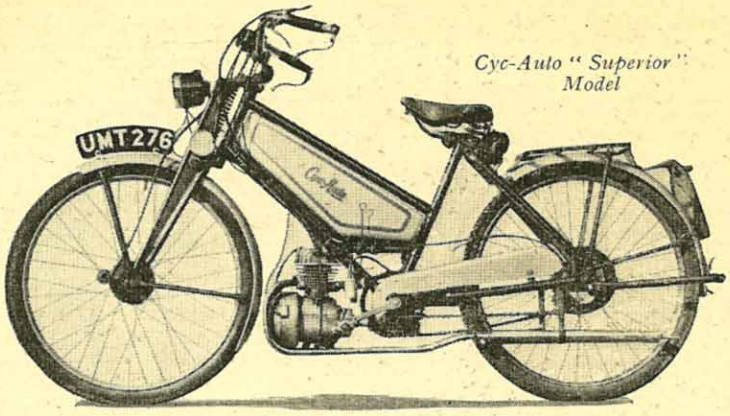
Road Tests of New Autocycles

Scott Cyc-Auto

A 98 c.c. Two-stroke Autocycle with Lively Performance, Good Manners and Efficient Silencing



Cyc-Auto "Superior" Model

THE unusual layout of the Scott two-stroke engine with its worm primary drive makes the Cyc-Auto especially interesting among autocycles. In line with the frame of the machine, the crankshaft, at its front end, drives the flywheel-type magneto; at the rear end there is a transmission brake and clutch coupled to the worm drive housed in the special bottom bracket of the frame. Final drive is by chain in the orthodox manner.

Clutch and transmission brake are operated by a single lever on the left handlebar. As the lever is raised the clutch is disengaged, and further movement of the lever applies the brake, which proved to be an adequate means of stopping in normal traffic conditions. There are also front- and rear-wheel internal-expanding brakes operated by handlebar levers. Both these brakes were outstandingly powerful and, used together, would bring the machine to rest in 27ft from 30 m.p.h. on a dry tar-macadam surface. Lever pressure required for a crash-stop of this nature was considerable, but the fact remains that the Cyc-Auto is unusually well equipped for deceleration.

Handling, too, is commendably good. The power unit is placed low and its weight is hardly perceptible. A consequence is that the handling is akin to that usual with a normal pedal-cycle. Steering is above reproach at all speeds and stability on the worst of wet road surfaces eminently good.

The link-type spring fork has a progressive action and is free from patter and rebound clash; on only one occasion was the fork noticed to bottom.

Position of the pedals in relation to the saddle and handlebar is approximately the same as with a standard cycle, and the pedal-gear ratio is average. As a result, when the engine is disengaged, the Cyc-Auto can be ridden as a cycle with far more ease than most autocycles; moreover, the pedals provide comfortable footrests when the machine is used under power.

Recommended starting drill is to push the machine forward with the decompressor lever on the handlebar raised and to release the lever when the engine is spinning; as soon as the engine is firing the clutch is raised. Alternatively, the rider can mount the machine when the engine fires in the traditional cycle foot-on-pedal-and-leg-over style. Pedal-gear ratio is too high to start the engine by pedalling off with the decompressor in operation unless considerable effort is expended; and the "neutral" position of the clutch-transmission brake control is almost impossible to locate. Hence the Cyc-Auto cannot be started by pedalling off with the clutch disengaged and then, when reasonable speed has been achieved, engaging the clutch.

Except on one occasion, after the machine had been standing in an open shed for over a week, the engine started readily using only a walking-pace push. For cold-engine starts, the strangler had to be employed, and slight carburettor flooding was found to be an advantage, though not essential. In average autumn morning and evening temperatures, the strangler, readily accessible when under way, could be opened after about 100 yards' riding.

The engine delivered its power willingly and there was at all throttle openings a rather more sprightly feeling about the performance than expected of a 98 c.c. two-stroke. Maximum speed on level roads with windless conditions was a shade over 30 m.p.h., and 25 m p.h. was a cruising speed fairly quickly reached and readily maintained on give-and-take level going.

Hills—even long ones—of the steepness normally encountered on main roads could be surmounted very easily (indeed, "gaily" seems the right word to express the zestfulness of the little engine) and it needed a longish gradient of about 1 in 9 before the engine required assistance from the pedals.

Silencing earns special praise. The Cyc-Auto has twin exhaust pipes and long. cylindrical silencers which are most effective. At all throttle openings, with the engine pulling, the exhaust noise was no more than a mild buzz; when on the overrun, with the engine firing intermittently, the silencing was equally effective. Another characteristic contributing markedly to riding pleasure was the fact that the engine was less prone to four- or eight-stroking than are most two-strokes and, when warm, would idle reliably.

The test extended over a lengthy period and embraced some 400 miles. Maintenance necessary consisted of one adjustment of the driving chain and topping-up of the worm-drive box; slight oil leakage from this box was experienced.

Finish of the Cyc-Auto is black enamel for the frame and fork, with silver-grey for the mudguards and tank, which is panelled with a red line. Wheel rims, handlebar, controls and exhaust system are chromium plated.

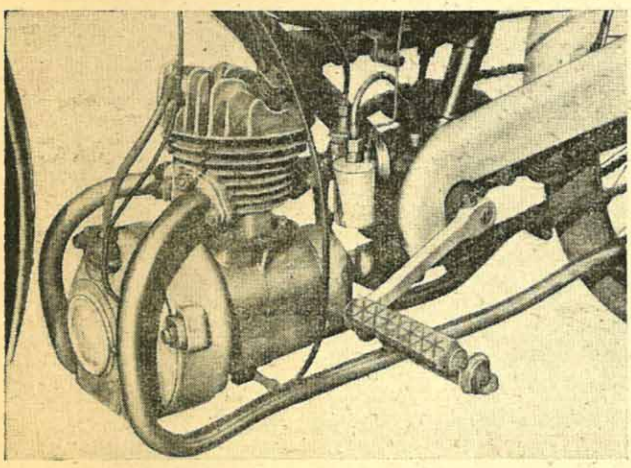
INFORMATION PANEL

SPECIFICATION: Scott 98 c.c. (50 x 50 mm) two-stroke engine. Detachable aluminium-alloy cylinder head, cast-iron barrel. Crankshaft in line with frame, driving worm-wheel through multi-plate clutch, with which is combined transmission brake. Petroil lubrication. Single-lever Amal carburettor. Wico-Pacy Genimag flywheel magneto incorporating lighting coils. Link-action front fork. Dunlop tyres 26 x 2½in front and rear. Tank capacity, 1½ gallons. Gear ratio, 11 to 1. Weight, 124lb.

PETROIL CONSUMPTION: Approximately 150 m.p.g. under town-riding conditions.

PRICE: £48 10s, plus Purchase Tax £13 1s 11d.

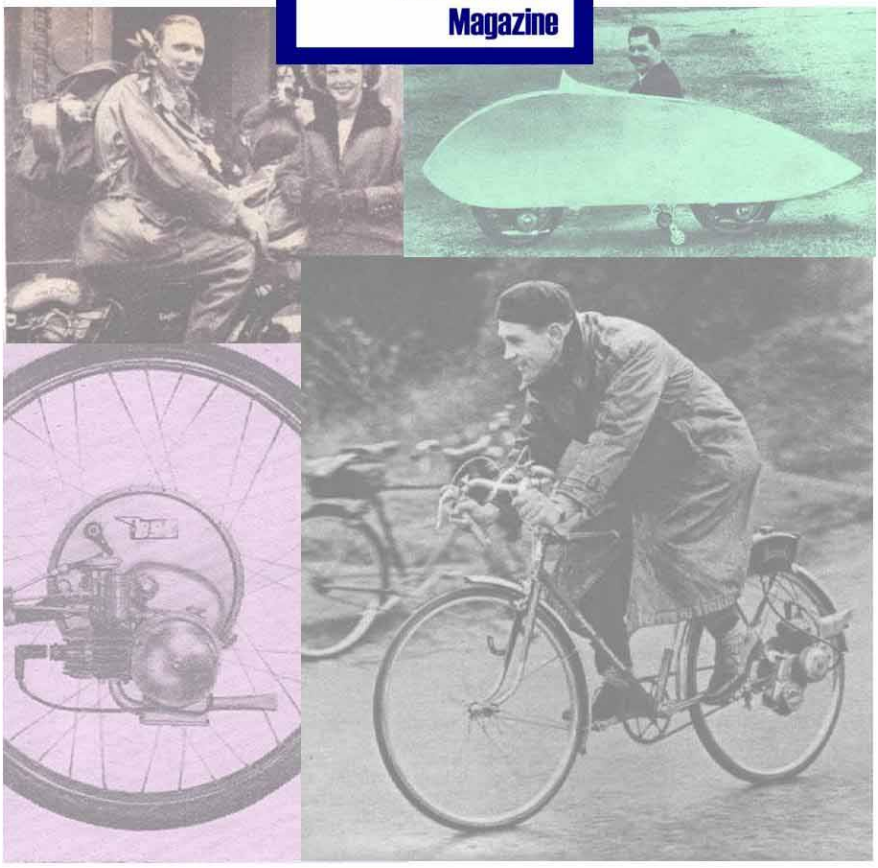
MAKERS: Cyc-Auto Works Co., 16, Brunel Road, East Acton, London, W.3.



Engine is a 98 c.c. two-stroke Scott with worm primary transmission in the bottom-bracket unit

IceniCAM
Information Service

The Iceni CAM Magazine
Cyclemotor Autocycle C Moped



www.icenicam.org.uk