

◀ September, where he was able to enjoy a range of classic bike events that made up for a lack of racing. He found the bike's road manners a treat at top speed over the unusually clear roads of the Manx GP course.

"The Scott is the only two-stroke I have ever appreciated," says Ken. "It purrs along and suits me just fine"

As a footnote to the Birmingham Scott story, Matthew Holder's son David is now at the helm of the firm his father founded. Based at Meriden, Aerco is associated with the manufacture and supply of genuine spares and general accessories, not only for Scott but also for marques whose manufacturing rights were subsequently acquired: Velocette (1970) and HRD Vincent (1976).

David Holder shares his late father's enthusiasm for bikes, with Birmingham-built time cheating Flying Squirrel and Swift prototype taking pride of place in his motorcycle collection. We

will leave the last word to him.

"Motorcycling and especially Scotts were my father's hobby. The motorcycle element became the company's flagship," he says.

"Motorcycle manufacture moved us into a different league, which rewarded us beyond the number of bikes sold. I don't think the company had the capacity or the will to make more bikes

than it did, and they certainly were not cheap, but they heightened our profile.

"I have had an awful lot of motorcycles, but in many ways the Birmingham built Scott is the best British motorcycle I have ever ridden.

"It's a very pleasant machine to ride thanks to the excellent handling and brakes, and it remains very usable in modern traffic." ■



Ken Day enjoying the Scott's rock steady handling characteristics

### 1969 FLYING SQUIRREL

<b>ENGINE</b>	
engine type	two stroke
cooling	water
configuration	parallel twin
bore x stroke	68.25 x 74.60mm
capacity	596cc
lubrication	Pilgrim pump

<b>CARBURATION</b>	
manufacturer	Amal
type	206/151R

<b>TRANSMISSION</b>	
primary drive	chain
clutch	dry multiplate
gearbox	three-speed
final drive	chain

<b>ELECTRICS</b>	
6v electrical system using alternator mounted on crank end. Coil ignition system.	

<b>CYCLE PARTS</b>	
Chassis: duplex steel tubing. Telescopic front forks and rear swingarm with twin shocks.	
Wheels: chrome rims, spoked.	
front tyre	3.25 x 19
rear tyre	3.50 x 19
front brake	2 x 7in s/s drum
rear brake	8in s/s drum

<b>DIMENSIONS</b>	
dry weight	approx. 390lb (177kg)
wheelbase	60in (1524mm)
seat height	30in (762mm)
fuel capacity	3.75 gal (17 litres)

<b>PERFORMANCE</b>	
top speed	85mph
horsepower	approx. 30bhp @ 5000rpm

<b>VALUE</b>	
2001	£3500

#### CONTACTS

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## Scott's climb to success

Alfred Angus Scott (1874-1923) built his first powered two-wheeler in 1898 by mounting a home-made, 180-degree parallel twin-cylinder, two-stroke engine on a pedal cycle.

Further experimentation led Scott to produce an advanced two-stroke on which he was successful in the 1908 Daventry hillclimb. This success spurred Scott to start motorcycle production at premises in Bradford, West Yorkshire. By 1912 the Scott Engineering Company had outgrown those premises and moved to a new factory in Shipley. That year Frank Applebee won the Senior TT on a Scott, a feat repeated the following year by HO 'Tim' Wood.

But the departure of Alfred Scott in 1919 robbed the firm of his single-minded innovation. The bikes already had thermosyphon water-cooling, a two-speed foot gear change, telescopic forks and stiff, lightweight duplex frames - all highly advanced features for their day. Development of the existing designs resulted in some highly desirable motorcycles including the super-tuned Flying Squirrel of 1926.

Increased weight and design orthodoxy tarnished the Scott reputation after 1930.

An update of the venerable Flying Squirrel was the final offering before the original company slid into voluntary liquidation in 1950.