time hot or cold. The choke control is in the form of a rod which comes up vertically from the carburettor through the fuel tank and is easily to hand from a cool or cold start. The "tickler" on the test machine had a tendency to stick down when touched so it was not used, nor needed, during the test.

Starting by pedalling, however is hard work, fortunately rarely required as the tickover is absolutely reliable and engine stalling only occurred through sheer clumsiness.

A couple of turns of the pedal were worth while on a getaway from standstill, but once moving the engine took over with quick and certain acceleration up to a mean maximum in the region of 32 m.p.h. Hills up to 1 in 12 required no pedal assistance and steeper grades demanded only gentle leg work. The real pleasure of riding a "98" however, came from the agility of the engine to slog at low speeds, so that pulling away from corners, even on up grades, was quite effortless and a comfortable cruising speed between 25 and 30 m.p.h.

could be maintained up hill and down dale.

The combination of clutch and transmission brake under one control proved ideal for traffic work, the left hand on the clutch lever and the right on the throttle kept fine control at all times. The two hub brakes were smooth in operation but poor stoppers, neither being able to lock a wheel moving or standing. Comfort was good, although the undamped spring forks bottomed rather easily on major bumps. Steering missed perfection, apparently by reason of some frame whip.

Summing Up

The *Cyc-Auto* is an excellent specimen of the 98 c.c. autocycle and there is an undeniable charm in handling a cycle that does everything asked for it easily and quietly, but the inevitable comparison with current 50 c.c. machines give us no reason to change our view that the larger types will have only a limited appeal. For the man who has no parking problems which include steps, stairs and corners and who is prepared to sacrifice some manoeuvrability for big engine pull and toughness, the weight of the machine offers what the car enthusiasts would appreciate as a "vintage" model, but purchasable brand new at a very reasonable price. Basic design is interesting and it will claim attention from those who like to see a good job well done—Perhaps some future developments will bring it into a wider market.

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