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THE MAGAZINE OF THE



MESSAGE FROM THE PRESIDENT

In electing me as your President, the Scott Owner's Club has graciously given the opportunity of associating the family name—and all that it means in the motorcycle world—with the quality and endeavour of your new Club.

Uncle Alfred came to our house in Bradford nearly every week-end, often took me over the rougher roads of the Yorkshire Moors he knew so well, and taught me to drive there.

It is now 50 years since the first two-speed Scott appeared, and I am delighted that the Scott Owners' Club has taken care, blended with enthusiasm, in laying sound foundations, in order to become firmly established in a real 'clan' as it were, both in upholding all the best of the past, and in ensuring a fine team spirit for the future. You can count on me to support The Club—and all the way.

So, with every encouragement and my very good wishes,

Yours most sincerely,
HAROLD SCOTT,
President.

SCOTT OWNERS CLUB.

President.	Harold H. Scott.
Vice President.	Matt Holder

COMMITTEE.

Hon. Chairman	G. Silk 5 Beech Hanger Road, Grayshott, Hindhead, Surrey.
Hon. Secretary	N. K. Johnson. 260 Stafford Rd. Wallington, Surrey.
Hon. Treasurer	R. G. Finch 26 Sunnymede Avn. Carshalton Beeches, Surrey.
Hon. Assistant Secretary	R. Holloway, 60 Longfield Avenue. Hackbridge, Surrey
Social Secretary	D. Avis. 58 Cricketfield Grove. Leigh on Sea, Essex.
Registrar	George Stevens, 22 Park Cres- cent. Road, Erith, Kent.
Editor	A. K. King 38 Blendworth Cres- cent, Leigh Park, Havant, Hants.

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EDITORIAL

Here it is, the first issue of our club magazine, and without further preamble I'm going to ask you for something. To keep our magazine running with any sort of regularity there must be something to put in it, and you have to supply that something. Let me have your memories, experiences, fantasies or questions appertaining to our World of Scott and, so long as I can read your writing(!) you shall have the pleasure of reading your effort in our most exclusive magazine. Just one word in your ear, though: write in your own natural style, don't try and affect a superior knowledge of English or be abstrusely technical; just imagine that you're holding forth at a club meeting.

Incidentally, YOWL will be a bi-monthly publication; number two will appear in November; but we expect that, as the Club grows, it will become monthly.

Happy Scotting,

A. K. King.

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FIXTURE LIST

- 7/9/58 NATIONAL SCOTT RALLY, STRATFORD ON AVON. It is intended to assemble in the main car park: a concours will be held and a cup is being presented for the best turned out Scott.
COME AND JOIN US !
- 19/9/58 CLUB NIGHT, (LONDON SECTION). The "ANGLERS", Walton on Thames.
- 21/9/58 BERKSHIRE RIDGWAY RUN. Start Maidenhead Bridge 10-30 a.m. If you intend to come please WRITE to Hon. Sec., as Mr. Rawlins has kindly invited us to tea and we must give him notice.
- 3/10/58 CLUB NIGHT, (LONDON & ESSEX SECTIONS) Meet Southend Pier, 8 p.m.
- 5/10/58 SURREY LANES RUN. Led by Hon. Chairman. Meet, Epsom Clock Tower, 11 a.m.
Regional groups meet by arrangement.
- 17/10/58 CLUB NIGHT, (LONDON SECTION), "GREY-HOUND" Keston, (Hayes Common)

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19/10/58 RUN TO RYE Start Ensyford Bridge, 10-30 a.m.
Pic-nic lunch at Beachy Head.

31 10/58 CLUB NIGHT (London Section) The "Anglers
Arms", Walton-on-Thames.

GROUP LEADERS.

WEST COUNTRY. G. Bryant 84 Bampton St. Minehead,
Somerset.

London. N. K. Johnson. 260 Stafford Road,
Wallington, Surrey.

Essex. D. Avis 58 Cricketfield Grove, Leigh
on Sea. Essex.

Southern. A. K. King. 38 Blendworth Crescent,
Leigh Park, Havant, Hants.

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FOR THE FUTURE

On November 22nd. the Streatham Club are again organising a midnight matinee at the Streatham Gaumont Cinema. In previous years this has been a most enjoyable show and, if sufficient members are interested, I will book a block of (FREE) tickets.

Next year it is hoped to visit the Island in T. T. Week as a club, and I would be glad to receive members' views on this idea.

Winter headquarters for the London members has not yet been decided on: we should, however, be able to look forward to a series of slide shows and talks by well known Scotters.

All group Fixtures will be published in 'YOWL' providing the information reaches the Editor by the 20th. of the month previous to publication.

N. K. J.



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FROM ME TO YOU.

by Norris Johnson.

Since starting the club on May 3rd. 120 enquiries have been received. At the time of writing, August 21st., 50 persons have entrusted us with their "Lolly" and thus become members; even after allowing for holidays it would appear that quite a few "fail to start first kick".

A very keen and hard working committee has been elected and, as time passes, the fruits of their endeavours will become apparent.

Badge design has been approved and quoted for, and we will give you more news of this in the next issue of "YOWL". Financial prudence is the present obstacle to speedy production.

In June we held a Main Road Trial in Kent. It was greatly enjoyed by those competing, all six of them. We were to have another trial on August 24th. in Hampshire; this had been very

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well organised in advance but due to lack of support this attractive fixture has had to be cancelled. We do not expect all members to support every fixture, indeed, this would be a great embarrassment to us, but regarding this particular fixture I do feel that we could have mustered more than FIVE entries. In fact, I know of members who intended to compete but have not, due perhaps to ague in their writing hand, and in some cases to forgetfulness.

The Committee wish only to serve the Membership; you let us know what you want, and we will do our best to lay it on for you. In view of the above happenings I would like to ask you straight;

ARE YOU INTERESTED IN COMPETITIONS?

FLASH

Are YOU the man we are looking for? Have you the courage to risk the ultimate? Have you sampled the joys of nail chewing and hair tearing? You have? Then turn to the adverts, we've a job for you!

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THE GLAD TALE OF A CONVERT.

by Bill Blundy,

Back in the 30's our "lusty" mount was a very second hand 250 c.c. B.S.A. Gearbox trouble had developed and we had agreed to buy a brand new bike. The make of bike was under discussion and I had suggested a Scott.

"We don't want one of THOSE". the wife said. I protested, but these wives are very determined, and the choice was narrowed down to, an Ulster Rudge, an E.S 2. Norton or a John Marston Sunbeam. (The famous Lion).

No definite decision had been made, and, one Sunday, we were going to Rye, via Maidstone. Crossing Maidstone High Street, and going down Gabriels Hill, I heard a Scott behind. I waved him on, knowing he would "YOWL" up the other part of the hill, and he did, (full blast) probably for our benefit as we were four stroke riders.

The wife shouted in my ear, "What's that bike?" "A Scott." I said.

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"We'll have one of those" came the quick response and we did, (1937), and have been members of the clan ever since.

IMPORTANT

The fact that Scotts are still in production is, as we gratefully acknowledge, due to Matt Holder. Being grateful we must act to show it. Here's how. If you have any sort of query, get your answer through the club, Geoff. Milne's or Ted Murphy. DON'T pester a very busy man who genuinely hasn't the time.

By the way, to correct a false impression that could have been gained by reading a recent article on the SWIFT, Matt. will still be producing the 596 c.c. Squirrel as well as the 498 c.c. Swift.

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THE TALE OF A RUN.

The mystery night run in June still retains an aura of mystery. Seven heavily loaded machines left Esher at 9-30 p m. Greenwich mean time, Saturday, and headed West by the Guv's compass. On re-fuelling at Andover, the next stop was named as Taunton, whereupon Mr. Sprint Special remarked that he had only envisaged a run round the Surrey backwoods and had to rejoin his slave driving employer that morn. Sprint Special, Egg Boiler and friend from Staines decided (wisely) to return to their guardrooms, so then there were four. My sincere apologies to those lads, but if the run had been announced in heavy print as being headed for Land's End, who would have started ???

Shaking off the dust and grime of Andover, a long incline proved the undoing of the remaining comb. and a short press conference was held. Eventually, Guv. on his Ted Murphy Special pressed on to Taunton to meet Geoff. Bryant and his merry men leav-



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ing Lofty Avis and Ginger Jenkins admiring the quality of the oil obtained from Len's radiator. The Guv. reached Taunton with a full head of steam, and a council of war was held; 'Can't be beaten by the Lambretta Club!' we muttered between clenched teeth, so five machines set out for Land's End two hours later than intended. Three unscheduled stops were made to deal with Mike Aston's mag. drive, but British Grit won the day and Land's End was duly invaded at 2-15 p.m. Sunday,

A return trip over glorious Dartmoor, and it was time to part our different ways; yours truly arriving back home at first light Monday morning after a non-stop yowl from Dawlish to Croydon.

But what of Essex?

After sleeping in a puddle of water the three wise men visited Geoff. Bryant at Minehead, and lovingly stripped and rebuilt the combs. motor.

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Alas, 'twas in vain. After 5 miles the gremlins took permanent hold, and Minehead had to be revisited, and a resting place found for the chair. The solos then headed for London East and arrived in time to recuperate for the next weekend. Let us admire Len, who kept a stiff upper lip through all this trouble, and pillioned all the way back with a wooden leg.

FOOTNOTE.

Lest readers should draw the wrong conclusions from this tale, I hasten to add that machine reliability has been amazingly high on runs so far, especially when the age of our mounts is taken into account.

WHAT ABOUT IT FOR NEXT YEAR ESSEX?

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(Watch out for the next mystery run, the Guv. will probably try to John-o'-Groats! Ed.)

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ON YOUR MARK . . . GET SET

Long after the Scott Company stopped development of competition motors, enthusiasts continued to tune and modify their own machines. Doubtless many famous names will spring to your minds at once, but not so well known are the fastest Scotts on record; both normal induction 498 c.c. motors.

L. Williams T. T. Replica won the clubmans aggregate at Brooklands in 1934 and 1935, and was the fastest Scott to lap that circuit at 95.62m.p.h. It was on parade at the Brooklands Golden Jubilee last year, still with its owner tuner.

Staunchest post war Scott exponent, John Catchpole, has the fastest ever Scott to his credit. In the Vintage race at Boreham, on July 21st. 1951, his 1930 498 c.c. Sprint Special was timed at exactly 100 m.p.h. over a measured quarter mile on Dukes Straight. Externally standard, but for a bevel driven mag. The most interesting alteration was the fitting of stronger cranks.

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This machine was sold last year, and now some lucky chap has a Scott which can cover a standing start quarter in $14\frac{1}{2}$ seconds.

These are the fastest Scotts of which I can find record. Any contenders?

GEORGE STEVENS.

A MESSAGE FROM THE CHAIRMAN.

Fellow members,

You will all no doubt be aware that we started the club mainly for touring, social and competitive reasons; also to further our knowledge of Scott lore.

We are still very young and have had little opportunity yet to develop activities, but I hope you are all in the same mind as myself. If you are, we should look forward to very happy times.

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Scott owners have always been enthusiasts, which is why your Honary Secretary, Mr. N. K. Johnson thought our club should be formed, We have had two meetings, and as a result I find myself pitchforked into the office of Chairman.

I hope to prove myself as enthusiastic as any other member, and will do all I can to help to make the club an organisation well worth the effort.

With your help and encouragement I feel certain that your committee will not let you down. As for what I know of them, they are enthusiasts second to none.

Good yowling until we meet again,

Sincerely,

George W. H. Silk.

Chairman.

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As much space as becomes necessary will be devoted to advertising your spares and wants. A charge will be made of twopence per word or number, no minimum. Make out your Postal Order to SCOTT OWNERS CLUB and cross; then send with your advert to the Editor.

WANTED

Wanted: 1934 Swashplate Pumps, early Scott literature, 1929 298 c.c instruction book, Andre steering damper and Clubman transfer ports. All letters answered. Stevens, 22 Park Crescent Road, Erith, Kent.

Wanted: Scott 4 speed gearbox as fitted to Grand Prix Models. Silk, 5 Beech Hanger Road, Grayshott, Hindhead, Surrey.

Wanted to fill vacancies on committee; Competition Secretary: Vice Chairman and Regional Group Secretary (to co-ordinate group activities, etc.)

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The SCOTT MOTOR CYCLE CO.

2, St. MARYS ROW, BIRMINGHAM 4

MAKERS OF TWIN TWO-STROKES SINCE 1902

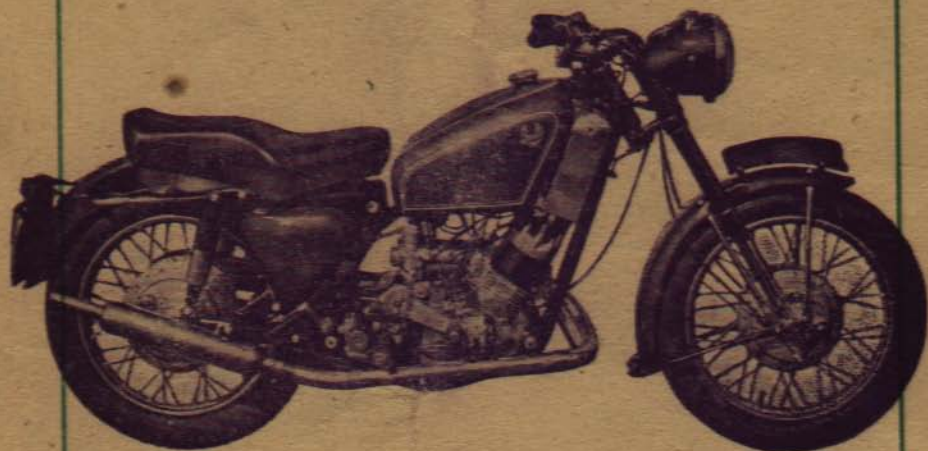


Photo by courtesy of "Motor Cycling"

498cc "SWIFT" SCOTT

*For 1958-9 two models are to be produced-
The Standard 596cc "Flying Squirrel" and
The New 498cc "Swift" Machine.*

The Proprietors (Aerco Jigs & Tools Ltd.) wish to emphasise that they are unable to entertain visitors or correspondence regarding Scotts. All enquiries and orders should be directed to the official service depots:

GEOFF MILNES,
74, Dewsbury Road,
Leeds 11. Tel: 22309

MURPHY MOTORS,
54 Sutton Common Rd.,
Sutton, Surrey.

Sales • Spares • Repair Service