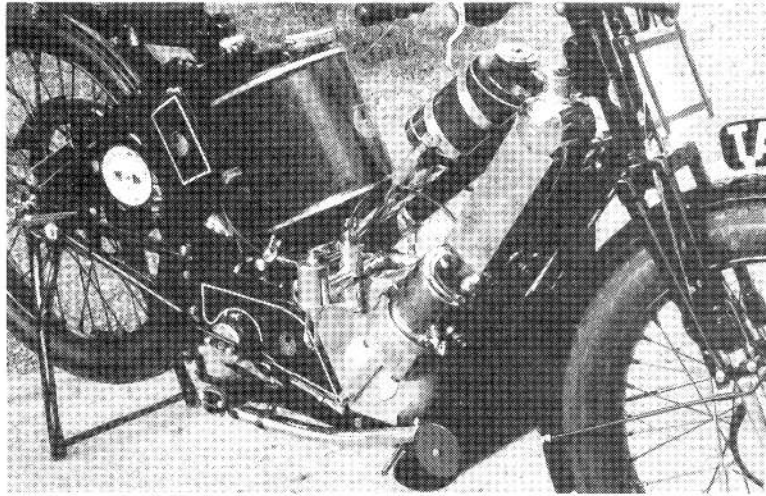


controlling oil feeds to glands within the crankcases either side of the flywheel.

The engine itself is basically time-honoured Scott practice, central flywheel, deflector crown pistons (in light alloy), overhung cranks and readily removable crankcase doors through which the big ends can be inspected and/or renewed. Drive to the two speed transmission is by twin chains from sprockets either side of the flywheel, the gear mechanism itself being secreted beneath tinned steel covers enamelled in black, lined white. Water is fed from the magnificent honeycomb radiator, with nickel plated header tank to surround the blind head barrels, but not the surface of the heads; these are cooled by airflow and carry the sparking plugs at a forwards facing angle. Exhaust is via



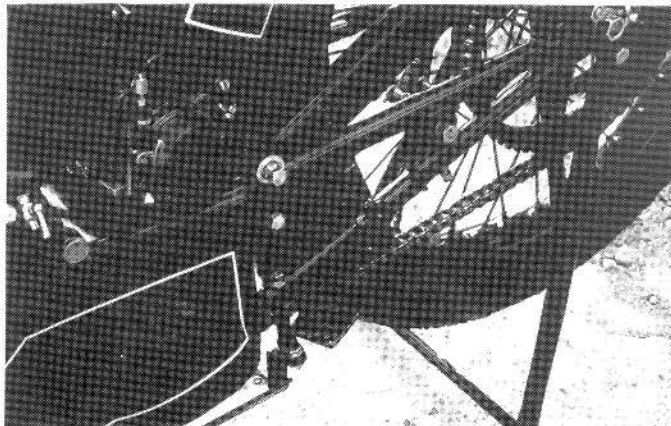
magneto and below the saddle, it was to be found thus on 1923 Squirrels. Mr Alfred's starting pedal pivots from a point just forwards of the rear wheel spindle on the offside and other than for a Lucas Sports bulb horn there is little else to encumber this pretty and effective projectile with its distinctive Scott forks and triangulated frame.

Yes, but is it "right", there are so many built-from-bits Scotts around that the average punter wouldn't know right from

chance to buy, should he ever part, but it was a thirty years wait until that happy state of affairs presented itself. Still, Doug did remember and John had his opportunity eventually.

Since acquisition the Squirrel has been the subject of a thorough restoration but with none of that "over the top" kind of stuff we see all too often today. This bike looks like it might have done when it left the works, not bulled up ten times better than it could ever have been, if you understand my meaning. It's spot on, as authentic as possible and ready to ride far and often. It emits the famous Yowl from its pipe and purrs along in a sort of hypnotic manner, the rider playing tunes on the HIGH/LOW pedal and cricking his neck to catch the noise full-on at every opportunity. They say that it's a delightful high pitched sound, music to the converted and an experience not to be missed.

Naturally, as a P&M man, it's difficult for me to be objective here, however,



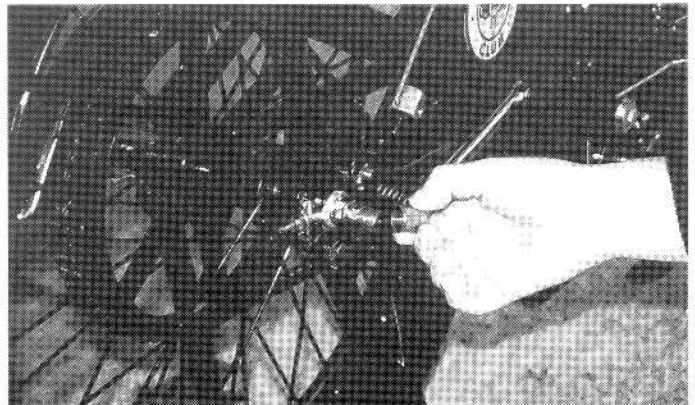
Fellows magneto and neat transmission covers lined in white.

a transverse circular box in front of the crankcase and short tailpipe on the offside.

As to the remainder of the cycle, which all-up weighs in the region of 220 lbs, there are narrow section sporting mudguards, an XL-ALL leather pan saddle, 26" x 3" beaded edge tyres (originally 650x65mm but no longer available) and a "Tom Ward" conversion on the rear sprocket cum brake, with which Scott fanatics will be familiar. Again, in late 1923 the company was offering an internal expanding drum on the rear wheel, but not evidently on TA 8106. Additionally readers will spot the toolbox above the

wrong, would he? Well, John certainly does know his stuff, if he reckons its right,

then rest easy friend. TA first came to his attention when he was working down in the Southampton area. It was originally registered in Devon, Glorious Devon, so hadn't ventured too far from home when in 1960 it came into the hands of Doug Dunford, who many will recall as being responsible for the motorcycling exhibits at Beaulieu Museum, after the death of Graham Walker. John persuaded Doug to let him have first



Rear wheel bearings are lubricated by a Stauffer lubricator, a feature never before seen by this owner, on a Scott.

having taken my first spin on a two-speeder only last year I must reluctantly admit that - they might well be right! □



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