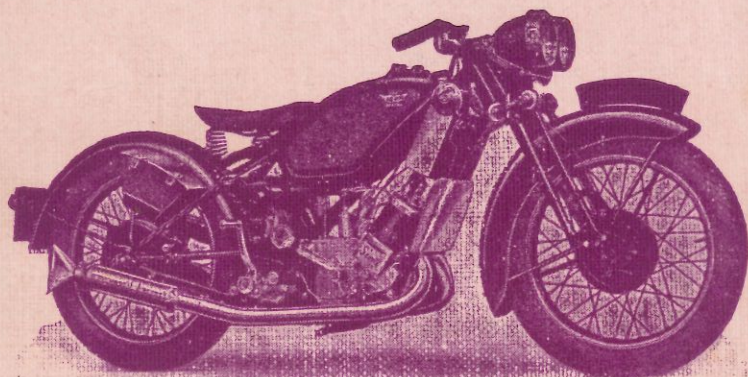


"BETTER SCOTTING"



With Compliments from

A. E. REYNOLDS

LTD.

"The Scott People"

9, BERRY STREET,
LIVERPOOL, 1.

TEL. ROYAL 4206.

AS a potential or actual "Scott" Owner, I take it for granted that you are fired with that unequalled enthusiasm with which the charm of the "Scott" inspires the ardent motor-cyclist. It is with the endeavour to maintain this enthusiasm that in the following pages I am attempting in a very brief manner to place before you the unsurpassed service of my "Scott" Organization which is incidentally the largest concentrating on any one make of motor-cycle.

TO put it briefly, our specialization on the "Scott" motor-cycle covers every branch of Sales and Maintenance, and if you are ever in the Liverpool District a hearty welcome is extended to inspect the huge stocks and efficient organization which works with only one end in view, namely, instant attention to every requirement of the "Scott" Rider.

VISIT our Showrooms: see the new models. Also the wonderful range of used models, which incidentally have been fully reconditioned and carry a three months' guarantee at prices to suit everybody's pocket; and if required, confidential deferred terms to assist you to become a proud owner of "something better."

SEE the Spares Department with the racks bulging with thousands of replacements ready to hand, and backed by an efficient Postal Department which supplies all spares per return of post.

SEE the Service Department, fully equipped to carry out your every requirement in a perfect manner. Meet the Staff, every one of them a "Scott" Rider and enthusiast, and you will understand why "Motor Cycling" referred to this Depot as that "home-from-home for Scottists."

Yours Scottfully,

A. E. REYNOLDS.

YOUR NEW SCOTT.



OUR SHOWROOM in Berry Street always has "Shipley's Latest" on view, and prospective purchasers can be assured of the very highest possible part exchange allowance for their present motor-cycle WHATEVER MAKE, and if desired hire purchase facilities are, of course, available.

A NEW SCOTT is always wonderful to own, but so much better when its specification is perfectly suited to the owner's requirements, and our 17 years specialization really does place us in the happy position of being able to advise you exactly "what is what" in lots of little points which make all the difference.

THERE IS NO NECESSITY to visit us to buy your "Scott." Simply write giving a clear description of your present machine, state how much you would like us to allow you on it against a new Scott, and by return you'll receive our highest offer, and if required a quotation for the balance extended over a period of 6, 12, or 18 monthly payments.

REMEMBER! Hundreds of Scott owners, not only in this country, but abroad, have found it pays to "send to Reynolds" for their Scott, and we would welcome the opportunity of proving this claim to you.

1938 "FLYING SQUIRREL"

(Latest Catalogue on Request)

498 c.c.

£80

SPECIFICATION

COMPLETE IN
EVERY RESPECT.

596 c.c.

£83/10/0

"MOTOR CYCLING"

ENDORSES THE OPINION OF HUNDREDS
OF SCOTT ENTHUSIASTS WHO HAVE
PURCHASED THEIR "SECOND-HAND"
SCOTT OFF "A.E.R."

Below we reprint from a report in "Motor Cycling," after one of their testers had tried for himself the quality of a "Reynolds Reconditioned Scott."

"As usual a 'Manchester mist' was falling during our try-out of the 'Sprint Special.' But a pair of excellently smooth brakes and dead-correct weight displacement can work wonders with slimy by-streets. We rode as safely, seemingly, over tram-tracks as the trams themselves. Gear-changing was ultra easy, and the potential urge of the engine was obviously colossal. Oh, for the Great North Road and a day's leisure."

"Fine value indeed for a fast road rider with a taste for grasshopper acceleration."

If that NEW SCOTT must remain a dream you can still enjoy "Scotting" at its best on one of our Reconditioned Models, which are, naturally slightly more expensive than ordinary second-hand Scotts in the first place, but ever so much cheaper in the long run.

Deferred Terms are available up to 18 months.



"A.E.'s" PERSONAL APPEAL

TO ALL

SCOTT RIDERS

TO JOIN THE

BRITISH TWO-STROKE CLUB.

THE B.T.S.C. is doing grand work on behalf of the "Two-Stroke" and sections are being formed all over the country. In addition to Club Nights, Social Functions, Reliability Trials, etc., the Club publishes its own monthly magazine, "The Independent," which is posted free of charge to all members.

NO MATTER where you live it is to your benefit to join the B.T.S.C. We must have the B.T.S.C. Badge on your rear guard this year.

Annual Subscriptions 7/6. Machine Club Badge 2/6. Apply to me now for an Entry Form and join the Club that caters solely for Two-Stroke Enthusiasts.

SWELL THE RANKS OF THE

B.T.S.C.

President - - Professor A. M. LOW

9, BERRY STREET, LIVERPOOL, 1.

A.E.R. SPECIAL LUBRICATING OIL FOR TWO-STROKE ENGINES.

DEVELOPED for its especial purpose, namely, to hold its full lubricating properties in the petrol "GAS" filled crankcases of two-stroke engines. A.E.R. Oil is definitely a great improvement over ordinary oil.

A.E.R. TWO-STROKE OIL is manufactured for us by one of the oldest oil firms in the country, and can only be offered at the following prices on account of our selling direct to the consumer.

PLEASE DO NOT CONFUSE A.E.R. Oil with cheap advertised oils. It is actually an expensive oil if it was marketed through the usual channels.

SCOTT RIDERS all over the country are changing over to A.E.R. Oil, the oil that holds its lubricating qualities and automatically gives longer life to the "innards."

MAKE THIS TEST! Remove a crankcase door and examine the "oil?" in your crankcase after a 5 mile run. Then change completely over to A.E.R. oil and make the same test. You will find the oil in your crankcase exactly the same as you poured in your tank!

Read elsewhere for fellow Scottites opinions!

1 GALLON TIN 6/9.

2 GALLON DRUM 11/6.

5 GALLON DRUM 27/6.

Delivered Free in Gt. Britain.

A.E.R. OIL IS CHEAPER TO BUY—

ORDER A SUPPLY TO-DAY.

9, BERRY STREET, LIVERPOOL, 1.

ABOUT REPAIRS.

WE enjoy a very high reputation for efficient and economical repairs and if you have not already proved for yourself the capabilities of my Service Department, a trial order will convince you of the excellent quality of workmanship, speedy return and pleasingly low charges.

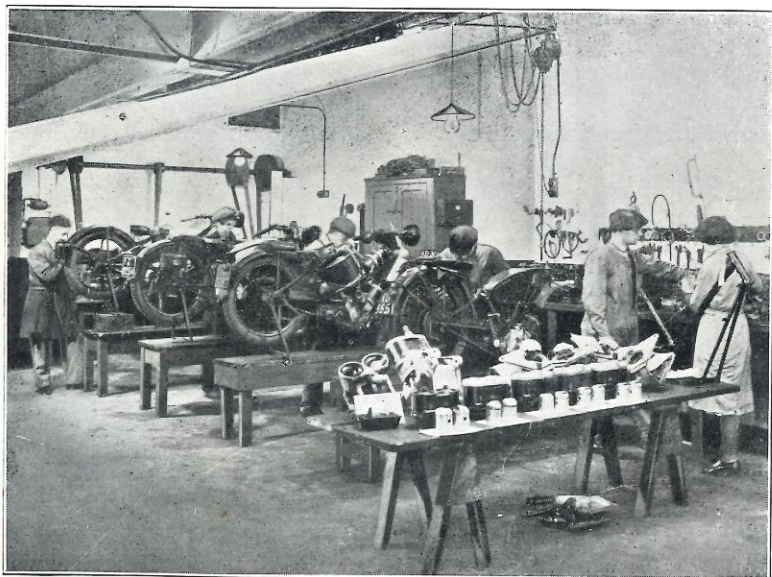
THIS Department is 100% "Scott." It is capable of dealing with everything in the nature of repairs to ensure complete satisfaction to "Scott" Riders.

A POINT which has to be carefully considered is dealing expeditiously with orders received by post or rail, and the methods employed ensure speedy return. In the majority of cases the repairs are returned the same day as received.

THE detailed charges shown on the following pages serve as a guide, and it must be noted that these low charges incorporating the best materials and first-class workmanship, are only made possible by specializing in the one make of machine—the "Scott."

NO matter what your requirement: whether it be a slight adjustment or a serious crash, you cannot do better than "write to Reynolds about it" and take the first step to complete satisfaction.

CLIENTS can help to facilitate speedy service by noting the remarks on the next page. Your earnest co-operation in this direction will be appreciated.



A
Portion
of our
Service
Department

SCOTT ENGINE REPAIRS.

All Models.

*Cylinders Rebored and fitted with genuine Scott pistons and rings	£2 12 6
*Cylinders Rebored and fitted with Hepolite Y Alloy Pistons, complete with rings and gudgeons	1 18 6
Polish Combustion Heads (pair) Great improvement	10 6
*Reamer Small Ends and Pistons and fit new Oversize Gudgeons	5 6
*Fit New Small End Bushes to Con Rods	4 0
*Fit New Chrome Rings (Big End) to Con Rods	5 0
*Fit New Crank Pin Bushes	4 6
*Fit New Main Bearing Race to Cranks	6 0
Fit New Crank-case Cups	1 5 0
*Adjust Crankshaft and Remove Excessive End Play	9 6
Big End Rollers, per set (1927 and onwards)	2 6
Big End Rollers, per set (1926 and prior)	2 0
Main Bearing Rollers, per set	2 4
Gudgeon Pins	2 0
Piston Rings	1 0
†Weld Cylinders cracked by frost and Re-lacquer as new	1 5 0
†Re-lacquer Cylinders	3 6
†Completely Overhaul the Engine (plus cost of replacements)	18 6
†SUPER TUNE FLYER ENGINE	2 2 0

*Indicates this work can be carried out and returned within 24 hours.

†Indicates this work can be carried out and returned within 48 hours.

IMPORTANT.

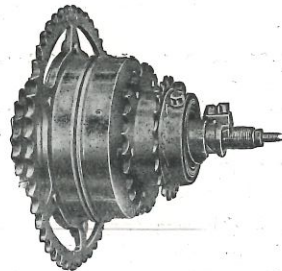
It greatly facilitates the quick return of repairs if the following is noted.

1. Address all repairs to A. E. Reynolds, Ltd., Service Dept., Berry Street, Liverpool.
2. State clearly on instructions whether repairs are to be put in hand or an estimate is first required. (All estimates are sent within 24 hours of receipt). Keep correspondence as short as possible.
3. Label each part individually.
4. If inquiry for spares, quotation or information is required, please apply on separate piece of paper.
5. State whether urgent repairs are to be returned per C.O.D.
6. All "trade" repairs must be accompanied by printed order.
7. When remitting remember to add cost of carriage. Goods cannot be returned unless carriage is sent. Please remember this, as it avoids unnecessary misunderstandings arising.

"REYNOLDS FOR SCOTT REPAIRS."

TWO-SPEED GEARS.

Accurately adjusted, the Scott two-speed is the most fascinating of all gears. If your gear requires attention my two-speed gear man, who re-conditions hundreds of gears yearly, will give you the benefit of an expert's knowledge for the very reasonable charge quoted below. Don't entrust your two-speed gear to anybody to experiment on, it's a costly pastime.



Your gear can be sent per parcel post for 1/3.

Complete Overhaul 7/6 Plus cost of replacements.

THREE-SPEED GEARS.

It is very rare that the Scott three-speed gear gives trouble, but if it does, send it along. A special gear expert makes gears or clutch as new and returns same day for

9/6 Plus cost of replacements.

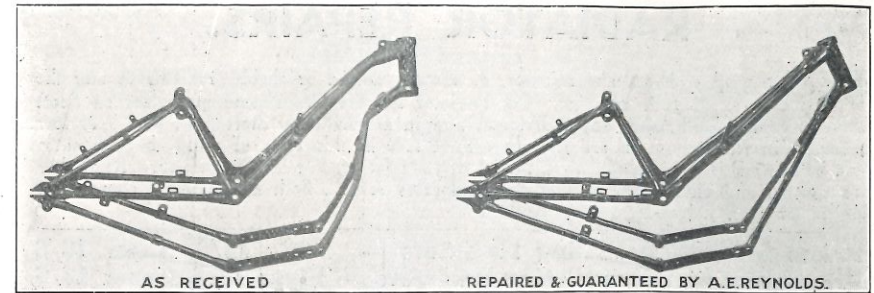
Any part can be sent per C.O.D. C.O.D. charges extra.

"THE BOOK OF THE SCOTT."

Contains full Running and Maintenance Instructions for all model Scotts.

1/6

Post 2d. extra.



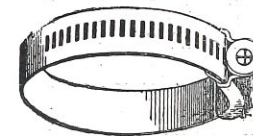
FRAME & FORK REPAIRS.

NO matter how badly a "Scott" machine may be smashed up, my shop is fully equipped to make it as new again, quickly, and at price that defies competition.

IN the event of a smash, place your machine on rail, addressed to me, and an estimate will be forwarded immediately. If your machine is covered by insurance, simply tell me the name of the company and I will deal with them direct and save you the trouble of numerous communications. We are the recognised repairers to all the leading insurance companies. If you are not insured and desire to dismantle the machine yourself, send the damaged parts only; I'll have them make as new in a day or so at a really low price, or if you place the repair in the hands of your local repairer, give him instructions to send the damaged parts here for repair, and you can then rest assured that you will get a perfect job, and have it quickly returned.

We are also equipped for Re-building Wheels, Repairing Petrol and Oil Tanks, and Mudguard Renovation.

"JUBILEE" RADIATOR HOSE CLIPS



Per set of 4-3/- Each **10d.**
No loose bits and far more efficient than wire.
Order a Set when writing next

A SUGGESTION !!

A shabby petrol tank spoils the appearance of the whole machine. Let me re-enamel it in the Scott colours (black and purple) complete with Scott transfers.

For **22/6** complete

RADIATOR REPAIRS.

DON'T put up with a leaky radiator, or allow a dinged or shabby radiator to mar the appearance of your machine. My Radiator Repairs Department specializes on Scott radiator repairs, and makes any radiator as new in a remarkably short time, at a very low price. Unfortunately, standard charges cannot rule in this class of work, but estimates will be forwarded within six hours of receipt of your damaged or leaking radiator. Remember it's quicker and cheaper to send Scott radiators to A.E.R., both in the initial charge and in the long run.

Prices for Nickel Plating Radiators - Flyer 12/6, Super 10/6
Prices for Chromium Plating Radiators - Flyer 19/6, Super 17/6

ENAMELLING.

RENOVATE those shabby parts by having them Stove Enamelled, equal to new. I guarantee First-class Work, and all goods can be returned in three days. Prices for renovation as under.

Open Frame Models.

Frame (including head transfer)	15 0
Rear Stays	2 6
Front Forks	6 0
Handlebar	1 9
Front Mudguard	4 6
Rear Mudguard	5 0
Front Wheel	5 0
Rear Wheel	5 6
Rear Carrier	3 0
Rear Stand	1 9
Oil Tank (including transfer)	7 6
Petrol Tank, enamelled top and bottom and new wrapper and bands fitted	12 6
Gearshields	3 0
Undershields	3 6

Flying Squirrels.

Frame (including head transfer)	£1 1 0
Front Forks, complete	8 6
Handlebar	1 9
Front Mudguard	4 6
Rear Mudguard	5 0
Front Wheel	5 0
Rear Wheel	5 6
Rear Carrier	3 0
Rear Stand	2 0
Petrol Tank, panelled and with Scott transfer	1 2 6
Rear Chain Guard	3 6
Windshields	4 6
Sidecar Chassis	17 6
Sidecar Mudguards	7 6
Sidecar Wheels	4 6

Have those shabby controls, etc., brightened up for next season.

I will Nickel-plate your:

Replica Exhaust System	for	17 6
Howarth Silencer	-	8 6
Brake Levers	-	2 6
Carburettor Levers	-	2 6
Magneto Levers	-	2 0
Kickstart Pedals	-	3 6
Gear Lever and Gate	-	4 6
Filler Caps	-	9
Crankcase door straps	-	6
Petrol and Oil Pipes	-	1 6
Flyer Head Stock	-	3 6
Handlebars	-	4 6
Mudguards	-	10 6
Carburettors	-	4 0

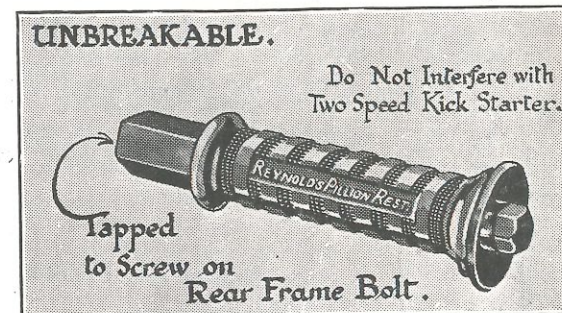
I will Chromium-plate your:

Replica Exhaust System	for	£1 5 0
Howarth Silencer	-	14 0
Brake Levers	-	4 0
Carburettor Levers	-	3 3
Magneto Levers	-	3 3
Kickstart Pedals	-	5 0
Gear Lever and Gate	-	7 6
Filler Caps	-	1 0
Crankcase Door Straps	-	1 0
Petrol and Oil Pipes	-	2 9
Flyer Head Stock	-	5 6
Mudguards	-	17 6
Carburettors	-	7 6
Handlebar	-	7 0
Reynolds Super Exhaust Pipe	-	7 0
Reynolds Silencer	-	7 0

PILLION RESTS.

The original and best. Simply remove nut securing the rear mudguard stays and screw the pillion-rest on in place of the nut per **3/6** pair.

Post 4d. extra.



PARDON OUR BLUSHES.

Dear Sir,

I. O. Bute.

I have now been able to give the machine a very severe test, and I am very pleased with its performance. The manner in which the job has been carried out and the excellence of the work considering the damage done is little short of marvellous. The other "Scott" friends on this Island express doubts as to the severity of the crash now that they have seen and tested the machine, but it is a good advertisement for an already great name and anything I can do in the way of recommending you to the Motor Cycling fraternity will be a pleasure.

Assuring you of my thanks for the generous way in which you have dealt with this job.

I am,

A.P.

Gentlemen,

Bristol, 4.

It is more than a pleasure to deal with a firm that realises a motor-cycle is no longer an ornament or a toy and sends out spares accordingly. Thanking you again.

A.H.S.

Dear Sirs,

West Bromwich.

I should like to say I am extremely glad to avail myself of your excellent service and shall recommend you to anyone in distress. Wishing you a Very Prosperous Future.

A.E.B.

Dear Sirs,

Belfast.

"Promptitude has always been one of your chief virtues, anyway, which suits impatient motor-cyclists."

S.R.

Dear Sir,

Cambridge.

May I say I am extremely pleased with the radiator you recently repaired and plated.

C.M.S.

Every mail brings unsolicited testimonials as above.

ECONOMY CORNER!!

For riders of limited means, I would recommend a glance through the following pages. All parts are offered on full approval against cash, and can be relied upon to give every satisfaction in use.

All Engine Parts are offered subject to being unsold.

USED SPARES FOR FLYER MODELS.

CYLINDERS.

498 c.c. Replica, perfect	1	10	0
596 c.c. Flyer, perfect	2	15	0
596 c.c. Flyer, rebored, with new pistons	3	15	0
498 c.c. Flyer, perfect	1	10	0
498 c.c. Flyer, reground, with new pistons	3	0	0
Watercooled Heads	8	6	
Cylinder Head Lock Rings		6	
Cylinder Ferrules	1	0	
CYLINDER LACQUER, per tin (New)	1	6	

CRANKCASES.

1930 Sprint or Power Plus	4	5	0
1930 Flyer	4	0	0
1928 Flyer	2	17	6

CRANKS.

Flyer or Replica, left or right	12	6	
Crankpin Screws		6	
Roller Plates		6	
Crankshaft Bolt and Nut	1	3	
Rollers		1 $\frac{1}{2}$	
Crank Washers		1	

CON RODS.

Flyer or Replica, complete with bushes	12	6	
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PISTONS.

For every model	6	6	
Gudgeons	1	3	
Piston Rings (New)	1	0	

MISCELLANEOUS ENGINE PARTS.

Half Compression Arms	1	0	
Transfer Port Covers		6	
Crankcase Door Straps	1	0	
Crankcase Doors		6	
Induction Pipe	1	6	
Flywheels	10	6	
Engine Sprockets	2	6	
Cylinder Bolts		6	
Cylinder Drain Taps		6	
NEW ENGINE PACKINGS, PER SET	1	8	

GEAR PARTS.

Gear Trays, 1930-1	1	5	0
Gear Trays, 1927-8	10	6	

Flyer Spares, contd.

Gear Box Shell	15	0
Cover	12	6
Mainshaft	7	6
Mainshaft Races	3	6
Layshaft	8	6
Layshaft Races	2	6
Sliding Dog	5	6
Middle Gear Dog	5	6
Low Gear Wheel	7	6
Middle Gear Wheel	12	6
High Gear Wheel	8	6
Inspection Lid	1	0
Operation Fork	3	6
Operation Fork Shoe	3	6
Operation Fork Spindle		9
Clutch Arm	6	6
Clutch Worm Lever	6	6
Kickstarter Boss	12	6
Kickstarter Pedal	12	6
Kickstarter Screwed End Cap	2	9
Driving Sprockets, 16, 17, 18, 19, 20, 21, 22 teeth	12	6

(I shall be pleased to arrange exchanges with driving sprockets)

Clutch Large Plate		0
Clutch Small Plate	1	0
Clutch Outer Plates	3	6
Driven Sprockets, complete	8	6
Driving Sprocket Bracket	5	6
Gear Lever Gate	2	6
Gear Lever	1	6

FORKS.

Scott, Girder Pattern, complete	3	10	0
Girder, Right or Left	1	5	0
Sliding Member, Right or Left	10	6	
Steering Column and Bracket	8	6	
Steering Post	5	6	
Handlebar Clamping Lug	2	6	
Scott Webb	2	10	0

FRAMES.

T.T. Replica, Re-enamelled as new	3	10	0
1928 Flyer, perfect	1	5	0
1927 Flyer, perfect	1	5	0

MAGNETO.

B.T.H. Standard	17	6	
Special Racing B.T.H. for 1931 type	1	1	0
Magneto Sprockets	2	6	
Magneto Platforms	2	6	

MUDGUARDS.

Rear Mudguard, complete	12	6
Front Mudguard, complete	10	6

Flyer Spares, contd.

Number Plates, Front or Rear	.....	.....	.....	1	0
1930 type Front Shield, New, clearance	.....	.....	.....	3	6
Rear Chain Guard	.....	.....	.....	5	6
Magneto Chain Guards	.....	.....	.....	3	6

CHAINS.

Rear	.....	.....	.....	8	6
Primary	.....	.....	.....	5	0
Magneto	.....	.....	.....	2	0

WHEELS.

Rear T.T. Replica, complete	.....	.....	.....	2	15	0
Rear, 1928 Flyer	.....	.....	.....	2	2	0
Rear, 1930 Tourer	.....	.....	.....	1	10	0
Front, complete with Brake Drum	.....	.....	.....	1	5	0
Brake Shoes	.....	.....	.....	ea.	2	6
Cam Arms	.....	.....	.....	1	6	
Front Brake Covers	.....	.....	.....	6	6	
Knock Out Spindles	.....	.....	.....	1	6	
Hollow Spindles	.....	.....	.....	1	6	

STANDS.

Rear, complete	.....	.....	.....	12	6
Front, 1931 type	.....	.....	.....	5	0

RADIATORS.

Reconditioned T.T. Replica	.....	.....	.....	3	0	0
Reconditioned Sprint Special	.....	.....	.....	3	0	0
Radiator Bolts	.....	.....	.....		3	
Radiator Pads	.....	.....	.....		1	
Long Hose	.....	.....	.....	1	3	
Short Hose	.....	.....	.....		7	
Filler Caps	.....	.....	.....	2	6	

MISCELLANEOUS.

T.T. Replica Exhaust Branch, dinged	.....	.....	.....	15	0
Scott Speedway Branch	.....	.....	.....	8	6
De-Luxe Flyer Front Silencers	.....	.....	.....	9	6
1927 Flyer Silencers	.....	.....	.....	4	6
Tail Pipes	.....	.....	.....	2	6
Howarth Silencers	.....	.....	.....	7	6
1927-28-29 Petrol Tanks	.....	.....	.....	12	6
Direct Fitting Binks Carburettor	1	5	0
Twist Grips	.....	.....	.....	3	6
Handlebars	.....	.....	.....	2	6
Control Levers	.....	.....	.....	1	9
Saddles, Lycett or Terry	.....	.....	.....	7	6
1929 Right-hand Gearshields	.....	.....	.....	10	6
Carriers	.....	.....	.....	5	6
Tyres, various sizes	.....	.....	.....	7	6
Oil Pumps	.....	.....	.....	12	6

All Spares in Stock. Quotation by return for any part not listed.

Used Spares for 2 & 3 Speed Supers.

CYLINDERS.

596 c.c. Super	.....	.....	.....	.....	2	5	0
498 c.c. Super	.....	.....	.....	.....	1	15	0
486 c.c. Squirrel, plain heads	.....	.....	.....	.....	1	0	0
532 c.c. Standard, plain heads	.....	.....	.....	.....	1	0	0
Half Compression Valves, complete	.....	.....	.....	.....		1	0
Watercooled Heads	.....	.....	.....	.....		9	6
Cylinder Head Lock Rings, plain head type	.....	.....	.....	.....		1	3
CYLINDER LACQUER, NEW, per tin	.....	.....	.....	.....		1	6

CRANK CASES.

1926 Flyer or Super	.....	.....	.....	.....	1	1	0
1924 Super	.....	.....	.....	.....	1	1	0
486 c.c. Squirrel	.....	.....	.....	.....	1	1	0
532 c.c. Standard	.....	.....	.....	.....	1	1	0
532 c.c. prior to 1921	.....	.....	.....	.....		17	6

CRANKS.

1926 Super and Flyer	.....	.....	.....	.....	10	6
486 and 532 c.c. Round Type	.....	.....	.....	.....	9	6
532 c.c. Pear Shape	.....	.....	.....	.....	6	6
Crank Pin Screws, right or left	.....	.....	.....	.....	ea.	6
Roller Plates	.....	.....	.....	.....		6
Crankshaft Bolt and Nut	.....	.....	.....	.....	1	3
Glands	.....	.....	.....	.....		6
Gland Springs	.....	.....	.....	.....		3
Crank Washers	.....	.....	.....	.....		1
Rollers	.....	.....	.....	.....		1

CON RODS.

1924-6 Super and Flyer	.....	.....	.....	.....	9	6
486 and 532 c.c.	.....	.....	.....	.....	7	6

PISTONS.

For Every Model	.....	.....	.....	.....	6	6
Oversize Pistons for Most Models	.....	.....	.....	.....	7	6
Gudgeons	.....	.....	.....	.....	1	3
Piston Rings (New)	.....	.....	.....	.....	1	0

MISCELLANEOUS.

Half Compression Arms, any type	.....	.....	.....	.....	1	0
Exhaust Port Covers, right or left	.....	.....	.....	.....		6
Transfer Port Covers	.....	.....	.....	.....		6
Crankcase Door Straps, Flyer type	.....	.....	.....	.....	1	0
Crankcase Door Straps, Old Standard Type	.....	.....	.....	.....		6
Door Strap Wing Nuts	.....	.....	.....	.....		2
Crankcase Doors	.....	.....	.....	.....		6
Super Squirrel Induction Pipe, 3-bolt fixing	.....	.....	.....	.....	4	6
532 and 498 c.c. type Induction Pipe	.....	.....	.....	.....	1	0

Super Spares—contd.

Frame Clamps for securing above	2	6
Crankcase Cups	2	6
Cylinder Bolts (state year)		6
532 c.c. Cylinder Bolt Pins		4
Cylinder Head Plugs (486 and 532)		6
Cylinder Drain Taps		6
Flywheels	7	6
Flywheel Sprockets	1	6
NEW ENGINE PACKINGS	1	8
		per set

TWO-SPEED GEAR PARTS.

Hubs	7	6
Hollow Spindles	2	6
Thrust Rods	1	0
Thrust Sleeves	1	6
Centre Thrust Blocks	1	6
Centre Thrust Washers	1	0
Centre Thrust Washer Nuts		2
Hub Cones	1	3
Hub Cups	1	3
Hub Lock Rings		6
Low Gear Drums	7	6
High Gear Drums	9	6
Expanding Rings	7	6
Thrust Levers	1	6
Thrust Screws		6
Bronze Ball Cages	1	0
Thrust Washers	1	0
Low Gear Sprockets, 36, 40 and 47 teeth	5	6
Driving Sprockets, 19, 20, 21, 22 teeth	3	6
Kickstart Crown Ratchets	4	0
Kickstart Loose Ratchets	5	6
Kickstart Sleeves	1	6
Coil Spring Holders		9
Gear Pedals	2	0
Inner Quick Thread Drums	2	0
Outer Quick Thread Drums	2	0
Hollow Bolts		6
Distance Pieces for above		3
Kickstart Rods	1	3
Kickstart Pedals	4	0
Kickstart Cranks	2	9
Gear Lugs, right or left, taper pin fixing	2	0
Gear Lugs, right or left, latest type fixing	3	6
Kickstart Coil Springs	2	6
Kickstart Pedal Return Springs	1	6

THREE-SPEED SUPER.

I have practically every part as new, please state requirements. Everything cheap to clear.

1924-5 type Aluminium Trays	15	0
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Super Spares—contd.

MAGNETOS.

Magneto Platforms	2	3
B.T.H. Latest Type, complete	17	6
B.T.H. for 3-speed models	17	6

CHAINS.

Rear	7	6
Magneto	1	6
High Gear	3	6
Low Gear	3	6

FRAMES.

1926 Two-speed Flyer	15	0
1926-7 Two-Speed Super	15	0
1926 Three-speed Super	15	0
1925 Three-speed Super	15	0

PETROL TANKS.

1926-9 Three-gallon Oval Tank	7	6
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RADIATORS.

Latest Type Super	1	5	0
Several radiators which are dented but otherwise perfectly sound			17/6
Radiator Hose, long	1	3	
Radiator Hose, short		6	
Radiator Bolts		3	
Radiator Pads		2	
Radiator Filler caps	1	0	

CARBURETTORS.

T.T. Amac for Super	12	6
Sports Amac for Super	17	6

WHEELS.

Super Rear 2-speed, less sprocket	12	6
Super Rear 3-speed, less sprocket	12	6
Super Front with Webb Brake	12	6
Chain Adjusters		ea. 6
Rear Spindles, 1923 type		6
Rear Spindle Nuts, 1923 type		2
Rear Super Wheel Spindle	1	0
Rear Super Wheel Journal Bearings	4	6
Front Hollow Spindle	1	0
Knock-out Front Spindle		9
Rear Sprockets, 3-speed	12	6
Rear Sprockets, 2-speed, 66 teeth	12	6
Rear Sprockets, 2-speed, 75 teeth	12	6
Brake Shoes, each, Super Internal Expanding, rear	2	6
Super Rear Brake Discs	6	6
Super Rear Brake Rods	1	3
Super Rear Brake Arms	1	6
Rear Brake Pedals	2	0
Rear Brake Rods (shoe brake type)	1	0

Super Spares—contd.

FRONT FORKS.

1929 Super Forks, 7" type, complete	.....	.....	2	5	0
1926 Super Forks, 5" type, complete	.....	.....	1	5	0
Super Forks, Rear Member	.....	.....	10	6	
Super Front Fork, Front Member	.....	.....	9	6	
Super Ball Head Clip	.....	.....	3	6	
Super Bottom Guide and Dust Covers	.....	.....	2	6	
Super Inner Dust Covers	.....	.....	1	0	
Super Inner Spring Cases	.....	.....	1	0	
Super Compression Springs	.....	.....	2	0	
Super Tension Springs	.....	.....	1	0	
Tension Spring Caps	.....	.....	ea.	6	
Super Steering Head Lock Rings	.....	.....		6	

MISCELLANEOUS.

1926 3-speed Gearshields, right or left	.....	.....	6	6	
1925 3-speed Gearshields, right or left	.....	.....	5	0	
Two-speed Gearshields, right or left	.....	.....	3	0	
Aluminium Top Plate for above	.....	.....	1	0	
Super Squirrel Legshields	.....	.....	7	6	
Battery Carriers	.....	.....	2	0	
Squirrel Handlebars	.....	.....	5	6	
Howarth Silencers	.....	.....	7	6	
Super Squirrel Type Front Silencers	.....	.....	5	6	
Straight Through Exhaust Pipe and Silencer (Super)	.....	.....	12	6	
Detachable Carrier (all models)	.....	.....	5	6	
Terry and Lycett Aero Saddles	.....	.....	9	6	
Front Stands for 2-speed models	.....	.....	2	6	
Bulb Horns	.....	.....	1	6	
Rear Stands (Super)	.....	.....	5	6	
Number Plates, front or rear	.....	.....		9	
Oil Tank for model prior to 1924	.....	.....	3	6	
Drip Feeds for above	.....	.....	2	6	
Best & Lloyd Mechanical Oil Pump	.....	.....	5	6	
Pilgrim Twin Feed Oil Pump	.....	.....	12	6	
Super Squirrel Undershields (new, un-enamelled)	.....	.....	6	6	
Rear Chain Guards	.....	.....	3	6	
Triangular Type Toolbox (Super)	.....	.....	3	0	
Footrest D Tubes (Super)	.....	.....	5	6	
Inverted Brake Levers	.....	.....	1	6	
Clutch Levers	.....	.....	1	6	
Magneto Control Levers	.....	.....	1	0	
Carburettor Control Levers	.....	.....	1	6	
Binks Quick Action Twist Grip	.....	.....	3	6	
Brake or Half Compression Bolt on Levers	.....	.....	ea.	1	0
Rear Mudguard (Super), complete with stays	.....	.....	8	6	
Front Mudguard (Super), complete with stays	.....	.....	6	6	
Andre Steering Damper (Super)	.....	.....	7	6	
B. & D. Special Scott Shock Absorbers (Forks) (pair)	.....	.....	7	6	

Read what other Scott Riders say about "A.E.R." Oil.

(The only Oil produced for 2 Stroke Engines).

EDINBURGH.

To MESSRS. A. E. REYNOLDS.

19th June, 1937.

Dear Sirs,

I feel I must write in appreciation of your new A.E.R. Oil. As an old and at present "Scott" enthusiast, with a motoring experience of 33 years behind me, I can honestly say that I have not used any oil in my "Scotting" that retained such a wonderful body under the conditions peculiar to the engine.

After you rebored my present engine early in the year, I determined to "run it in," using your new A.E.R. Oil exclusively, and obtained from you a 5-gallon drum. My "Scott" of 498 c.c. pulls a heavy "Swallow" 2-seater model 9a de luxe sidecar, with my wife and luggage in the sidecar and my 15 year old son on the pillion, the passengers and myself weighing 31 stone odd, and on stripping the engine after "running in" I was delighted to see the perfect condition of its "innards."

My companion of the road is also a "Scott" man and we have pleasure in forwarding a repeat order for another 5-gallon drum of A. E. R. Oil.

Wishing you all success,

Yours sincerely,

A.F.V.

Messrs. A. E. REYNOLDS, Ltd.,

9, Berry Street, Liverpool.

20/5/37.

Dear Sirs,

I feel that I must tell you how pleased I am after using your new oil for three months. I have just stripped my 1929 Replica Scott, and the bearings and bores are as good as ever and were perfectly lubricated. After a run the oil in the crankcases is definitely oil and not petrol as before.

Yours sincerely,

HAROLD R. HALLIWELL.

If the above do not convince you, send for a sample gallon now (6/9) and prove our claims for yourself.

If you are convinced, order 2 gallons (11/6), or cheaper still 5 gallons (27/6) and enjoy combined efficiency coupled with economy.

GEAR RATIO CHART.

Two-speed.

Three-speed.

Number of Teeth in Sprockets.					Ratios.		Number of Teeth in Sprockets.					Ratios.		
E	H	L	R	D	HG	LG	E	G	R	D	HG	MG	LG	
Wide Ratio.							Wide Ratio Box.							
20	25	47	66	22	3.75	7.06	20	44	40	22	4.00	7.03	11.52	
20	25	47	66	21	3.93	7.40	20	44	40	21	4.18	7.35	12.20	
20	25	47	66	20	4.13	7.75	20	44	40	20	4.40	7.72	12.70	
20	25	47	66	19	4.34	8.16	20	44	40	19	4.62	8.12	13.30	
20	25	47	75	22	4.26	8.00	20	44	40	18	4.90	8.60	14.10	
20	25	47	75	21	4.46	8.40	20	44	40	17	5.17	9.08	14.90	
20	25	47	75	20	4.69	8.81	20	44	40	16	5.50	9.65	15.85	
20	25	47	75	19	4.93	9.27	Close Ratio Box.							
Close Ratio.							20	44	40	22	4.00	5.28	7.04	
20	25	40	66	22	3.75	6.00	20	44	40	21	4.18	5.50	7.38	
20	25	40	66	21	3.93	6.30	20	44	40	20	4.40	5.80	7.75	
20	25	40	66	20	4.13	6.60	20	44	40	19	4.62	6.10	8.15	
20	25	40	66	19	4.34	6.95	20	44	40	18	4.90	6.46	8.61	
25	25	40	75	22	4.26	6.82	20	44	40	17	5.17	6.82	9.12	
20	25	40	75	21	4.46	7.14	20	44	40	16	5.50	7.25	9.70	
20	25	40	75	20	4.69	7.50								
20	25	40	75	19	4.93	7.89								

E—Engine Sprocket.
H—High Gear Sprocket.
L—Low Gear Sprocket.
R—Rear Wheel Sprocket.
D—Driving Sprocket.
HG—High Gear.
LG—Low Gear.

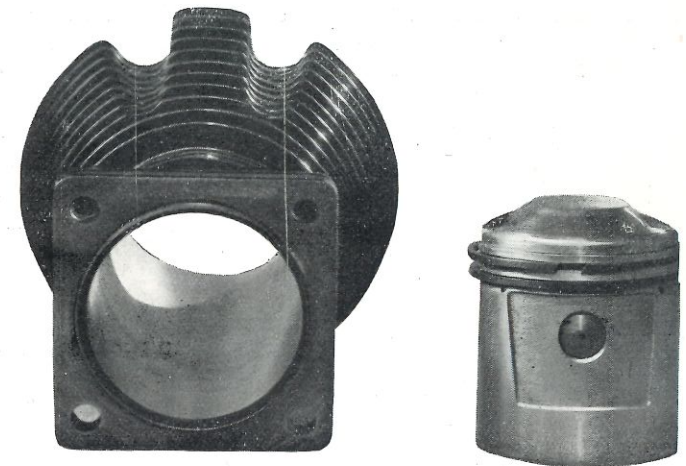
E—Engine Sprocket.
G—Gear Box Sprocket.
R—Rear Wheel Sprocket.
D—Driving Sprocket.
HG—High Gear.
MG—Middle Gear.
LG—Low Gear.

RECOMMENDED GEAR RATIOS.

Solo.

Sidecar.

Model.	Solo.				Sidecar.			
	Low Gear	Middle Gear	High Gear	Driv. Spkt.	Low Gear	Middle Gear	High Gear	Driv. Spkt.
498 c.c. Super Squirrel	7.75	—	4.13	20	9.27	—	4.93	19/75
596 c.c. Super Squirrel	7.06	—	3.75	22	9.27	—	4.93	19/75
498 c.c. Touring Flyer	13.30	8.12	4.62	19	14.90	9.08	5.17	17
596 c.c. Touring Flyer	12.20	7.35	4.18	21	13.30	8.12	4.62	19
498 c.c. De-Luxe Flyer	13.30	8.12	4.62	19	14.90	9.08	5.17	17
596 c.c. De-Luxe Flyer	12.20	7.35	4.18	21	13.30	8.12	4.62	19
498 c.c. Replica Flyer	8.15	6.10	4.62	19	9.12	6.82	5.17	17
596 c.c. Replica Flyer	7.75	5.80	4.40	20	8.61	6.46	4.90	18



CYLINDER REBORING.

AT the request of numerous old clients we are now undertaking Cylinder Reboring for any make of motor cycle.

Your fellow motor cyclists will thank you for recommending our Cylinder Reboring Service—and we will appreciate your recommendation.

Motor Cycle Cylinders rebored and fitted complete with "Hepolite" A Quality Piston, complete with rings.

250cc 18/-

350cc 19/6

500cc 21/-

Mirror Finish.

Return Carriage Extra.

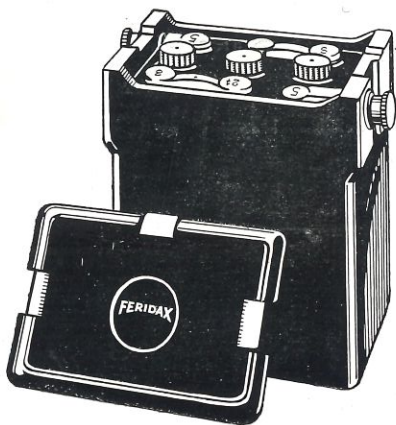
BRAND NEW ACCESSORIES of Guaranteed Quality.

We carry a Full Range of Latest Type Accessories and shall be pleased to quote for any part.
All goods sent on appro. C.O.D. if desired.



BRAKE LININGS.
Complete with Rivets.
Front or Rear.

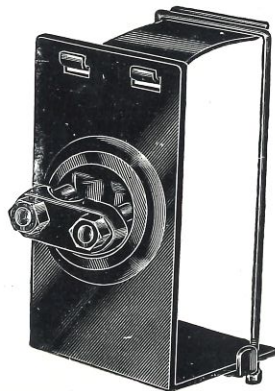
Super Squirrel	Flyer or Replica
.....3/3	.....3/6



BATTERIES.

6 v.

Full Capacity	..... 11/6
Cheaper Quality	..... 9/6
Also Latest Shock Absorbing Type	..... 14/6
Genuine Lucas	..... 21/-



BATTERY CARRIERS.

Universal Fitting
2/9.



MEGAPHONE FISHTAILS.

3/3
Chrome Finish.



BEST QUALITY CHAIN.

Flyer Primary	..... 9/-	Super Low Gear	..... 9/-
Flyer Magneto	..... 2/-	Super High Gear	..... 8/-
Flyer Rear	..... 16/6	Super Magneto	..... 2/-
		Super Rear	..... 14/6



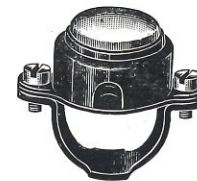
KICK STARTER RUBBERS 7d. each



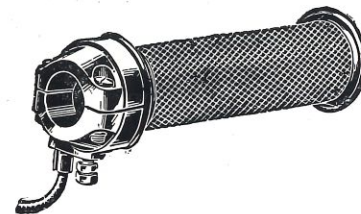
PILLION REST RUBBERS 9d. each



DIPPER SWITCHES
1/6



HORN BUTTONS
1/3



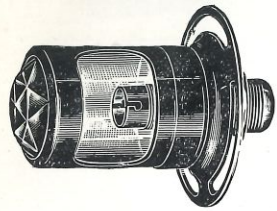
QUICK ACTION TWIST GRIPS.

Lewis (as illustrated) 6/-
Cheaper Quality 3/6



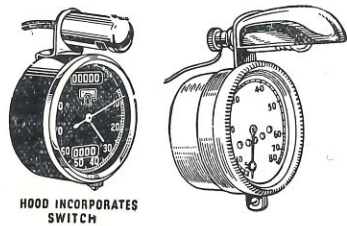
TWIST GRIP REPLACEMENT RUBBERS
7d.

DUMMY GRIPS
1/3



ELECTRIC
REAR
LAMPS
2/9

6 v. BULBS.
Headlamp 1/3
Tail Lamp 6d.



SPEEDOMETER
LAMPS
2/6
(Chrome Finish).

HOOD INCORPORATES
SWITCH



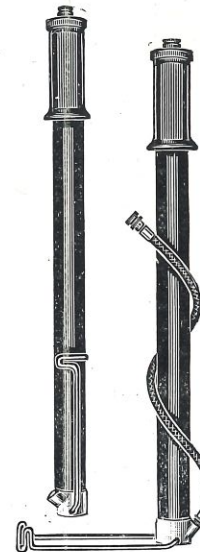
CONTROL CABLES
(Complete).
For Gas, Air, or Front Brake
1/3
Clutch (Extra Heavy) 1/9
INNER WIRES ONLY
(Complete with Nipples)
6d.



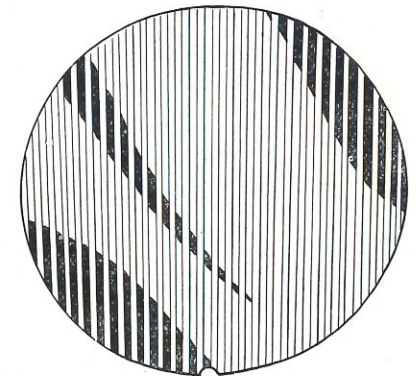
SPORTS BULB HORNS
Black 2/6
Chrome 3/-



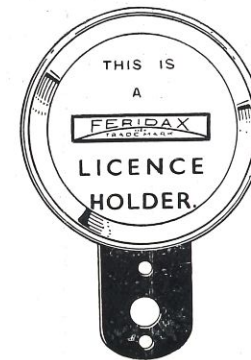
ELECTRIC HORNS.
6 v. High Frequency, C.F. 12/6
Cheaper Type, Chrome 7/6
(Complete with Switch)



TYRE
PUMPS
complete
3/3
Connections
9d.



LAMP GLASSES
2/-
(Please state dia.)

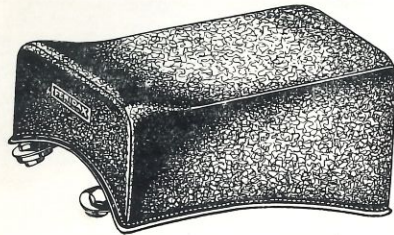


LICENSE
HOLDERS
Black
and
Chrome
1/-

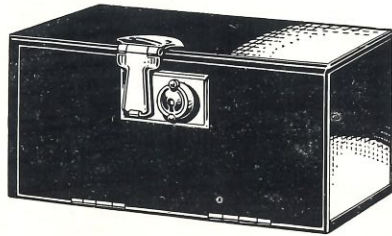
**CROWN
PLUGS**
2/6

The First Good Spark
Plug at a Reasonable
Price.

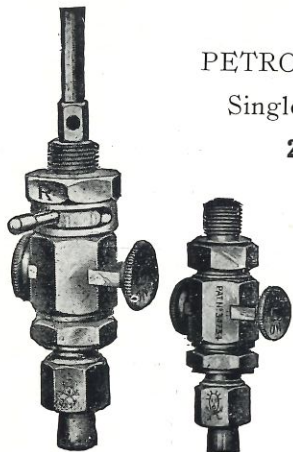
We send the right type
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PILLION SEATS.
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All Metal—Enamelled.
With Lock and Key.
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PETROL TAPS
Single Level
2/-

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Level
3/-

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HANDLEBARS

Black 3/6
Chrome 5/6

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UPTURNED BARS.

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Chrome 6/6

ALL SPARES DESPATCHED BY RETURN POST C.O.D. IF
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(C.O.D. Fees Charged Extra).

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"BETTER
SCOTTING"

by

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