

1.6 Model Profiles

MACHINE PROFILE NO1 THE 1934 FLYING SQUIRREL TOURER

Between 1931 and 1933 the duplex frame had only been used on T.T. Replica machines, and the Flying Squirrel models used the single centre downtube, single seat pillar tube frame, very similar to the Sprint Special frame, that had evolved from the Three-Speed Super frame.

1934 saw the return of the duplex frame to all models, Tourer, Deluxe, and T.T. Replica. The photo opposite is the official works photograph of the Tourer and, it shows some interesting details. In fact it is remarkable how little it had changed from the 1929 model. Change the petrol tank for a "slim" one, with ivory panels and we could almost be looking at a 1929 machine; and the continued use of the "coffeepot" front expansion box, Howarth silencer, fishtail, "inverted" handlebar levers, valanced front mudguard, etc; all give a very vintage feel to the machine.

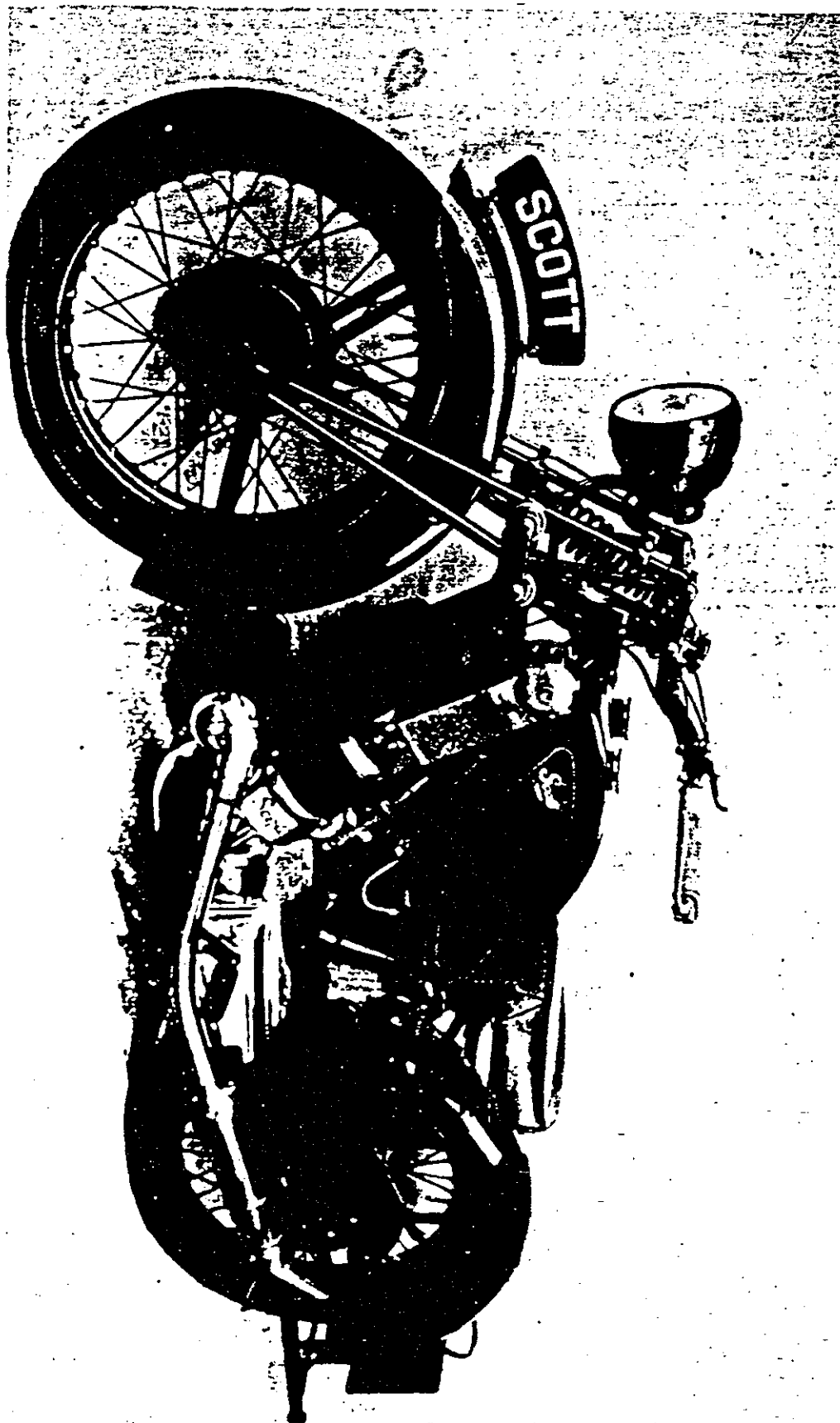
Closer inspection reveals more interesting details. The front forks for instance are not Webb, but the very similar offering from Brampton, (note different dampers) Restorers should note that many of the fasteners are black, not plated, including engine bolts, radiator washers, wheel nuts, footrest end caps, etc. Whether they were *Coslettised*, *Parkerised*, *Bonderised*, or simply painted I do not know! Just visible in my original photo is a carburettor without bellmouth or bellmouth thread and, I presume this must have been a stores leftover from those made specially for the single downtube models, where there was no clearance for a bellmouth. 1933 and 1934 saw the shortlived appearance of the longstroke LFZ (498cc) and LFY (596cc) series engines. These had slightly different cranks, that resemble the 1929 "R"-type cranks, with the disc section not partially thinned-down, (but lacking any oil feed hole to the crankpin).

Engine numbers went from 3906 to 4059 in 1934, so probably less than 150 complete machines were sold. Despite this basic lack of sales quite mind boggling white elephant work was going on at Shipley, such as the Grand Prix Model (GPZ, GPY engine), four-speed gearboxes, swashplate oil pumps, three cylinder and six cylinder (car) engine, Aero engines, etc. but Rationalisation saved the day in the nick of time and, kept things ticking over through the rest of the 1930's.

The next photo shows a variation on the 1934 theme and, it is a machine owned at the time by George Bearman, but "modelled" here by a very youthful (aged 18) Peter Maddox. This machine has the "other" Brampton fork offering (the Monarch), optional detachable cylinder head, swashplate oil pump, foot gearchange, etc.

Interestingly the coffee-pot ends have been swapped around and, the tailpipe is on the right instead of the left. I wonder if that is how it left Shipley? (Perhaps to protect the swashplate pump from accidental knocks, or perhaps because of the L/H brake pedal needed when a R/H foot gearchange was fitted?)

Brian Marshall.



THE 1934 FLYING SQUIRREL TOURER
(Official works photograph, supplied by Jim Best)

MACHINE PROFILE No 3 THE 1927 FLYING SQUIRREL

This profile may well be the most detailed that I produce, because I have a particular interest in these first three-speed, long wheelbase, duplex-framed Flying Squirrels, and have done a considerable amount of "presearch" before tackling the total restoration of a badly damaged and incomplete machine of my own. It has engine number FY199A, gearbox number W382 and frame number 1373 M.

As I mentioned briefly in the April '91 issue, the 1927 Flying Squirrel is a difficult beast to talk about in technical detail because it seems to have evolved through the year, and the few period photos show some features not evident in any Scott literature of the time. For instance in the April 1990 issue is a machine with beaded-edge rims, and I have also seen early Jones type rims. So, three different types of rim, never mind different diameters and widths!

The sales leaflet handed out at the 1926 Show shows a "touched-up" artist's impression that is obviously based on the 1926 T.T. machines, with a rear-pivoting brake pedal concentric with the lower rear engine bolt, a lightweight "fretted" rear stand, racing exhaust system, front shield behind the silencer box, minimal valancing on the front mud-guard, and a very strange lug on the front downtubes (just under the headstock).

The 1927 production machines, as far as I can ascertain, showed none of these details, and they can be defined fairly well as follows:-

FRAME: Long wheelbase duplex frame, allowing room for a toolbox behind the magneto. Crossmember between rear upper chainstays (under saddle). Vertical pillars to support saddle springs. Adjustable footrests pivoting on rear fixing bolt. Front — pivoting R/H brake pedal. The headstock lug is particularly heavy, with only a small diameter hole for the fork stem to pass through. The lower front frame lug has three holes.

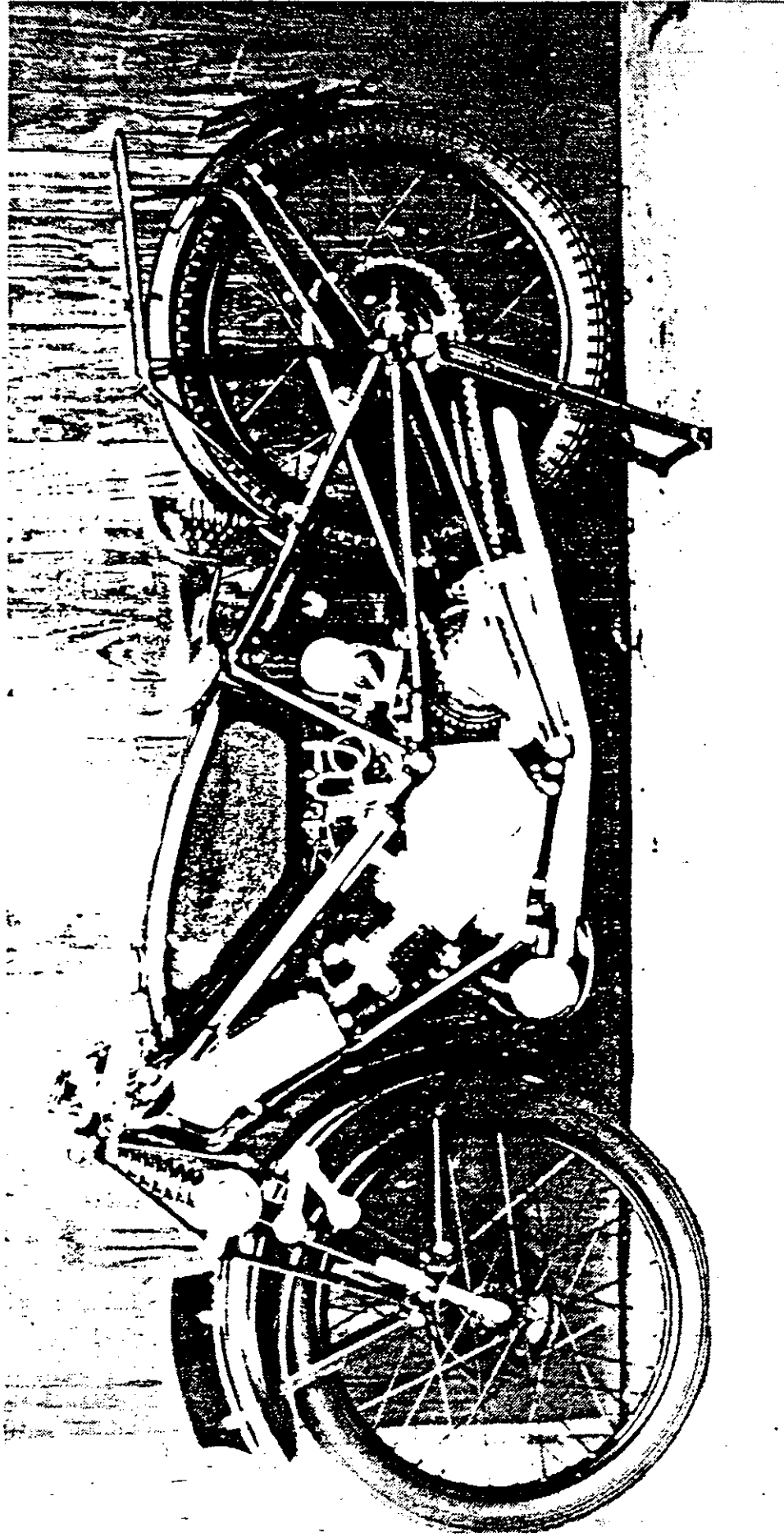
FORKS: The 1927 pattern Scott front forks were built of light gauge parallel section tubing, and were "beefed-up" for 1928 with part taper section heavier tubing, and then again for 1929 with taper section tubing top and bottom. Bentley and Draper "stabiliser" friction dampers were fitted, and these were sometimes black and sometimes nickel plated. An André steering damper with a three-spoked alloy knob was fitted. The fork top crown was sometimes steel and sometimes bronze.

WHEELS: The front wheel rim was of 21" x WM1 size and usually fitted with a 2.75" wide tyre, however note my earlier comments on wheels as there were obviously variations! The front brake was 7" diameter, and Webb manufacture with no water deflector. Most machines had the entire brake plate and stay nickel plated, but others were painted black as on subsequent machines.

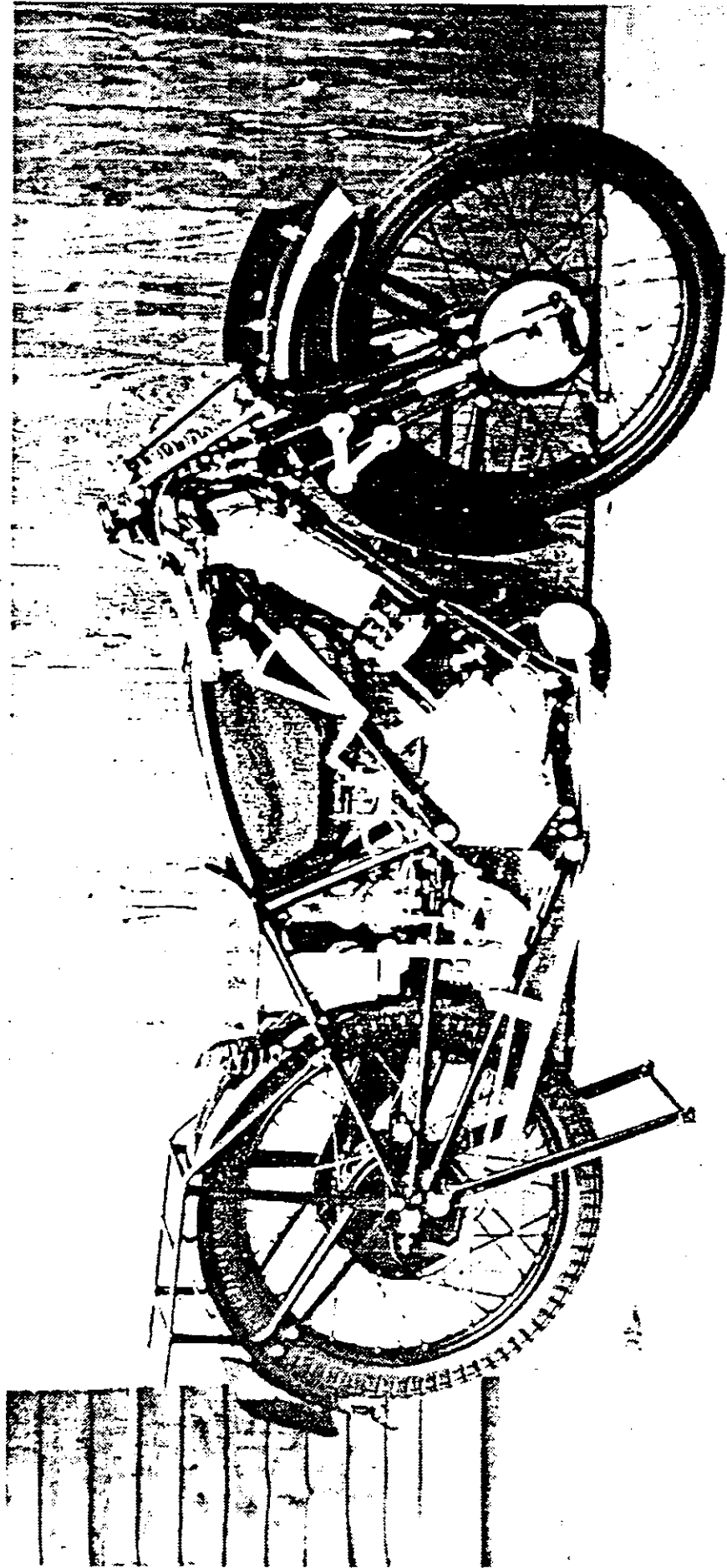
The rear wheel was also of 21" x WM1 size but again there were variations. The rear brake and hub were made by Enfield, incorporating a cush drive, but unlike later Enfield wheels, because the drum was not detachable, and carried the spokes on its outer flange. 8" diameter brake.

EXHAUST SYSTEM: This was the only year that Scott fitted two exhaust pipes. These went straight back from the body of the front silencer (NOT from the endcaps), bent under the footrests and terminated level with the rear brake anchor bolt. Most machines had a "slash cut" end to the pipes, but others had the ends bent outwards, (like a car exhaust trim), presumably to keep oil off the back end. Auxiliary silencers were offered as an extra.

PETROL TANK: This was the type with rounded top and more or less parallel sides fitted from 1927 to 1930, and was painted black with



Nearside view of author's 1927 Flying Squirrel, awaiting age-related registration, on Christmas Day 1991.



Offside view of same machine. Note very extensive use of nickel plating in 1927, including kickstart, and front brake plate. By the use of 'acorn' nuts very few studs or threads were left exposed; just the cable adjusters and chain adjusters. Gear change lever and gate are also plated.

a purple top diamond and side panels, outlined in red. The top diamond carried a Limit Gauge transfer but the side panels had a Flying Squirrel transfer, with the nose and tail of the animal cutting across the panel outline. This transfer varied through the year. The first machines had a lilac and white "sunburst" rectangle behind the animal, like on 1926 Two-speed Flying Squirrels, and the words "Flying Squirrel" in gold, below and slightly to the rear of the animal. Later machines did not have the rectangle, and I suspect that some machines also did not have the wording. This does, I know, contradict the statement made by the late Jack Dodds about transfers (see P30 in Dec. 90 issue) but I am reasonably confident about it.

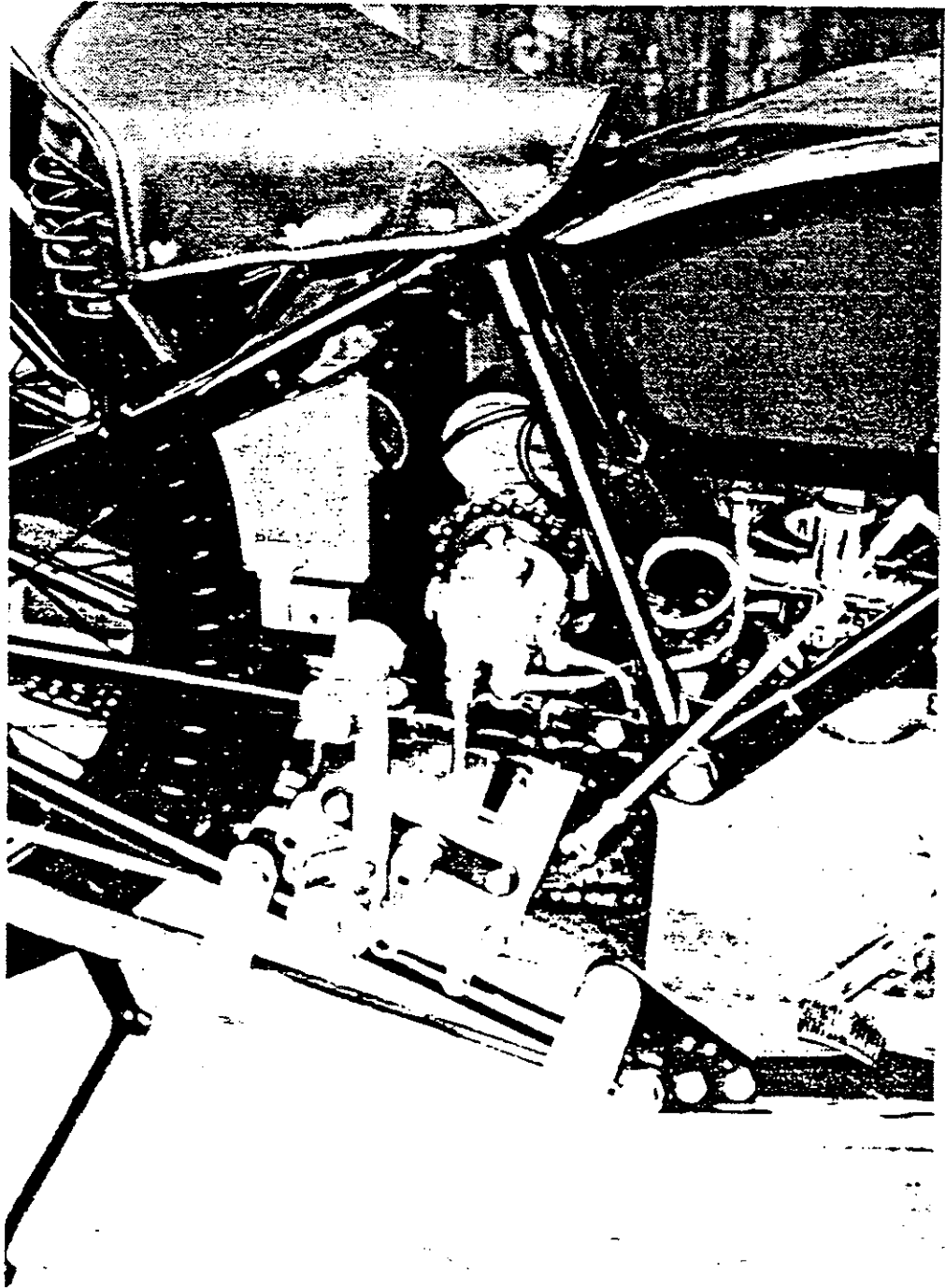
MAGNETO: This was a BTH instrument with horseshoe magnet. The magneto platform on my own machine is made of bronze, and has a draw-bolt adjuster on both sides, a much better effort than later platforms; but some machines, perhaps those made later in the year, had the usual ferrous casting, and only one draw-bolt. The magneto sprocket drove a Best and Lloyd Mk II oil pump, a photograph of which was in the Dec. '89 issue, (P216). The Pilgrim Pump came into use in 1927 and was probably fitted to machines produced later in the year.

GEARBOX: This was very similar to all later Flyer gearboxes, and internals are interchangeable; however the casing is different, with a rather rough "sand cast" appearance (unpolished) and with different dowel and bolt centres to later boxes. Both the kickstart lever and the return spring cover were nickel plated, as were the gearlever, gate, and rod. The clutch was of narrower construction than subsequent clutches, with one less plate.

ENGINE: The crankcase of these first three-speed Flying Squirrels was longer than all later engines, in that the rear lugs were flush with the crankcase rear edge, and not protruding 'ears' as on later engines. The engines were all short-stroke, with the 498cc at 68.25mm by 68.25mm, and the 596cc at 74.6mm by 68.25mm. Towards the end of the year, for the 1928 season, a few were fitted with cylinder wall oiling, fed from a trigger-operated pump in the base of the petrol tank. 1927 cylinder blocks had the exhaust pipes secured by four bolts, instead of the two bolts and one centre stud of later blocks. Most machines had the carburettor mounted horizontally on a bolt-on induction pipe but a downdraught, direct-mounted carburettor, as on later machines, could be specified "purely for racing requirements". The inclined carb. was the flange-fitting 3-JET Binks (the heavy phosphor-bronze type with large hex-nut top), and the horizontal (clip-fitting) carb. was the 1 1/8" T.T. Amac.

UNDERTRAY: This was longer than all later undertrays, and is instantly recognisable by its sloping front shoulders (90° corners on later trays). However there were variations, as I have seen them without any mudguard cutaway, with a small cutaway (as on mine) and with a larger, almost semicircular cutaway. I don't know the dating or significance of these changes. The 1927/28 outrigger bearing is peculiar to these undertrays as it had different mounting slot centres to later outriggers. (Later ones will fit but offer little or no adjustment as the 'D' bolts come at the ends of the adjustment slots).

CONTROLS: The handlebars were about 30" wide and flat in one plane. "Inverted" levers were of course fitted, and long (7" plus) rubber grips. Combined throttle and air levers were on the right-hand side, but twistgrip throttle control became popular in 1927 and no doubt many 1927 Flyers were so fitted very soon after delivery! Also on the bars was a lever which operated the half-compression valves when pulled halfway, and the magneto cut-out when pulled fully; as per my drawing and article of Feb. '90 (P243). Magneto advance & retard lever to L/H bar.



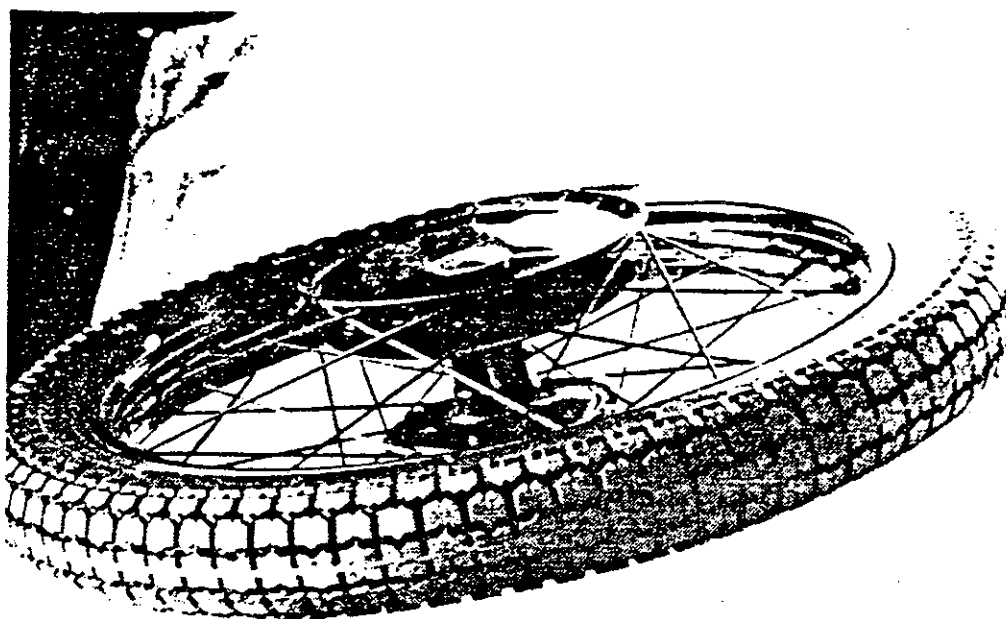
Long undertray makes for easier chain changing. You can get your hand in there! Horizontal carburettor on alloy stub. Adjustable footrests pivot on rear fixing bolt with an arc of alternative front bolt holes.

GENERAL FINISH: This was considerably better than later Flyers, as apart from the nickel plated kickstart, gearlever, gate, & brake plate, all the engine bolts had domed 'acorn' nuts, as did the brake anchor bolt, and undertray bolts. The saddle was fitted rather lower than on later Flyers, certainly no higher than the top of the rear mudguard, and this necessitated a special saddle frame with a 'kink' on the L/H side, (see photo on P304 of April '90 issue). No gearbox or clutch covers were fitted.

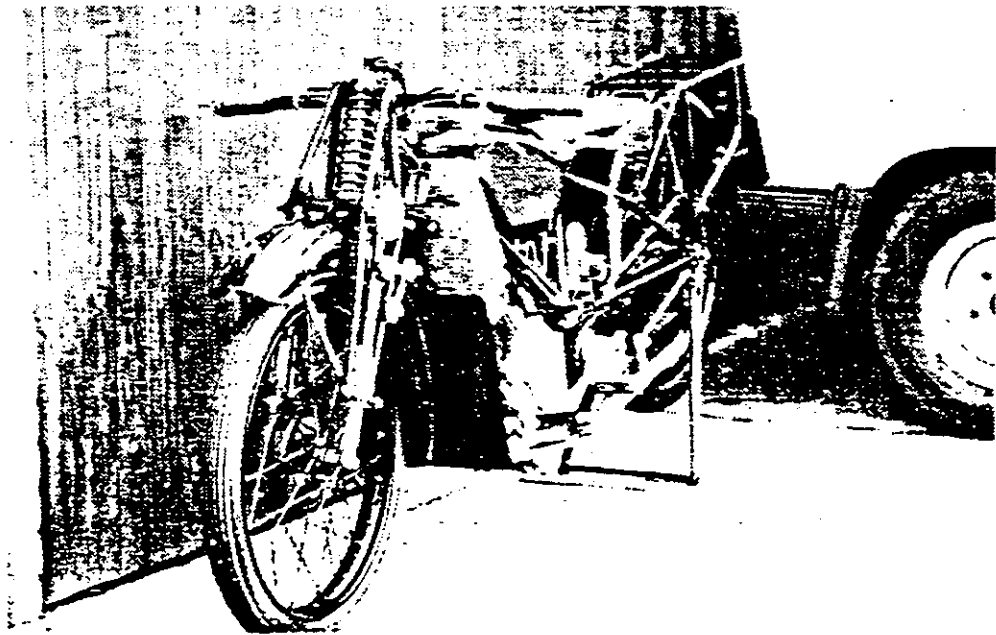
ENGINE NUMBERS FOR 1927: These ran from 9656 to at least 10102 then from a low number, perhaps one, up to 601 with a 'FZ' or 'FY' prefix and 'A' suffix. My "Funny Flying Squirrel" articles have also turned up a very few engines with 'TY' suffix which I can only assume was a low compression "Touring" version of the engine intended for the "Flying Squirrel Touring Model De Luxe" shown on Page Seven of the 1927 Catalogue, complete with footboards (!) legshields, carrier, sit-up-and-beg handlebars, and wider (3.25") tyres on 20" rims, instead of 21" rims.

MUDGUARDS, TOOLBOX, FRONT SHIELD: The mudguards were of 'D' section and approx. 5½" wide. The front mudguard was heavily valanced as per most machines with the Scott 'Kite' shape forks. The front shield was advertised as "polished aluminium" but many machines seem to have had a black shield made out of tin-plate with a rolled and wired edge. This fastened at the top with a single centre fixing to an extended bottom radiator bolt, and at the bottom to two studs on the bottom of the silencer body. The shield was very similar to that fitted to two-speeders at the time. Most got thrown away because of their vulnerability to damage and "non-sporty" appearance.

The toolbox was fitted behind the magneto to two lugs on the upper chainstays, and also to rear mudguard (?). The nearside end had a red-lined purple panel and small Limit Gauge transfer. The offside had a leather lid secured by a strap, but I have seen a photo of one with a suitcase type lockable catch. (Also see photo in Dec. '89 issue, P216)



Enfield rear wheel, with cush hub, but drum is not detachable and spokes on offside are at a peculiar angle.



21" x 2.75" tyres front and rear give a lean and spindly look, somewhat marred by the very large front shield.

The machine in Germany in 1927, with beaded-edge wheel rims, shown on page 304 of the April '90 issue, has the toolbox, but also appears to have a chain oiler tank above the magneto.

As the 1927 'season' drew to its close, following the Show at Olympia, the machines sold would be more typical of the 1928 model. This was very similar to the 1927 model, but the most significant differences were as follows:-

1. The front forks were strengthened, with taper section tubing used in the bottom of the 'kite' shaped members.
2. A front wheel stand was added to the front forks.
3. A completely different exhaust system was used, consisting of a cast aluminium manifold replacing the 'coffeepot', with a single L/H side pipe to a 'Howarth' silencer with aluminium fishtail.
4. The very large front shield was replaced with an aluminium shield which finished above the exhaust manifold.
5. Gear lever, gate, front brake plate, and kickstart were no longer nickel plated.
6. The gearbox shell was slightly larger, (and remained to same design until built-in footchange was introduced).
7. The clutch was enlarged with an extra plate.
8. The Best and Lloyd Mk II oil pump was replaced by the Pilgrim Pump.
9. The toolbox was slightly larger, with flared sides instead of parallel sides.
10. Cylinder wall oiling was fitted, fed from a hand-operated pump in the base of the petrol/oil tank, and very similar to the system subsequently used on T.T. Replica models (1929 on). **Brian Marshall.**

References "Motor Cycling" May 4th 1927

"The Motor Cycle" April 28th 1927 and Oct 22nd 1927

"A New Scott, The 1927 Flying Squirrel" (leaflet produced for distribution at 1926 Show)

"Scott Motor Cycles 1927" (The 1927 Works Catalogue)

"Flying Squirrel Model, Distinguishing Features" *Yowl* Vol 10 No. 3.

MACHINE PROFILE No. 4 The 1930 Scott Sprint Special

Of all the different Scott models produced from 1908 to 1972, perhaps only one combined all the best qualities that made the Scott famous: excellent roadholding, light weight, smoothness, easy handling and good performance. Most had some of those attributes, but not all of them together. The 1930 Sprint Special is the most lusted-after Scott for that very reason. After 1930 Scotts just got heavier and heavier. Only the 1939 Clubman Special achieved the same speed, and that was at the expense of an engine tuned to unreliability and lack of tractability. At nearly double the weight it was under-braked too, and a Sprint Special could run rings around it. "What about the 1929 TT Replica?" I hear you ask. Yes, a very nice model too, but very much heavier than a Sprint Special and needing a fairly firm hand to keep it on line at speed. The Sprint Special is different. It is one of those rare machines that seems to take no conscious effort from the rider to steer it. You just think it through the bends and it seems to do it all on its own. You can take both hands off the bars and steer it with your backside. Over the last 30 years I have ridden all sorts of machines that were supposed to be as good, but only one was its equal. A cammy Velo of similar vintage came very close, but only an Ariel Golden Arrow equalled it. Plenty of Italian and Japanese machines are as good these days, or better, but I've no great experience of riding them.

What makes a Sprint Special? We tend to have a stereotyped idea of what they should look like, with the Glyn Chambers machine on pages 46 and 47 of *The First Scott Scene* coming close to our mental picture. Another very well known and similar machine is 998 EUT, which appears in Tragatsch's *The Illustrated Encyclopaedia of Motorcycles* (p36/37) and *Illustrated History of Motorcycles* (p36/37), Vic Willoughby's *Classic Motor-cycles* (p14/15) etc., and this machine also conforms to our usual mental image of a Sprint Special (see Aug. '92 *Yowl* p411-412).

In fact the Sprint Special is impossible to define because each one was built to order, different from one another, with a host of permutations of tank, wheel size, front fork, handlebar, compression ratio, exhaust system, carburettor, gear ratios, radiator size etc. About the only common factor is the frame, which had a single top downtube and single seat pillar tube, instead of the duplex arrangement on Flyers and Reps. However, even the frame varied from bike to bike! The angle between the top tubes varied, as did lengths of rear chain stays, magneto platform lugs, rear stand lugs, and so on.

The detachable seat stay section of the frame also varied considerably, with at least three different constructions: A lightweight 'wishbone' shaped type identical (?) to late model Super Squirrels, a heavier pattern with a tubular cross brace incorporating saddle spring mounting brackets (cut off on the Chambers machine), and finally, a heavier, stiffer version with a large A-shaped top lug incorporating both saddle spring lugs and chain oiler tank lugs. These heavier pattern types are of an inverted U shape in cross section, and one can readily insert one's fingers into the U section of the top lug. This pattern was also used on the remaining stock of single downtube frames after the Sprint Special was discontinued at the end of 1930 after about 35 or 40 machines had been made. Now things get complicated....

Strictly speaking, a 'genuine' Sprint Special should date from late

1929 (Oct., Nov., Dec.) to the end of 1930, BUT many more have been 'created' from 1931-33 Flyer single downtube frames; I know, I've done it myself! At the end of 1933 there were still some single downtube frames left in stock, and these were acquired by Albert Reynolds, the Liverpool and Manchester Scott dealer. A.E.R. sold more Scotts than all the other agents put together, and as late as 1935(!) he would sell you a brand new Sprint Special with oval tank etc! — sold new by the major Scott dealer — is it a 'genuine' Sprint Special? The answer must be yours, dear reader, but if I was looking for a 'genuine' one, 1930 would be the frame dating and engine dating to look for, and a letter to our Registrar (enclosing an S.A.E.) is the answer, complicated of course by the fact that competition machines have been used, abused and crashed many a time in 63 years, and even major components get changed — you will be very lucky to find a machine with 1930 frame, engine, and gearbox numbers PLUS documents such as old log book to match.

Don't be put off by a machine that looks very different from that mental picture you were expecting to see. Turn to page 22 of *The First Scott Scene* and you will see one of the many significantly 'different' Sprint Special variations — long tank, full-width radiator etc.

It should be remembered that the Sprint Special was sold as a sort of general purpose competition machine, suitable (when built up accordingly) for sports as diverse as grass track racing, grass hill climbs, sprinting, trials, circuit racing, and fast road work.

Unless you wanted your new Sprint Special for trials, you would probably have ordered it with a specially-tuned long-stroke TT Replica engine. (In late 1929 this could have been either the 'real McCoy' RZ or RY series engine as fitted to the TT Rep, or the PZ/PY series engine fitted to 1930-on Reps.) The cylinder wall oiling would be blanked off unless you had the 'long' tank (as shown on p22 of *The First Scott Scene*).

The carburettor would usually be the brass-bodies Amal 151/R series, fitted with twin float chambers, and the carburettor body was special, in that it had no bellmouth mounting thread and a very short length to give clearance with the single top tube of the frame.

The magneto would usually be the squat, square bodied, TT/Dirt track B.T.-H. model, the K2R-1, as larger 'hump-backed' magnetos could foul the oval tank. Unlike Flyers and Reps., the magneto was driven anti-clockwise.

Although heavier than the Webb rear hub and brake, most Sprint Specials seem to have originally had the Enfield cush hub and brake, though quite a few machines have the former item fitted these days, presumably in the quest for lightness. The Enfield brake drums usually carried two stiffening/cooling fins, whereas the TT Replica of the period had a three-finned drum, and Flyers a single-finned drum. (By 1931 the Flyer sported a bald, cheap and nasty drum that visibly flexes when the brake is applied hard). No doubt there were plenty of exceptions to this brake drum detail!

At the other end of the machine, most machines had medium weight Webb girder forks, with a 7" brake from the same manufacturer. However, Brampton Monarch and Scott girders were offered as alternatives, the latter items being of the heavy, final (1929 TT Rep.) pattern with taper-section tubing in top and bottom of the kite-shaped pieces.

J. One of the very few archive photos of new Sprint Specials, this shows an early long-tank variant in ISDT trim; with knobbly tyres, coffee-pot exhaust, and two rear number plates, the lower of which corresponds to that in the recent letter from Mark Ordish. This photo is dated 7th March 1930 and labelled "Sprint Special in Heaton Woods". WX 1427 is a West Riding registration of June to October 1929. The rider appears to be C.H. Wood. (Note brickbat behind rear tyre.)



J

As regards gearboxes, there was a choice of ratios, from 'vintage-wide' to 'close-ratio'; operated by the usual handchange gate, which was mounted on either a short tubular stub, like on the three-speed Super Squirrel', on a crude-looking flat strip bracket (see p56 of *The First Scott Scene*), or a more robust clamp arrangement.

The clutch was of the usual Flyer/Rep. type except that the clutch drum carried an additional sprocket to drive the magneto, there being no frame clearance for an engine-driven magneto chain.

At least two 1930 Sprint Specials had positive-stop footchange! These were the very special Manx Grand Prix machines, with very long tanks, built for M N. Mavrogordato and R. Stobart to ride in the 1930 MGP. The footchange was developed by 'Mavro' from the Harold Willis/Velocette design, and in modified form was adopted by the Scott factory a couple of years later. One of the two machines still exists, in the hands of Charles Windsor.

Giving a detailed specification of a 1930 Sprint Special is, of course, impossible with such a bespoke machine, so perhaps the best approach is one of aesthetics. I've ridden some superb ones, including those belonging to Glyn Chambers (ex-Dennis Howard), Jim Best, Doug Wright (the Tragatsch machine, built by John Hartshorne), I've built a 'fraud' one, and I am currently restoring (very slowly!) two more; so I have some very firm ideas about how a good one should look, go, and handle. The following is, therefore, a 1994 Sprint Special specification, what I think a Sprint Special should be like to look 'right', aesthetic, and appealing; but feel free to disagree with me!

Frame — Single downtube, genuine, or modified 1931-3 Flying Squirrel.

Forks — Lightweight or medium weight Webbs, preferably the type without integral headlamp bracket lugs.

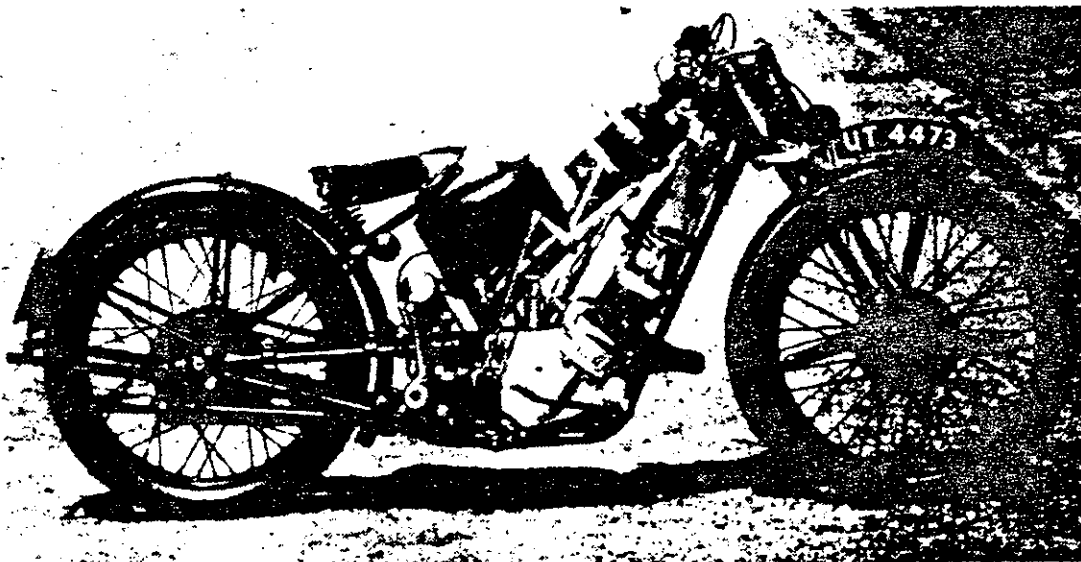
Steering damper — Not really needed, but an André friction damper looks nice.

Wheels — 7" Webb front brake in a 21" WM1 rim, with a 21 x 2.75 (or 3.00) ribbed tyre (a narrow 21" front wheel is most important for good handling and looks).

Enfield or Webb rear hub and brake assembly but again go for a 20" (or even 21") WM1 rear rim and a 3.00 or 3.25 tyre.

Tank— the lovely little 1½ gallon Sprint tank is essential for the 'lithe' look.

Mudguards — C section only, and keep them as narrow as possible, say 3½" front, 4¼" rear. To look 'right' they must closely follow the tyre, with a minimum practical gap.



O. Len Parry's tasty UT 4473. A photograph taken many years ago when the machine was owned by Jack Woodhouse. (Photo loaned by Clive Worrall, ex-George Silk junior.) Another frame No. 14!

All photos B. Marshall except where other sources acknowledged.

Footrests — These should be well back, in line with the gearbox mainshaft or even further back, and look nice when 'fretted' as on the Glyn Chambers machine.

Oil Tank — If you don't have an existing tank go for the earlier Squirrel type, as these have additional outlets, giving the option of fitting drippers instead of a Pilgrim pump.

Saddle — Keep the saddle as small as possible. A BSA Bantam D1 type is ideal, or a small rubber-covered 'competition' saddle. Mount the saddle as low as possible, with its nose over the top of the seat pillar tube, as a low, rearward-mounted saddle definitely improves handling.

Chainguard — The 1930 catalogue picture shows no chainguard, but MoT testers and scrutineers do not approve! A Flyer pattern one (1931-3) will fit, but needs trimming drastically to look right.

Toolbox — A very small leather-fronted rectangular box on the right-hand centre chainstay is as far as I would go in this department, and certainly no metal-fronted boxes or carriers.

Exhaust — This is most important for the right look. Go for a 2" left-hand high level 'TT' pipe, with the main section parallel to the bottom frame rail, 'Howarth' silencer with alloy fishtail (or Burgess-type absorption silencer if you can't find a Howarth).

Handlebars — Virtually anything straight or 'droopy', avoiding at all cost bars that rise up from the clamps. If you don't like inverted levers use the ball-ended competition type.

Radiator — This has to be the divided core type with a slot in the middle. A very narrow type, as used on dirt-track Scotts, looks very nice (Jack Butterworth has the spec!), or use a Flyer-size one.

Engine — this can be absolutely any blindhead Flyer or Rep. engine, short-stroke or long-stroke, but go for a RZ/RV or PZ/PY 'Replica' or 'Powerplus Replica' if available.

Lubrication — Either a clockwise Pilgrim pump on the r/h crankcase door, an anti-clockwise pump on the l/h end of the mag. platform, or sightglass drippers on the oil tank; the latter system winning easily in the aesthetics department.

Gearbox — Any, to suit your use of the machine, but the clutch drum must have a mag. drive sprocket. If you go for footchange there all sorts of consequent problems: the brake pedal has to go on the l/h side, necessitating a crossover shaft or cable operation; and tricky installation to miss the l/h exhaust run.

Rear stand — These are very heavy as standard. Quite a few machines have the side pieces heavily drilled to save weight.

Finish — Scott purple or 'cerise' tanks, with black top and bottom to the petrol tank. All other paintwork black, including wheel rims, spokes and spoke nipples. Some machines had an all 'cerise' petrol tank (similar to the Speedway Scott colour), without the leathercloth covering.

Plating— 1930 was the beginning of the chromium era. Nickel looks better, but takes a lot more looking after than chromium. (I compromise, and have nickel on the radiator, levers, carb., fasteners, filler caps, crankcase door straps etc., but have the entire exhaust chromed on 'Old Number One' on GW 8845 and on No. 17!) If anyone is cringing at this take note that even Birmingham Scotts, as late as my penultimate WDO 408L (1972), had some nickel-plated bits (petrol tap, oil tap etc.), along with all the chrome.

General— Keep it as light and simple as possible, with no frills such as dynamos, lights, batteries, mirrors, carriers, speedometers etc. With a 21T or 22T drive sprocket, 20" or 21" back wheel and a good 596cc long-stroke engine, you should have a superb 90 mph-plus vintage sports bike.

At this point in the writing of this article, the Scott factory records were purchased by the V.M.C.C., and John Underhill, Andrew Marfell, John Hartshorne and myself had the opportunity to inspect the despatch books before they went off for months of conservation work and transfer to microfiche transparencies.

Unfortunately I was unable to complete my research before the doors clanged shut again, but I have established quite a bit of previously unpublished information, and determined the beginnings of the Sprint Special.

Very clearly, the first true Sprint Specials left the factory as early as July 1929, and I have listed (p.82) the first few machines, all of which were exported. The machine with frame number one should not be confused with my 'Old Number One' as I believe my frame number one was stamped by Frank Varey or Allan Jefferies in 1928 as they built the machine as a prototype Dirt Track Scott, from the remains of a crashed three-speed Super Squirrel with Flyer lower frame rails 'grafted in'. By 1929 the speedway craze became well established, and the advantages of a much steeper steering head angle became known. 'Old Number One' was therefore pensioned off from the cinders, its seat pillar tube was extended by several inches to make room for an oval tank, and it started a fresh career on sand, grass, or the road, becoming the inspiration for the Sprint Special Model.

The First Sprint Specials

Frame number	Engine number	Gearbox number	Factory model designation	Date of Despatch	Invoiced to	Comment
1	2495	1973C	Speedway Special (grass track)	July 12th 1929	Moto-Comptair (Geneva)	498cc
2	—	—	ditto	—	Moto-Comptair	596cc
3	—	—	Grass track	July 19th 1929	Moto-Comptair	498cc
4	2761	2054C	Grass track	July 5th 1929	Moto-Comptair	—
5	2760	1938C	Grass track	July 14th 1929	Moto-Comptair	596cc
8	2281	2172C	Sprint Special	Jan. 10th 1930	Moto-Comptair	Brampton Monarch forks. Interconnected brakes.

From these brief, incomplete notes, it is clear that the new model was initially thought of as being a variant of the Speedway Special, rather than a completely new machine, despite the different frame sequence. Perhaps the purchaser of number 8 was a Rudge fan, and keen on the interconnected brakes used by Rudge for many years (brake pedal works both brakes, hand lever operates front brake only). When the factory records become available for inspection again I hope to produce a more complete listing, and to verify a rather strange (pencilled-in, in a different script) earlier entry, dated *March 1929*, which states: *Frame No. 6, Engine RZ1583/RV1583, Model Dirt Track /Sprint Special /Scottish Six Days (!) Despatched to 'Harrogate'*. Quite bizarre and perhaps a machine sold with a spare cylinder barrel, but totally out of chronological order, and maybe a red herring written in at a later date. Please note that the despatch books do not normally state engine number prefixes or suffixes.

Engine No.	Frame No.	Gearbox No.	Invoiced to	Despatch Date	Accessories etc.	cc	My remarks	Model	Page
2434	3SGT	1970C	Manchester Depot	19/7/29	2 sets wheels 26x3.00 (no tyres) and 28" with tyres.	498	28" tyres equiv. to 22" rims ∴ probably beaded-edge?	Grass track	51
2464 Rebuilt PY	107	TT1	W. Moore	14/8/31	Footchange, Brampton forks, oval tanks. Separate oil tank.	596	Entry in book 'odd' and out of date order by two years!!?	Sprint Special Rebuilt	52
2472	2	1951C	Moto-Comptair (Geneva)	11/7/29		596		Speedway Special Grass track	53
2495	1	1973C	"	12/7/29		498	Not 'Old No. One' (which is a Frank Varey number, not a factory stamp).	"	54
2760	5	1938C	"	14/12/92	Special grass track machine for racing built by comp. dept.	596		Grass track	65
2761	4	2054C	"	5/12/29	"	596		"	65
2810	14	2242W	Kettle	10/12/29		498	Despatch date altered twice from 10/12/29 to 1/7/30 then 15/10/30. 'Odd entry'.	Grass track (show)	67
2881	8	2172C	Moto-Comptair (Geneva)	10/1/30	Spec. engine, M.L. magneto, Brampton forks, interconnected brakes. Two twistgrips.	596		Sprint Special	70
2912	10	2223C	London Depot	24/1/30	Large tank. O/s tyres.	596	'Long' tank? 1951 MGP bike. In Holland.	Sprint Special	72
2924	7	2267W Sprint Special	" 72	29/1/30	Lights & Lucas magdyno.	596		Sprint Special	72
2976	11	1276C	Moto-Comptair (Geneva)	4/3/30		596		Sprint Special	74

Engine No.	Frame No.	Gearbox No.	Invoiced to	Despatch Date	Accessories etc.	cc	My remarks	Model	Page
2980	15	2288C	"	26/2/30	Special engine. George Dance grips.		Must be 'long' tank.	Sprint Special	75
3030	16	2300C	SML London	8/4/30	Racing BTH.	498	Register gives eng. number as 3031. 1930/32 MGP bike.	Sprint Special	77
3237	17	2515W	"	30/4/30	Lucas dyno., carrier, bags, twistgrip and dummy.	596	Probably WX 4053, 1930 ISDT machine. Another frame 17 exists (mine!).	Sprint Special	86
3245	19	2520W	Sales Dept.	8/5/30	Lucas dyno. Bosch horn, chain oiling.	596	Another frame 19 exists.	Sprint Special	86
3281	20	2538C	F. Hallam Birmingham	20/5/30	BTH magdyno. Replica exhaust, air cleaner, twistgrip, Lodge C3 plugs, 26x3.25 Goodyears.	596	Glyn Chambers, ex-D. Howard. Reg. SC 6509 (was YX 8764).	Sprint Special	88
3284	26	2584C	Rossleigh Ltd. Edinburgh	26/5/30	Magdyno, twistgrip, 26x3.00 Dunlops, racing guards.	498		Sprint Special	88
3285	18	2539C	H.P. Lavender Leicester	16/5/30	Oval tanks, two twistgrips, Tourer guards, 26x3.25 tyres, Rep. exhaust, Rep bars, twin floats.	596		Sprint Special	88
3286	23	2542W	E.H. Jackson Birtley	16/5/30	Lucas dyno., Smith internal drive speedo, wide gears, 26x3.25 Goodyear tyres, twistgrip. Two toolbags, special bars, twin floats, chain oiling, Rep exhaust. Sidecar forks.	596	What are 'sidecar forks', strutted Webbs or Scott girders??	Sprint Special	88
3305	25	2540C	Reynolds Manchester	23/5/30		596		Sprint Special	89
3318	24	2547C	Moto-Comptair (Geneva)	28/5/30	Oval tanks, ribbed front tyre, two twistgrips, good engine. 27" tyres.	596	21" rims. Note 'good engine'!	Sprint Special	89

<i>Engine No.</i>	<i>Frame No.</i>	<i>Gearbox No.</i>	<i>Invoiced to</i>	<i>Despatch Date</i>	<i>Accessories etc.</i>	<i>cc</i>	<i>My remarks</i>	<i>Model</i>	<i>Page</i>
3319	34	2608C	Leeds Depot	3/7/30	26" tyres, Comp. bars, chain oiling, TT tank, two twist grips, Lucas dyno., close gears, Rep. exhaust. O/s tyres.	498	Archives photo. of same date shows 'long' tank machine. Probably this one?	Sprint Special	89
3325	27	2549C	W.H. Jones (Derby)	6/6/30	Rep. 30" bars, knee grips, chain oiling, guards with detachable rear flap, Lucas dyno., two twist grips. O/s tyres, TT exhaust.	596	'Long' tank?	Sprint Special	90
3336	29	2550C	Manchester Depot	5/6/30	21" rims. Special engine. Racing guards.	498		Sprint Special	90
3338	31	2576W Depot	Manchester	5/6/30	Lucas dyno Saddle tank 18T Drive	596	'Long' tank?	Sprint Special	
3362	32	2595C	"	18/6/30	26x3.00 tyres. Saddle tank, Tourer guards, Lucas dyno. Rep. exhaust. Close gears. 20T.	596	'Long' tank?	Sprint Special	91
3396	36	2635M	"	18/7/30	Lycett Super Aero, Rep. exhaust, Lucas magdyno, saddle tank, Rep bars. O/s tyres, lever controls. Upturned bars.	596	'Long' tank?	Sprint Special	93
3405	28	2636C	Leeds Depot	8/8/30	Saddle tank, Lucas dyno. O/s tyres.	596	'Long' tank?	Sprint Special	93
3406	30	2641C	Jones (Derby)	31/7/30	Spring-up stand, black tank. Concentric taps, cylinder oiling, o/s tyres, chain oiling.	596	'Long' tank?	Sprint Special	93

Engine No.	Frame No.	Gearbox No.	Invoiced to	Despatch Date	Accessories etc.	cc	My remarks	Model	Page
3426	35	2646C	Alex Iham (Cardiff)	31/7/30	Two twistgrips, 5/8", cylinders, BTH mag, 20T sprocket, o/s tyres, 27"x2.75" front, 27"x3.00" rear.	596	Invoice name scrawled, poss. <i>not</i> Iham. High compression engine.	Sprint Special	94
3427	21	2638C	Leeds Depot	29/8/30	Two twistgrips. BTH racing mag. Steering damper, oval tanks, ribbed front tyre. Comp. upturned bars.	596		Sprint Special	94
3461	63	1948C	Vignoles for Argentina	3/6/31	Carrier, horn, black/purple tank, twistgrip, Brampton forks.	596	'Odd' entry, out of date order by approx. 10/11 months.	Sprint Special	96
3501	39	2727C	London Depot	24/10/30	20T Sprocket, Twin float, Upturned bars, Comp tyres	596		Sprint Special	
3528	40	2726C	Rossleigh Ltd. Stirling	8/12/30	Rep. exhaust. Comp. tyres, chrome saddle tank. Twistgrip. 20" rear rim, 21" front rim.	498		Sprint Special	98
PY 3527	62	2739C	W.H. Jones Derby	29/1/31	Exide battery. Detachable rear guard. Special tank.	596		Sprint Special	98
3547	47	2952C	G.G. Kitson	11/12/30	Special engine, girder forks. Close-ratio gears, 21T. Footchange, legshields. Terry saddle.	596	FOOTCHANGE! —Velo? Mavro? Scott forks?	Sprint Special	98
PZ 3583	86	2786	A.E. Reynolds	17/3/31	Twin floats. De luxe carrier. Chain oiling. Brampton forks. Low compression eng.	498		Sprint Special	101
PY 3600	89	2796	"	1/4/31	Twin floats. 18T. De luxe tank. Carrier, pillion. Girder forks, windshields. Bosch horn, twistgrip, BTH magdyno.	596	'Long' tank? Scott forks? What were 'windshields'?	Sprint Special	102

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Engine No.	Frame No.	Gearbox No.	Invoiced to	Despatch Date	Accessories etc.	cc	My remarks	Model	Page
PZ 3601	78	2800C	H.P. Lavender (Leicester)	3/4/31	Twstgrip. 26x3.25 tyres. Heavy clutch cable. Spec. finish tank. Racing BTH Mag	498		Sprint Special	102
PY 3611	101	2798C	A.E. Reynolds	22/4/31	Twin floats. 20" chrome rims, narrow guards, Lucas magdyno, Brampton forks.	596		Sprint Special	102
PY 3626	114	2690C	Moto-Comptair (Geneva)	19/5/31	BTH racing mag, two twistgrips. 21" front, 20" rear wheels.	596		Sprint Special	103
PY 3639	123	2831	"	19/6/31	Brampton forks, narrow guards, two twistgrips, footchange. Interconnected brakes.	596	FOOTCHANGE!	Sprint Special	103
PY 3642	127	2828C and 2856W	Hudson (Keighley)	14/1/32	Twin float carb., two twistgrips. Steering damper, Rep. exhaust. Sprint bars, chrome tank.	596	Entry out of sync. Note 1932 despatch. 'Odd' entry.	1932 Sprint Special	103
PY 3679	156	2850C	Frank Varey Bingley	13/10/31	C/r gears, Brampton forks, Rep. exhaust, chrome wheels. Lucas magdyno.	596		1931 Sprint	105
PY 3729	205	2926C	A.E. Reynolds	29/12/31	Oval tanks, Webb forks, Rep. brake. BTH magdyno.	596		1931 Sprint	107
3745	216	29TT-C	T. Hatch Warrington	24/2/32	Special as order. BTH racing mag. 21" rims. Amal special carb.	596		1932 Sprint	108
3773	240	2958CM	Wallace (Liverpool)	21/3/32	Special racing machine.	498	'The Last of The Few'.	1932 498 Sprint (Racing)	109

7. I make a total of 47, possibly 48, original Sprint Specials from the factory (that includes the six 'Grass Track' entries).
 8. Where despatch book says 'twistgrip' I think this must refer to magneto control as by 1930 twistgrip throttle was standard fitting.
 9. Whilst the type of petrol tank fitted is not mentioned in many entries, only four are shown as oval tank, the archetypal idea of a Sprint Special, and only 10 are listed as having Replica or TT exhaust pipes. Clearly the majority of machines were quite unlike our stereotype view, and had long tanks, magdynos, lights, batteries, legshields, carriers, and so on, although many entries are not specific on such details and we may never know.
 10. Previously the Sprint Special has been described as being "listed for the 1930 season only", or words to that effect. The despatch book dates run from 19th July 1929 to 3rd March 1932. (Also see comments made in the February issue about 'rogue' entry, frame no. 6.)
 11. Ten out of 47 machines went to Switzerland. Geneva here we come!
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