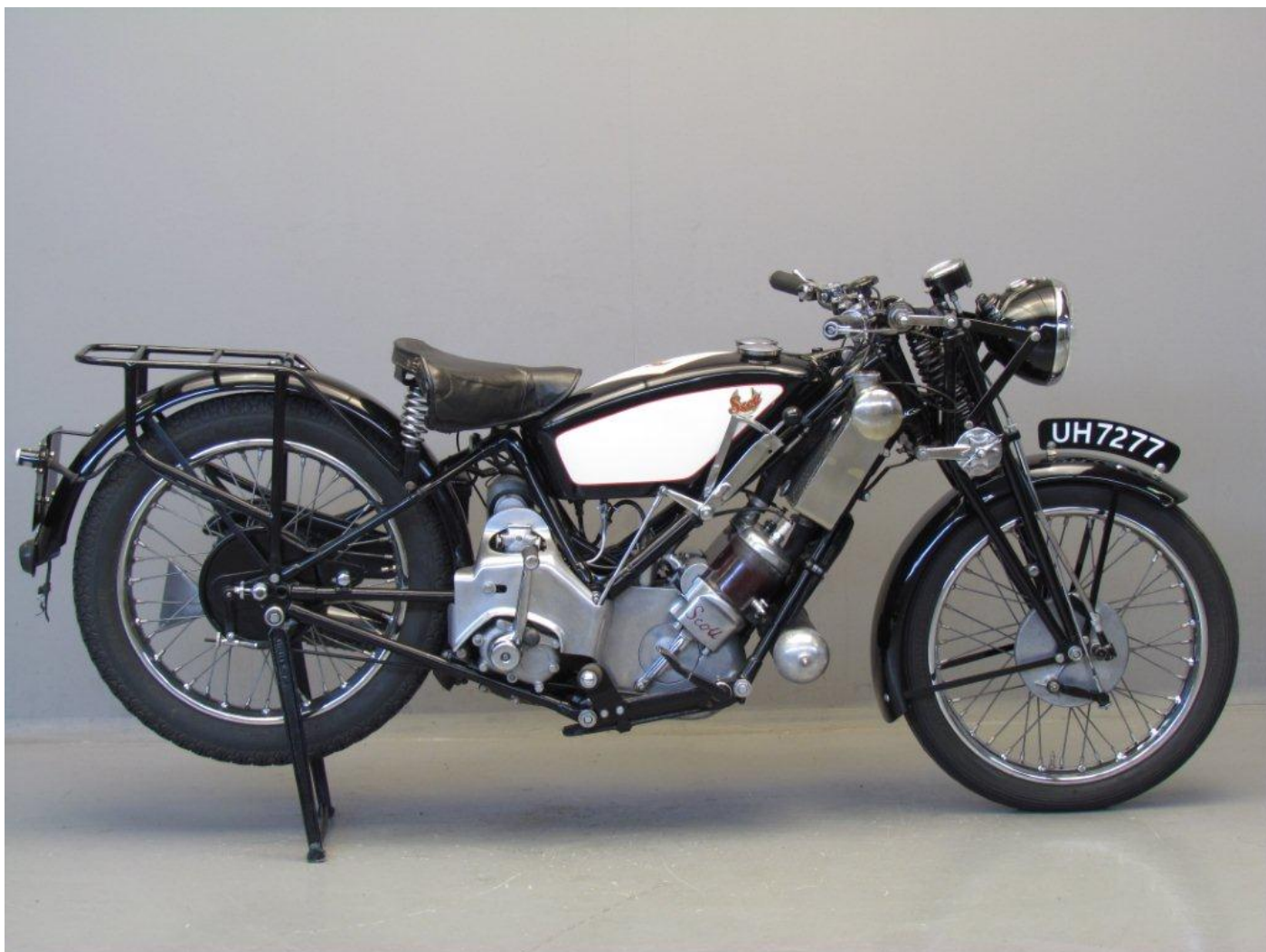




ANTIQUE MOTORCYCLES - ACCESSORIES AND RELATED ITEMS

**SCOTT 1929 FLYING SQUIRREL 595CC 2 CYL TS**



**SOLD**





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### PRODUCT DESCRIPTION

**Scott 1929 Flying Squirrel 596 cc water-cooled two-stroke twin frame # 3081 M engine # FY 2660 A**

Alfred Scott, a gifted Yorkshire engineering genius, started experimenting with twin cylinder two-stroke power around the year 1900, when he mounted his little air-cooled twin in front of the steering head of his Premier bicycle.

He kept on refining his design and by 1910 the open-framed machine, so much different from standard motorcycle practice, was attracting more and more attention.

In 1912 Frank Applebee led the Senior TT race from start to finish on his Scott, averaging almost 50 mph over the bad roads in the island.

It was the first TT win by a two-stroke.

This feat was repeated the next year when Tim Wood won on a Scott.

In the early twenties the type name "Squirrel" appeared for a new sports model which gained great popularity for its speed and lightness.

For the 1926 season the Flying Squirrel was introduced.

Like its major rivals, Scott was well aware of the publicity value of racing and the allure of models with a TT connection, so the adoption of an optional full-frame tank, like that of the works racers, for the new Flying Squirrel was not surprising.

Launched at the Olympia Show in 1925, the 'Flyer' came in 498cc and 596cc capacities, the latter being the most expensive machine in the range.

Subsequent models also benefited from the racing programme, gaining the duplex frame and bigger brakes (first seen on the works bikes in 1926) and the magneto-platform Pilgrim oil pump adopted for the 1927 TT machines.

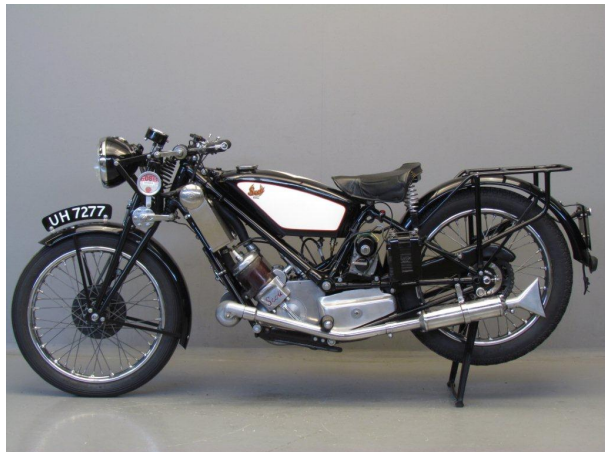
The Flying Squirrel took on more of a touring role in the 1930s, being further up-dated with detachable cylinder head, Brampton forks and a foot-change gearbox.

This unorthodox vintage machine has been restored some time ago. It is a good starter & runner and is in good optical shape.





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