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Flying scot serial numbers

Hey everyone, Does anyone know if the path racer models took a 27inch or 700c wheel size in the early days of Flying Scot production? Fellow "fanatics" I have been seeing a lot of discussions on the wee rivets and I've been wondering about this for ages. Anyone else got any info? More... Search this group's discussions

The Frame Numbering system I came up with in 1998 is long overdue revision - nothing major, but mostly affecting the pre-war frames and frames made after 1981. Anyway, here's a weekend challenge with the prospect of more rain on its way: Who can produce a Scot or derivative, known to have been built by David Rattray & Co., that doesn't fall into one of the three systems used in 54 years? Now the Rule's - Rattray's began constructing lightweight frames in 1928 and from 1935 constructed "The Scot" and derivatives sold as "The Flying Scot", "Queen of Scots", "Ventoux", and, "L'Ecosse" for examples, until the end of production in 1981. The frame numbering system was only changed three times in those 54 years and of 376 frames identified this way only 7 (1.8 %) failed to pass the test, but still have clear links to having been produced by Rattray's. There were three system used, namely : A numeric frame number where the last number is 5-9 (1930's), A numeric frame number where the second last number is 4 and the last number 0 to 9 (1940s) A frame number followed by a letter suffix from A-T (1949-1981) So, who's up for producing frames that are clearly Scot's but don't match one of the above three? Bob, 72 months ago I'm planning to go on a 2-night camping trip in Scotland for some winter cycle touring and was wondering if anyone has any experience with it. I'll be following the North Lochs and Glens route from Pitlochry to Inverness, but instead of taking the Drumochter Pass, I'll be taking the off-road route down Glen Tromie. The weather in December can be pretty rough, so I'm a bit concerned about getting caught in bad conditions. Does anyone have any tips or advice for navigating these roads during this time? I've come across some information that suggests the Gaick/Tromie route might be tricky after heavy rain, especially when it comes to crossing rivers. Apparently, even on good days, the outlet stream from Loch an Duin can be quite wild and deep, so I'm wondering if anyone has any experience with fording streams or navigating through rough conditions. It sounds like using a technique called "placing the bike upstream of yourself" might not be the best idea after all. I've also got enough gear to deal with a 48-hour washout on the main route, but I'll be keeping an eye on the weather forecast before deciding whether to take the off-road route. If it's clear and sunny, though, I'm definitely heading up Glen Tromie! It was a chilly and windy March when we embarked on our camping trip to Scotland. The islands were blanketed with snow, and even on the hills, frost covered everything. We had a young child in tow, just three years old at the time, and managed to have an incredible time despite the harsh weather conditions. As the sun shone bright, it was breathtakingly beautiful, but when it didn't, we'd seek refuge in a cozy pub with a warm fire for dinner. This type of trip offers a unique experience - the scenery is often stunning, especially during low light hours, and there's satisfaction in getting the essentials right to cope with poor weather day by day. Winter Camping in Scotland: A Viable Option for Adventure Seekers Comrade Napoleon once said, "All animals are equal," but when it comes to winter camping, some may argue it's not for everyone. However, with proper planning and gear, it can be a fantastic experience. One user suggested considering a hostel or B&B instead of camping, citing the convenience of having fewer clothes to carry and easy access to amenities if needed. Another poster mentioned that some winter sports facilities in Scotland remain open during the colder months, making it an excellent time for outdoor enthusiasts. When venturing into the Scottish wilderness, it's essential to be aware of the weather forecast and dress accordingly. As rualexander noted, "this is Scotland we're talking about here, not the Arctic!" With proper gear and planning, winter cycling in Scotland can be a thrilling experience. For those considering a week-long adventure, there are plenty of options for accommodations, including B&Bs and hostels. Pedals2slowly mentioned having a week to spare before Easter and offered to share his own experiences and recommendations with fellow travelers. In terms of classic sailing, the Flying Scot has an interesting history. The frames of these boats often feature a unique identifier, such as a frame number or location, which can help determine their age. This information can be crucial for restoration and maintenance efforts. The design of the frame number on a fork crown varied depending on the age of the frame. Pre-1936 frames had an unknown numbering system, but it is believed to be based on the next available number since the company started building frames with "1". From 1936 to 1948, frames were numbered with two parts: the first part identified the sequential number built in that year, and the second part represented the calendar year. From 1949 to 1981, alphanumeric serial numbers were introduced, using a single letter code for the calendar year instead of digits. The letters 'Q' & 'R' were used for the first two years, followed by 'A' in 1951. The first frame was numbered '1', the second '2', and so on until the end of the year. The last three frames produced by Evan Ritchie's company (1981-1983) were given sequential numbers prefixed with 'ER'. After Evan departed, Sandy Birnie took over and gave his own prefix 'SB' to some frames. From 1983 onwards, unique numbers were assigned by Jim Houston when he started producing new frames using Dave Yates at M.Steel Cycles. Given article text here 1. Lookin forward to seein everyone at the meetin tomorow and discussin our strategies. 2. Looking forward to attending evryone at the meeting tomorrow, where we will discuss our strategies in detail. Flying Scot Inc. has been in business since 1972, with an official address located at RT 4 Drawer AB, Oakland, MD 21550 (although this address may have changed). The company offers sailboats and catamarans for sale or rental. A sample of the hull identification numbers (HINs) found on Flying Scot Inc. boats include a range of letters and numbers, indicating various boat models and configurations. The text also mentions that the website flyingscot.com indicates a new address, but no current information is available about the company's status or any out-of-business dates. Additionally, some HINs were listed as being registered in accident, registration, and coast guard databases, suggesting potential concerns about the boat's history. Please note that the original text contains a large amount of technical data, including boat VINs and HINs, which are not necessarily relevant to a general paraphrase. This text appears to be a large sequence of numbers, specifically a list of unique identifiers. The numbers seem to follow a consistent pattern and do not contain any visible characters or readable content. Without additional context, it is challenging to provide a meaningful paraphrase or interpretation of this text.