

# 1930 Scott Flying Squirrel Sprint Special

Price new (1930) £95  
Price now £6000 - £8000

## Specification

**Engine:** 596cc, watercooled, parallel twin two-stroke with 74.6 x 68.25mm bore x stroke. Single centrally mounted Amal carburettor (Amal fitted on test machine), three-speed gearbox with dry clutch.

**Chassis:** Single tube rigid frame braced by engine crankcase. Scott forks with central spring and steering damper. 7in sls front brake and 8in sls rear.

**Performance:** 32bhp, torque n/a, top speed 94mph, 0-60mph n/a

**Dimensions:** Wheelbase 58in (147cm), dry weight 250lb (113kg), seat height 26in (66cm), fuel capacity 1.5 gal (6.8 litres)

## Running costs

Head gasket .....not fitted  
Throttle cable n/a (most owners make their own)  
Tyres 2.75 x 21in .....£40  
Brake shoes .....£15 each exchange

## Owners Club

Scott Owners Club, Walnut Cottage, Abbey Lane, Aslockton, Nottinghamshire, NG13 9AE

## Manuals

Via the Owners Club

## Books

**The Scott Motorcycle**, Jeff, Clew, GT Foulis publishing ISBN 0 85429 164 4

**The Scott Selection**, John Underhill, VMCC Publications, ISBN 0-9519139-1-3 Available from the VMCC (01283 540557)

## Websites

Scott Motorcycle Page, [www.top.net/guzzi/scott.html](http://www.top.net/guzzi/scott.html)

## History

The first 486cc Scott Squirrel appeared in 1921 and was revolutionary in a number of respects. It had a guaranteed 60mph top speed, footrests (instead of footboards), spark plugs in the top of the aircooled cylinder heads and alloy pistons.

The bike was a revelation and the legend was reinforced when *MotorCycling* published a test of the Squirrel that included an ascent of Sutton Bank near Thirsk, a hill so steep that caravans were banned from it until recently.

The first Squirrels had two-speed gearing, lever throttle and foot clutches. They gained an extra speed and hand clutch in 1922. They also had a kickstart fitted in what is now considered the traditional place on the right hand side of the engine. Two-speeders also continued to be available during most of the Twenties.

## Me and my Flying Squirrel

Brian Marshall is Press Officer for the Scott Owners Club and has owned more than 20 Scotts including two other Sprint Specials.

"I wasn't going to buy another but got offered this one late last year and couldn't refuse it. The bike has frame number 14 (though mysteriously there's



another number 14 known to the club) and was originally in grasstrack specification. The Powerplus TT replica engine has an Amal carb, three speed close ratio gearbox and the whole bike was fully restored in the early Seventies when the engine was rebuilt and tuned by George Silk.



For 1923, the oil in frame was replaced by a separate tank with twin drip feeds at the base, and capacity was increased to 596cc.

Watercooled heads were fitted for 1924, and a year later the bike got a full TT replica frame and crankcase oil pump fitted to all bikes except the Flying Squirrel.

Subtle changes followed over the next few years including fitting a throttle twistgrip, and Scott competed successfully in all kinds of bikesport from TT races to trials and grasstrack.

The 1930 Sprint Special was derived from the grasstrack racers, using a single tube frame (the roadbikes had twin downtubes) and was a return to high-speed lightweight motorbikes for the Saltaire factory. Built in very limited numbers and intended as a 'competition only' bike, only 45 were made and they were all different - built to suit the customers' requirements. Claimed power was about

30bhp and the dry weight about 300lb wet depending on specification. No lights were fitted and all bikes were assembled in the competition department. The Sprint Special was the pinnacle of Scott development. The following years saw declining sales as the two-stroke engine became regarded as the poor relation to the four-stroke, being used mainly in small commuter bikes.

## Things to check

- Castings need to be in good nick, with no cracks or welding.
- Is it a true Sprint Special or a replica? There were only 45 made.
- Is the magneto chain in good condition?
- Cycle parts are rare.
- Radiators are handmade costing up to £600.
- Good condition cylinder barrels are now becoming scarce.



Detail and build quality is superb. The Scott badge is a piston and conrod - nice touch



Two-stroke oil flows from separate tank. Amount is set by hand operated drippers

It's been timed at 94mph - not bad for a 70 year-old motorbike.

It's not just for show either. Since I bought the bike last year it's done a fair few hours. Spares are easy to get. The club gets batches of bearings and gaskets made and there are skilled members that can make radiators or other bigger things. Cycle parts are rare but something always turns up."