

As a new school to this, we are looking for other possibilities to the etek motors. I have heard of other schools using used or cheaper motors to get themselves started. Does anyone have any leads to any brands, or good resources for finding an inexpensive motor? We are looking to start a vehicle, but the funds are just not there for this year. We want to try and get some more interest and hopefully go from there. Any ideas will help.

I would also be interested in the same info. Or what are schools using now that (from my understanding) the etek is no longer available?

**Ready Kilowatt asked if anyone had experience with Scott motors on the Community Server. Just about everyone in Nebraska.** Started with one in 1999. They were popular for about 4 years. The Etek was the replacement. The biggest problem is getting rid of the heat that builds up in the motor. It is a high speed motor, about 3600 rpm. We measured ours to have at least 190 degrees. After drilling over 200 holes in it & ducting air to it we got the temperature down to 120 degrees. To make it last you have got to get cold into it. The motor has to be disassembled & heavily modified to make it last. Gearing has to be correct so the motor runs wide open all the time, that's where an electric motor is most efficient anyway & uses the least amps.

Stan R

Thanks Stan - That explains a lot. We too started out with a Scott, but always had problems being competitive in Iowa. We never really got to adjust the gear ratio - that had to cost us a lot of energy with that Scott motor. We then bought a Pentad - Which I think is a rebuilt Scott. That motor worked much better. We've been running Etek since that, I think they are much easier on different gear ratios and RPM's. But you still have to work on it.

are we talking about servo motors with the brand name Scott? Or is it a motor produced by Hall Scott [here?](#)

I'm not sure if the co. name is Scott or Hall Scott but they make a 1 hp & a 1.6 hp motor & I think they were intended for wheelchairs, scooters, etc. Stan

I know this is a bit off topic, but... I have watched a team in Iowa run the same car in two heats and switch out their motor from a Lynch to an Etek due to??? The Lynch heat made their speeds for the full hour where as the Etek did not make the hour... Other than swapping in charged batteries of the same brand, nothing else was different... I have always thought this interesting. (I realize there are other variables, but most Iowa teams swear by the Lynch motor)

Jesse Domer, Watertown High School

At the Kan-Am Electorally last October, the top five (most laps) were running the following motors

1 C.Michael Lewis 1ME 38 laps -- LM200

2 Shannon Cloud 43WA 35 laps -- Etek

3 Brad Meyer 64IA 34 laps -- LM170

4 Tyler Rozenboom 40WA 33 laps -- Etek

5 CJ Peters 411A 29 laps -- Etek

This does not answer your question but they likely changed gears with the motor change because the three motors run at different RPM.

For those that do not know; LM-170 and LM-200 are the Lynch motors...

Scott Motor Co.

Alamogordo, NM Phone 505-434-0633

- I think this motor is manufactured by Imperial Electric.

Also, How do you rid this board of the double line feed??

Does anyone have experience with Scott motors?

We've got one, but only use it for test wiring. It's not very efficient if you want to be competitive. It might work for a class 1 vehicle, but I'd try to get a etek or etek-r