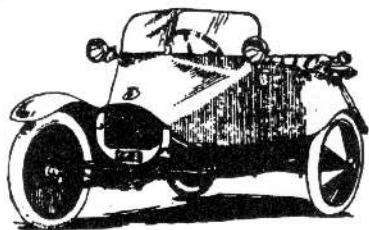


The rest cried "foul", wasn't this a two-stroke which fired twice to their once and wasn't it a twin, which meant it fired four times to their twice! Yes, said the A-C.U. - as advanced in its thinking as ever - and promptly determined that henceforth the Scott motorcycle must multiply its capacity by 1.32 for all competitions; to make it fair on the other lads, of course. Didn't the Yorkshire chappie make a P.R. milestone out of that one.

But the Scott's originality didn't stop at being a twin two-stroke, water-cooled, all-chain drive with foot pedal control of the two ratios and with an open straight tubed frame, it also carried a neat pair of telescopic forks up front and was possessed of a small starting pedal, needing but a caress of the foot to prod the engine into life - run and jump on, when the motor fired? forget it, that idea was dead the moment the Scott arrived. There were T.T. wins in 1912 and 1913 just to hammer home the message and then Alfred was onto prototype stuff for the War Office, a sidecar outfit with triangulated sidecar chassis equipped to carry a machine gun and then, his final brilliant conception, an integrated, triangulated three wheeled device intended as an all-terrain gun carriage. The War Office flinched at this one and stuck with conventional sidecar outfits instead, but undeterred and convinced of the correctness of his design he sold out his interests in the motorcycle and moved on in 1918 to form the Scott Autocar Company with intentions to build thousands of his "Sociable" for returning soldiers and their families.

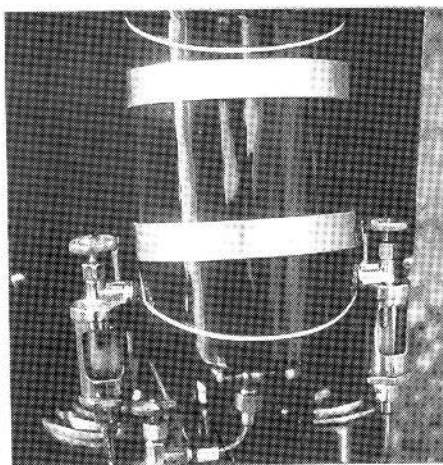
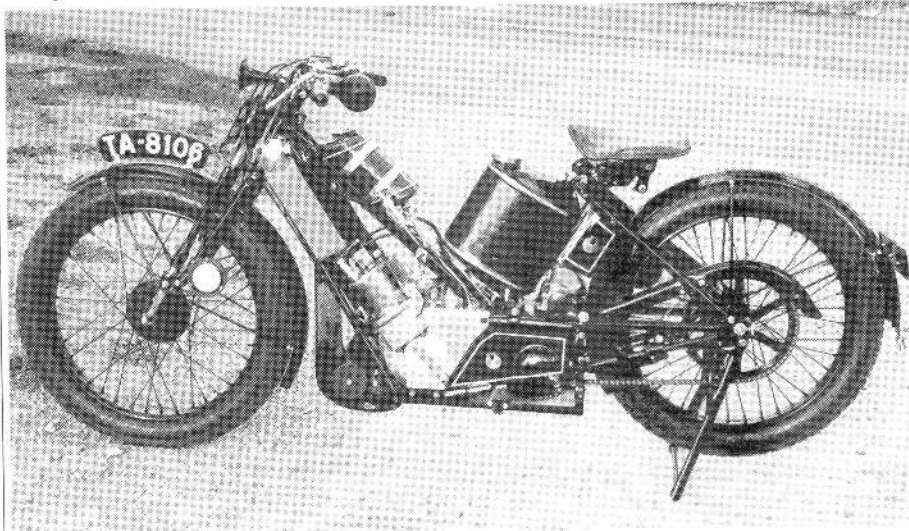


Scott's ill-fated Sociable, the "Crab"

It didn't work like that though, the Sociable was cruelly nicknamed the "Crab" which summed up its lopsided ungainly look. This time the pundits were correct, if it looks wrong, it won't sell. It didn't and the Scott Autocar Company was already on the rocks even before its mentor met an early and untimely death through pneumonia in 1923.

Meanwhile, back at the ranch, as the saying goes, the new owners of the motorcycle manufacturing rights were struggling too and in recurring efforts to maintain flagging sales they moved ever further away from the great man's original design philosophy. They only complicated and added weight. But before all contact with reality was lost, they did have one last inspiration, it

engine has bore and stroke dimensions of 70mm x 63.5mm and breathing through an A.M.A.C carb provides a top speed of around 60 mph. The short handlebar with rearwards curve in conjunction with footrests, provides a complete contrast to the huge "A" bars and voluminous footboards of the 532cc touring Scott of the period and thus emphasises the sporting intentions of



A pair of Best & Lloyd adjustable drip feeds.

came in 1921 in the form of the Scott Squirrel, a 486cc two-speeder fully in the traditions of A.A.S. and an example of which is currently the apple of my friend John's Scotting eye.

The Squirrel name was surely one of those happy coincidences of nature, in that it suited the appearance and the objectives of this new sporting Scott down to the ground. Imagine a lithe little creature scurrying everywhere with poise and speed and you have the bike fixed nicely in your minds eye. The

the Squirrel. Clipped to the bars are matching A.M.A.C. controls for the carb (twin levers) and advance/retard of the Fellows EA2 mag; the only other lever needed being a top-hinged Bowden on the right for the internal expanding front brake.

That Fellows mag is tucked well away from the elements beneath the saddle tube mounted 2 gallon oval petrol tank, or "biscuit tin" tank as it's affectionately known for obvious reasons. Now, for the first couple of seasons production, the Squirrels adopted the oil-in-frame feature of the older Scotts (Oh yes, oil-in-frame, forgot to mention that with-it feature in the list of original credits didn't I), but by the end of 1923 the company had abandoned this and (adding more weight as was their wont) instead clipped a cylindrical oil tank onto the top downtube from the steering head. John's bike has this revised frame with, at the base of the oil tank, a pair of Best & Lloyd adjustable drip feeds



EVERY "SQUIRREL" IS GUARANTEED TO DO A MILE A MINUTE ON THE ROAD