

1932 "SCOTT"

**FLYING  
SQUIRREL**

498 c.c.

**£66.**

596 c.c.

**£68.**

LUCAS or B.T.H.  
MAGDYNO

£6/10/0 extra.

WITH a maximum speed of 70/75 m.p.h. the 1932 "Flyer" is wonderful value for money, and with the many refinements which have been incorporated for 1932 it is really a luxury job at a mass production price. Have you ever seriously considered how little per month it would cost you to purchase a new "Flyer" if I made you a super allowance on your present machine? Supposing I allowed you £40 for it, and arranged that sum as deposit, and transferred your present insurance policy to the new machine: do you know you could have a 1932 "Flyer," with "Magdyno," for less than 15/- weekly for 12 months, or under 11/6 weekly for 18 months. It's worth thinking over!!

1932 "SCOTT"  
**FLYING  
SQUIRREL**  
De-Luxe

498 c.c.

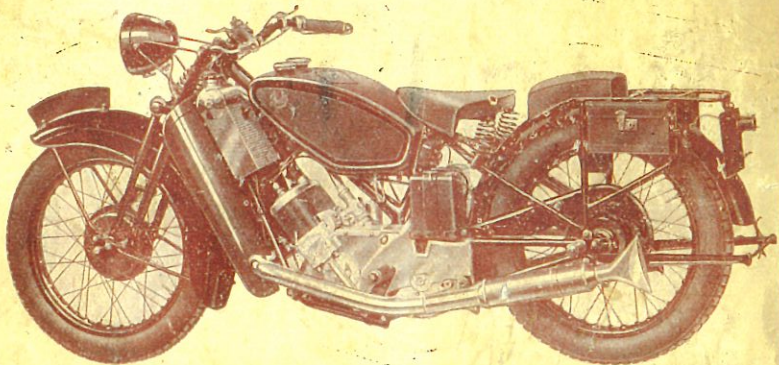
**£73.**

596 c.c.

**£75.**

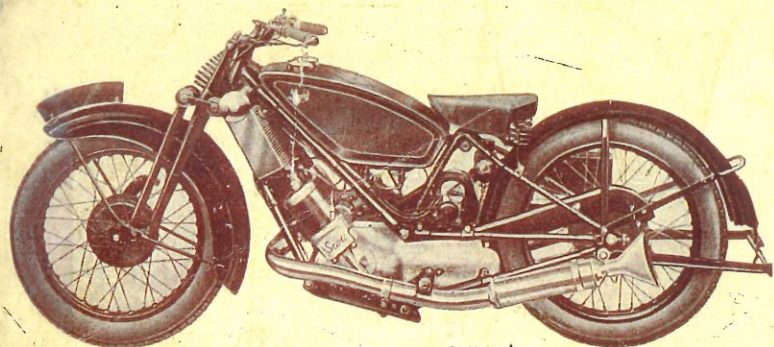
LUCAS or B.T.H.  
MAGDYNO

£6/10/0 extra.



THE "De-Luxe Flyer" is the tourer with de-luxe fittings, made especially for the man to whom comfort and cleanliness make a strong appeal. With a "Replica" exhaust system, "Brampton" forks, legshields, pillion seat and rests carrier, hinged rear mudguard, etc. it is a delightful machine to handle, and a machine which requires a minimum of attention. The "purchase-out-of-income" over 12 or 18 months system is sound, and you should seriously consider it as an economic means of providing yourself with trouble-free motor cycle transport. Why not let you and I collaborate and see if it is possible for you to own a "De-Luxe Flyer" for 1932?

*I have a client waiting for your machine—  
that is why I can allow you a better price for it.*



1932  
 "SCOTT"  
 T.T.  
**Replica**  
 498 c.c.  
**£84.**  
 596 c.c.  
**£86.**

LUCAS or B.T.H.  
 MAGDYNO  
 £6/10/0 extra.

**D**o you know, every time I pass through my Showroom, I simply have to glance at the T.T. Replica? There's that something about it that shrieks "Thoroughbred." Shades of the "Island" and other places where "Scotts" have "moaned"!! The Rep. is the "goods," and with the new forks handles like a "Snowdonian." Until you have ridden a 1932 Replica you don't know what motor-cycling's like!! Did you say it's alright talking, but where's the money coming from? You don't need a penny! Not one!! My super allowance on your present machine (I accept that as deposit) and the balance over 12 or 18 months.

1932  
 "SCOTT"  
**Sports  
 Model.**

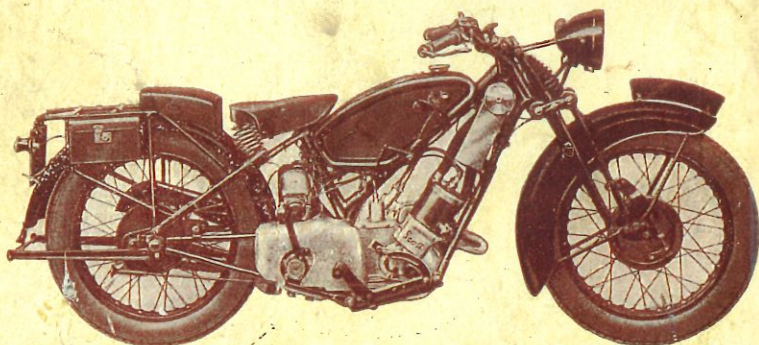
498 c.c.

**£85.**

596 c.c.

**£87.**

LUCAS or B.T.H.  
 MAGDYNO  
 £6/10/0 extra

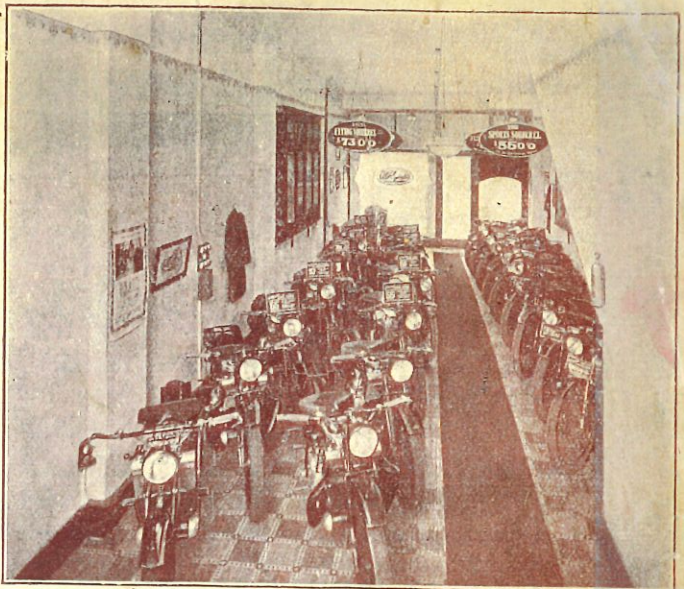


**T**HIS model is the "SPRINT SPECIAL" under a new name! The oval tanks can be supplied if desired. As the "Sprint" it made its name both at home and abroad, for lightning acceleration and uncanny nippiness, remarkable cornering abilities and a 90 m.p.h. maximum, without any fuss. For sheer unadulterated, breath-taking performance, which has only one equal—another "Sprint"—this is the model!! By the way, every "Sports Model" engine develops 30 b.h.p. and I will accept your present machine as deposit and arrange the balance over 12 or 18 monthly instalments.

*My hire purchase terms are so confidential —*

*—even your mother won't know!!*

Why YOU  
 should  
 send  
 to  
 "A.E.R."  
 for your  
 new or used  
**SCOTT**



Part of the "Berry Street" Showrooms.

**I**T is generally considered that it is immaterial from whom you buy a new machine as one new one is, or should be, exactly the same as the next one to it. This is quite correct up to a point, but there is far more in the choosing of a machine than meets the eye.  
 For instance.

**S**UPPOSING you were considering a T.T. Replica for 1932 would you be sure that a Replica would fill your requirements? What about gear ratios? What about compression ratios? What about tyre sizes? And numerous other odds and ends where the specification can be varied to suit individual requirements to ensure that the new owner is going to get complete satisfaction? That is where we, with our accumulated years of experience, can be of assistance to you. Simply state the nature of the work the machine is required for, and we can turn you out with a machine expressly suited to your personal requirements.

**R**EGARDING allowances, we enjoy a good name for generous exchange terms owing to the fact that we can afford to give a really good price for your present mount as we have a definite constant demand for good used machines.

**I**N the case of second-hand models these are thoroughly overhauled and subjected to a severe road test before being offered for sale, and used Scotts "supplied by Reynolds of Liverpool" are in use, giving the greatest satisfaction to riders, throughout the world.

**E**VERY machine offered can be ordered by post with every confidence, and I can assure you that I would not dream of damaging my reputation by allowing a used machine to be despatched unless it came up to the exceptionally high demands required.

*The name A. E. Reynolds stands for  
 Quality and a Square Deal.*

# About Repairs

IN order to cope with the continued increase in the number of "Scott" Repairs which we are handling it has been found necessary in the interests of service to considerably extend and re-construct my Repairs Department.

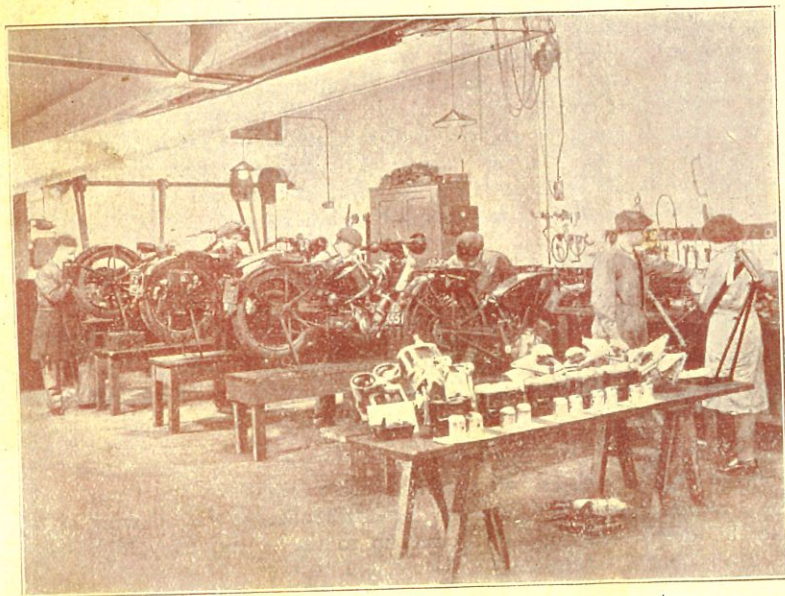
THIS Department is 100% "Scott." It is capable of dealing with everything in the nature of repairs to ensure complete satisfaction to "Scott" Riders.

A POINT which has been 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 material and first class workmanship, are only made possible by specializing in the one make of machine—the "SCOTT."

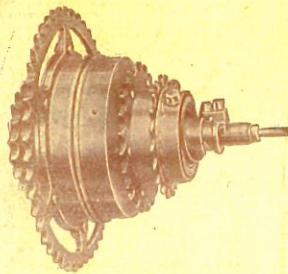
NO matter what your requirement; whether it be a slight adjustment or a serious crash, you cannot do better than "write to Reynolds about it," and take the first step to complete satisfaction.

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.



Part of the  
recently  
enlarged  
and  
re-constructed  
Repairs  
Department  
- in -  
Knight St.

*My Service Department is constantly receiving repairs from —  
— "Scott Riders who think and THINK and THINK.*



## Two-speed Gears.

THE old "Scott" Rider knows and really appreciates the "Scott" 2-Speed Gear, and all agree that a good "2-speed" has a charm all its own.

**D**UE to the unorthodox principle of this gear, however, it is not readily understood, and, for the want of slight adjustments, many "Scott" riders are losing the charm of rapid, effortless changing, and suffering "clutch slip" at high speeds.

**T**O all "2-speed" owners, I suggest that if, at the present time, or at any time in the future, you are not satisfied with the operation of your gear, no matter whether the trouble is slight, or the gear completely out of action, you take advantage of my special 2-SPEED GEAR REPAIR DEPARTMENT, which is equipped to carry out any repair and return the gear, in perfect order, and fully guaranteed, within 24 hours of receipt.

**I**F the gear only is sent, (as top illustration) it can be sent per parcel post, at a cost of 1/3, and, if desired, can be returned per C.O.D.

COMPLETE  
OVERHAUL

7/6

PLUS COST OF  
REPLACEMENTS.

## Three-speed Gears.

**I** have now added a special 24-HOUR 3-SPEED GEAR REPAIR SERVICE and if you have any gear or clutch trouble, you are invited to avail yourself of this new department. Simply send the gearbox along, and it will be returned to you in perfect condition in 24 hours.

COMPLETE  
OVERHAUL

7/6

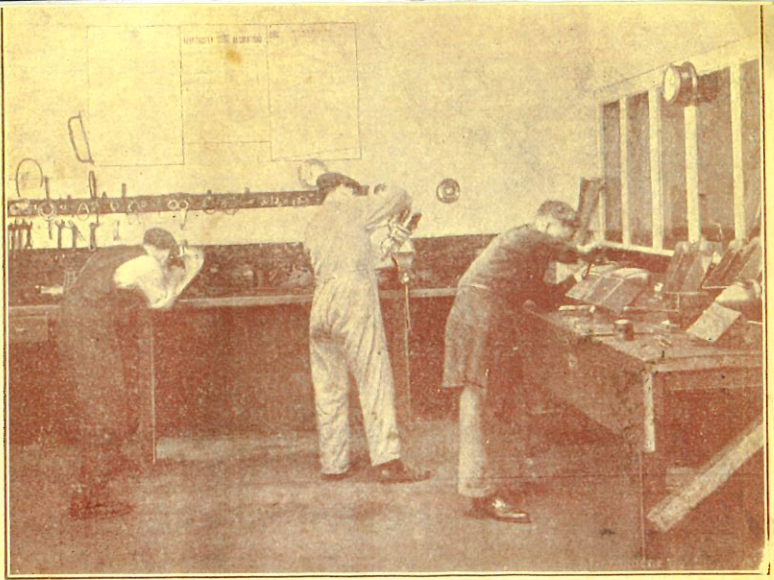
PLUS COST OF  
REPLACEMENTS.

*"The secret of my success is my "Scott" Enthusiasm —  
————— a thing my competitors can't immitate."*



# Radiator Repairs.

A damaged Radiator need no longer keep you off the road for weeks. Radiators can now be dealt with immediately and made as new at lower prices than ever and returned within two or three days.



Part of the Radiator Shop.

**C**OULD you do better than send your repairs to the shop where the 1932 new design "REYNOLDS' SPECIAL" RADIATOR is made from start to finish? **I**T is, unfortunately, impossible to have a standardised price, or give estimates for radiator repairs without first making an examination, but upon receipt of the damaged rad. a keen quotation will be sent.

**Prices for Plating Radiators. Super 10/-, Flyer 12/-**

Please note, "Scott" radiators cannot be chromium plated.

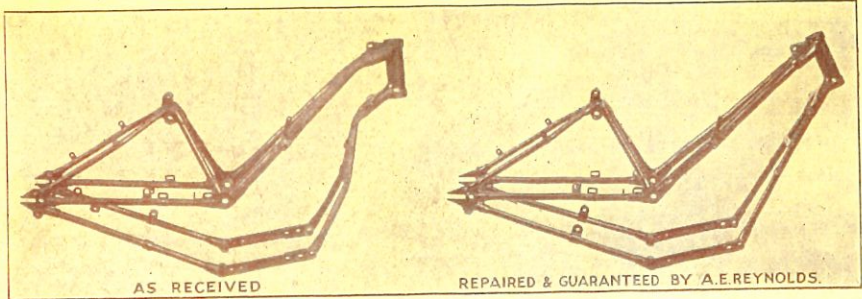
## Have those shabby controls etc., brightened up for next season!!

I WILL KNICKEL-PLATE YOUR I WILL CHROMIUM PLATE YOUR

Replica Exhaust System	for	17 6	Replica Exhaust System ...	£1 5 0
Howarth Silencer ...	...	8 6	Howarth Silencer ...	14 6
Brake Levers...	...	2 6	Brake Levers ...	4 0
Carburettor Levers	...	2 6	Carburettor Levers ...	3 3
Magneto Levers	...	2 0	Magneto Levers ...	3 3
Kickstart Pedals ...	...	3 6	Kickstart Pedals ...	5 0
Gear Lever and Gate...	...	4 6	Gear Lever and Gate ...	7 6
Filler Caps ...	...	9	Filler Caps ...	1 0
C/case Door Straps ...	...	6	C/case Door Straps ...	1 0
Petrol and Oil Pipes	...	1 6	Petrol and Oil Pipes ...	2 9
Flyer Head Stock	...	3 6	Flyer Head Stock ...	5 6
Handlebars ...	...	4 6	Handlebars ...	7 0
Mudguards ...	...	10 6	Mudguards ...	17 6
Carburettors	...	4 0	Carburettors ...	7 6
			Reynolds' Super Exhaust Pipe	7 0
			Reynolds' Silencer ...	7 0

*"If a job is worth doing, it's worth doing well,"*

*I have been demonstrating the truth of this to "Scott" riders for 10 years.*



## Frame and Fork Repairs.

**N**O matter how badly a "Scott" machine may be smashed up, my shop is fully equipped to make it as new again, quickly, and at a price that defies competition.

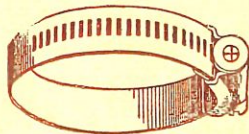
**I**N the event of a smash, place your machine on rail addressed to me, and an estimate will be forwarded immediately. If your machine is covered by insurance simply tell me the name of the company and I will deal with them direct and save you the trouble of numerous communications. We are the recognised 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 made 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

3/-  
per set  
of 4.



10d.  
each.

No loose bits and far more  
.. efficient than wire, etc. ..

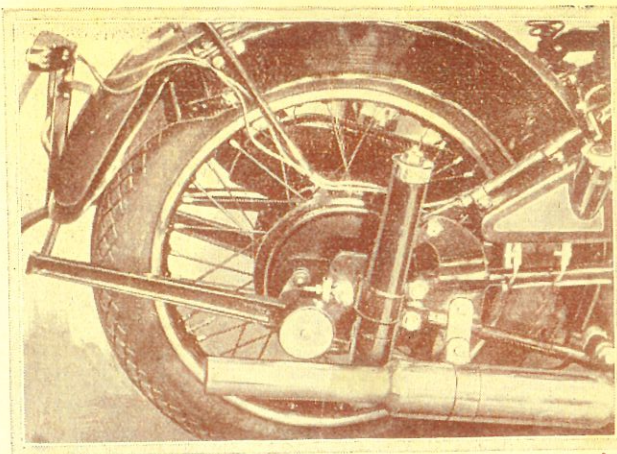
ORDER A SET WHEN WRITING NEXT.

## A Suggestion !!

A shabby petrol tank spoils the appearance of the whole machine. Let me re-enamel it in the 1932 "Scott" colours (black and purple) complete with "Scott" transfers.

for 25/- complete.

I have pleasure in recommending the special adaption of the "Master" Patent Spring Frame after extensive experiments. We have all dreamed of the SPRING FRAME SCOTT as being the last refinement on this super machine, and I can now offer it in its perfected form to the "Scott" rider.

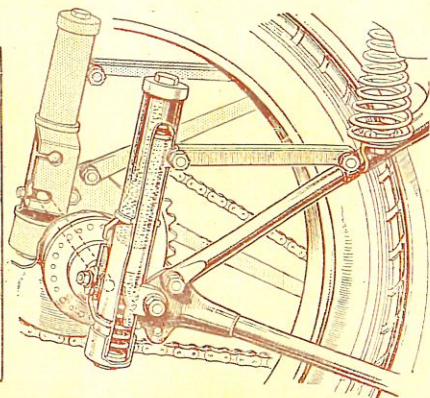
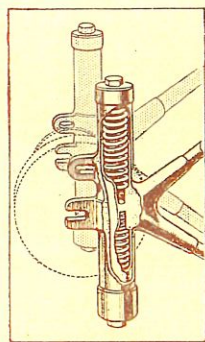


The Special "Built-in" Springing embodied in the 1932 "Reynolds' Special."

Illustrations by courtesy of the "Motor Cycle."

THERE are two ways in which the wheel can be sprung, one is by the specially built-in method, which is one of the outstanding features of the De Luxe 1932 Reynolds' Special, (which is illustrated in the top right hand corner). While this system leaves no room for improvement, it is necessarily expensive, and a cheaper method has been devised whereby the complete springing arrangement can now be supplied to fit your machine without any serious alteration, and complete with instructions which make it possible for the owner of average intelligence to convert his machine in his own garage. Or should he desire to bring the complete machine to my works the conversion can be carried out for 30/- extra.

TO those interested in this great improvement kindly write for special spring frame folder, which will be gladly sent per return of post.



Spring frame built into your "Scott" as per Reynolds' Special £12/10.

(complete machine required)

SPRING FRAME ATTACHMENT

(complete with full instructions)

£6.

Carriage 2/- extra.

All roads are good roads  
 with a Reynolds' Master Spring Frame.

# ENAMELLING.

**R**ENOVATE 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.		FLYING SQUIRRELS.	
Frame, (including head transfer)	15 0	Frame (including head transfer)	£1 1 0
Rear Stays ... ..	2 6	Front Forks, complete ... ..	8 6
Front Forks ... ..	6 0	Handlebars ... ..	1 9
Handlebar ... ..	1 9	Front Mudguard ... ..	4 6
Front Mudguard ... ..	4 6	Rear Mudguard ... ..	5 0
Rear Mudguard ... ..	5 0	Front Wheel ... ..	5 0
Front Wheel ... ..	5 0	Rear Wheel ... ..	5 6
Rear Wheel ... ..	5 6	Rear Carrier ... ..	3 0
Rear Carrier ... ..	3 0	Rear Stand ... ..	2 0
Rear Stand ... ..	1 9	Petrol Tank, panelled and with "Scott" transfers ... ..	£1 5 0
Oil Tank (including transfer)	7 6	Rear Chain Guard ... ..	3 6
Petrol Tank, enamelled top and bottom and new wrapper and bands fitted	12 6	Windshields ... ..	4 6
Gear Shields (each) ... ..	3 0	Sidecar Chassis ... ..	17 6
Undershields ... ..	3 6	Sidecar Mudguards ... ..	7 6
		Sidecar Wheels ... ..	4 6

## SIDECARS.

I can give  
immediate delivery of  
**SCOTT,**

**SWALLOW,**

**NOXAL** and

**WATSONIAN**

Send for  
Makers'  
1932  
catalogues

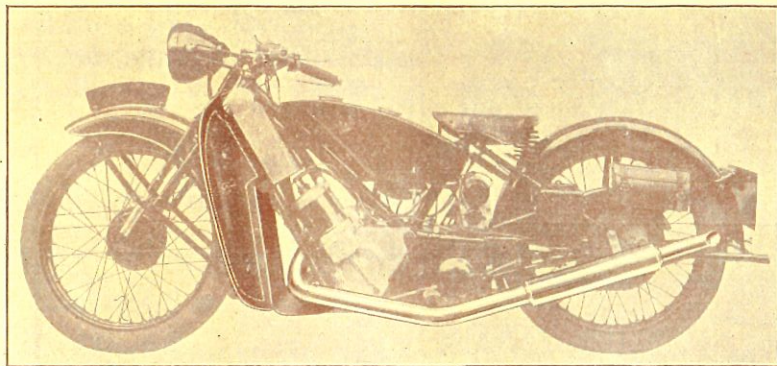
**SIDECARS.**

ALL SIDECARS ARE SENT CARRIAGE PAID.

*Be sure of Sidecar Safety* ———

————— *I supply all sidecars with correct fittings.*

# Super Exhaust Systems.



2"  
Fullychromium  
Plated Set for  
all open frame  
models.

(No loose bits, all  
fittings welded in  
position)

**21/-**  
carriage 1-3 extra

*As illustrated.*

**NO ALTERATIONS NECESSARY--GREAT IMPROVEMENT.**

## T.T. Replica Exhaust Systems.

FOR ALL FLYING SQUIRRELS FROM 1927 ONWARDS.

(For illustration see T.T. Replica, page 3)

Wonderful improvement, all steel, chromium plated throughout,  
and complete with "Carbjector" Type Silencer.

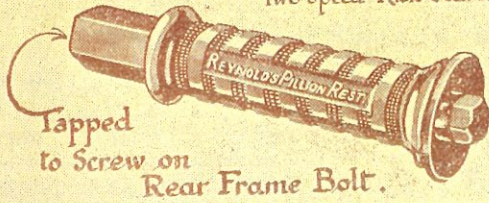
Carriage 1/3 extra. **38/6** and your present system,  
which may be retained  
until the new one is fitted.

## Legshields.

Reynolds' Legshields were originated in 1923, and are superior in design and manufacture. No alterations or new undershields are required, a special type is made for your type of machine and handsomely finished to match your tank. (See illustration above and note the neat fitting and improved appearance.) : : :  
Legshields are a necessity to the all-weather rider and the fitting of Reynolds Shields will enhance the appearance.

per **12/6** set.  
Carriage 1/- extra.

*Arrive at your journey's end like a gentleman—  
behind a pair of Reynolds' Legshields.*

**UNBREAKABLE.**Do Not Interfere with  
Two Speed Kick Starter.Tapped  
to Screw on  
Rear Frame Bolt.

## PILLION RESTS

The original and best  
simply remove the nut  
securing the rear mud-  
guard stays, and screw  
the pillion rest on, in  
place of the nut.per **3/6** pair.  
Post 4d. extra.

## Carriers.

A new "neat," and quickly detachable pattern, fitting  
close up to the saddle, making an exceptionally neat  
appearance.**7/6** post 9d. extra.

## Pillion Seats.

Numerous patterns in stock including Moseley, Lycett,  
Hutchinson, etc. : Prices quoted on application.  
ALSO. Special clearance line of mudguard fitting,  
leather covered, sponge rubber pillion seats, worth 12/6.**6/9** post 9d. extra.

## Electric Horns.

Chromium plated 1932 type medallion, 6v electric horns  
(special clearance, complete with switch and flex.) :**8/6** post 9d. extra.

### THE "BOOK OF THE SCOTT."

The Official Instruction Book of The Scott Motor-  
Cycle Co., containing all correct information for  
"Doing it yourself."

1/6 post 3d.

### JOIN THE BRITISH TWO-STROKE CLUB

and support the two-stroke movement.

Application forms may be obtained

Free on request.

Compare "Reynolds' Value" by sending for goods  
on full approval against cash.

# PARDON OUR BLUSHES!!

Bromley, Kent.

Sir,

I have just decarbonized the engine re-bored and re-bushed by your firm early in the year and find it is in wonderful condition. The performance of the engine after the running-in period was a revelation to me—and I am riding my fifth "Scott."

Yours truly,  
J.W.T.

Harpenden, Herts.

Dear Mr. Reynolds,

I must take this opportunity of expressing my satisfaction of the engine overhaul and re-bore you gave me previous to my coming to Liverpool, and once again many thanks for the rush job.

Yours sincerely,  
R.McL.

Conisborough.

FROM A FELLOW TRADER.

Dear Sir,

.....This is the first occasion on which I have had the pleasure of doing business with you, but it will ever be my pleasure in future to put what I can in your direction.

Yours faithfully,  
B.B.C.

Hull.

Dear Mr. Reynolds,

.....With reference to the overhaul of the engine carried out by you a short time ago I must tell you that I am highly satisfied. The maximum speed does not seem any greater, but the average speed certainly is. Over distances of fifty miles, say, I find myself arriving at anything up to ten minutes earlier than I used to do without having attempted faster runs. From this I conclude that the sweetness of the engine is leading me to ride at higher speeds quite unconsciously.

Yours faithfully,  
R.F.W.

This client was so enthusiastic he wrote to "The Motor Cycle."  
Below is the Editor's reply.

Dear Sir,

Very many thanks for your letter of the 9th instant. I very much appreciate your kindness in bringing to my notice the excellent service you have received from Mr. A. E. Reynolds of Liverpool.

Yours faithfully,  
The Editor.

# 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.

## USED SPARES FOR "FLYER" MODELS.

### CYLINDERS.

498 cc. Replica, perfect	...	...	...	£3 0 0
596 cc. Flyer, perfect	...	...	...	3 10 0
596 cc. Flyer, re-bored with new Scott pistons	...	...	...	4 15 0
498 cc. Flyer, perfect	...	...	...	3 0 0
498 cc. Flyer, re-ground with new pistons	...	...	...	4 10 0
Watercooled heads	...	...	...	10 0 0
Cylinder head lock rings	...	...	...	6

" " ferrules	...	...	...	1 0 0
CYLINDER LACQUER, NEW PER TIN	...	...	...	1 6

### CRANKCASES.

1930 Sprint or power plus	...	...	...	4 5 0
1930 Flyer	...	...	...	4 5 0
1928 Flyer...	...	...	...	4 0 0

### CRANKS.

Flyer or Replica, left or right	...	...	...	15 0
Crankpin screws	...	...	...	6
Roller Plates	...	...	...	6
Crankshaft bolt and nut	...	...	...	1 3
Rollers	...	...	...	1½
Crank washers	...	...	...	1

### CON-RODS.

Flyer or Replica, complete with bushes	...	...	...	14 6
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### PISTONS.

For every model	...	...	...	7 6
Gudgeons	...	...	...	1 6
Piston rings	...	...	...	1 0
WELLWORTHY PISTON RINGS, BRAND NEW	...	...	...	1 9

### MISCELLANEOUS ENGINE PARTS.

Half compression arms	...	...	...	1 0
Transfer port covers	...	...	...	6
Crankcase door straps	...	...	...	1 0
" doors	...	...	...	6
Induction pipe	...	...	...	1 6
Flywheels	...	...	...	10 6
Engine sprockets	...	...	...	2 6
Cylinder bolts	...	...	...	6
" drain taps	...	...	...	6
NEW ENGINE PACKINGS, per set	...	...	...	1 8

### GEAR PARTS.

Gear trays, 1930-31	...	...	...	1 10 0
" " 1927-28	...	...	...	1 7 6
" box shell	...	...	...	2 5 0
Cover	...	...	...	1 5 0
Mainshaft...	...	...	...	16 6

*All used parts are offered subject to being unsold.*

Mainshaft races ... ..	6	6
Layshaft ... ..	1	7 6
"    races ... ..	3	6
Sliding dog ... ..	10	0
Middle gear dogs ... ..	10	0
Low gear wheel ... ..	15	6
Middle " ... ..	19	6
High " ... ..	15	6
Inspection lid ... ..	1	6
Operation fork ... ..	6	6
"    fork shoe ... ..	6	6
"    fork spindle ... ..	1	0
Clutch arm ... ..	6	6
"    worm lever ... ..	6	6
Kickstarter boss ... ..	12	6
"    pedal ... ..	2	9
"    screwed and cap ... ..	12	6
Driving sprocket, 16, 17, 18, 19, 20, 21 and 22 teeth (I shall be pleased to arrange exchanges with driving sprockets.)		
Clutch large plate ... ..	2	0
"    small " ... ..	1	0
"    outer plates ... ..	3	6
Driven sprockets, complete ... ..	15	6
Driving sprocket bracket ... ..	10	0
Gear lever gate ... ..	3	6
Gear lever ... ..	2	6
<b>FORKS.</b>		
Scott, girder pattern, complete ... ..	3	10 0
Girder, right or left ... ..	1	7 6
Sliding member, right or left ... ..	10	6
Steering column and bracket ... ..	12	6
"    post ... ..	5	6
Handlebar clamping lug ... ..	2	6
Scott Webb re-conditioned ... ..	3	10 0
<b>FRAMES.</b>		
T.T. Replica, re-enamelled as new ... ..	3	10 0
1928 Flyer, perfect ... ..	3	0 0
1927 Flyer, perfect ... ..	3	0 0
Scott Speedway Special ... ..	1	5 0
<b>MAGNETO.</b>		
B.T.H. Standard... ..	1	15 0
Special Racing B.T.H. for 1931 type ... ..	2	0 0
Magneto sprockets ... ..		2 6
"    platforms ... ..		2 6
<b>MUDGUARDS.</b>		
Rear mudguard complete ... ..	12	6
Front " " ... ..	10	6
Number plates, front or rear ... ..	1	0
1930 type front shields, new clearance ... ..	3	6
Rear chain guard ... ..	7	6
Magneto chain guards ... ..	4	6

Remember to add cost of carriage on all orders—it saves misunderstandings arising.

## FLYER SPARES. CONTD.

## CHAINS.

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

## WHEELS.

Rear T.T. Replica, complete.	3	10	0
Rear complete 1928 Flyer	3	5	0
Rear 1930 Tourer, complete...	2	5	0
Front, complete with brake drum	1	10	0
Brake shoes, each		3	9
Cam arms ...		1	6
Front brake covers		6	6
Knock-out spindles		1	6
Hollow spindles ...		1	6

## STANDS.

Rear complete ...	14	0
Front 1931 type	5	0
„ 1928 Flyer type complete	8	6

## RADIATORS.

Brand new shop soiled T.T. Replica	4	0	0
„ Sprint Special	4	0	0
Re-conditioned T.T. Replica	3	0	0
„ Sprint Special...	3	0	0
Radiator bolts			3
„ pads			1 $\frac{1}{2}$
Long hose...		1	3
Short „			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
Haworth silencers	8	6
T.T. Replica petrol tank, as new	3	10
1927 Flyer „ „	2	10
Actual T.T. „ „ (four gallon) petrol only	1	15
Direct fitting Binks carburettor	1	5
Twist grips		6
Handle bars		3
Control levers		6
Saddles, Lycett or Terry		1
1929 right hand gear shield		9
Replica or Flyer shop soiled legshields		10
Carriers		0
Tyres, various sizes		10
Oil pumps		6
1928 Flyer tool-boxes		5
		6
		12
		6
		3
		6

*All spares in stock. Quotation by return for any part not listed.*

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

SUPER SPARES, contd.

Cylinder Head Plugs (486 & 532cc)	...	...	6
Cylinder Drain Taps	...	...	6
Flywheels	...	...	10 6
Flywheel Sprockets	...	...	1 6
NEW ENGINE PACKINGS	...	per set	1 8
<b>TWO SPEED. GEAR PARTS.</b>			
Hubs	...	...	10 0
Hollow Spindles	...	...	2 6
Thrust Rods	...	...	1 0
Thrust Sleeves	...	...	1 6
Centre Thrust Blocks	...	...	1 6
" " Washers	...	...	1 0
" " Washer Nuts	...	...	2 2
Hub Cones	...	...	1 3
Hub Cups	...	...	1 3
Hub Lock Rings	...	...	6 6
Low Gear Drums	...	...	5 0
High	...	...	9 6
Expanding Rings	...	...	8 6
Thrust Levers	...	...	2 0
" " Screws	...	...	6 6
Bronze Ball Cages	...	...	1 0
Thrust Washers	...	...	1 0
Low Gear Sprockets, 36-40 & 47 teeth	...	...	7 6
Driving Sprockets, 19 20, 21 and 22 teeth	...	...	3 6
Kickstart Crown Ratchets	...	...	4 0
" Loose "	...	...	5 6
" Sleeves	...	...	1 6
Coil Spring Holders	...	...	9 9
Gear Pedals	...	...	2 0
Inner Quick Thread Drums	...	...	2 6
Outer " " "	...	...	3 6
Hollow Bolts	...	...	6 6
Distance Pieces for above	...	...	3 3
Kickstart Rods	...	...	1 3
" Pedals	...	...	4 0
" Cranks	...	...	1 9
Gear Lugs, right or left, taper pin fixing	...	...	2 0
" " " latest type fixing	...	...	3 6
Kickstart Coil Springs	...	...	2 6
" Pedal Return Springs	...	...	1 6
<b>THREE SPEED (SUPER).</b>			
I have practically every part as new, please state requirements.			
Everything cheap to clear.			
1924-5 Type Aluminium Trays	...	...	15 0
<b>MAGNETOS.</b>			
Magneto Platforms	...	...	2 3
B.T.H. Latest Type complete	...	...	2 0 0
B.T.H. for three speed models	...	...	1 1 0
Several Bosch, Lucas, T.B. & Fellows. Perfect	...	...	15 0
Complete with H.T. Wires	...	...	15 0
<b>CHAINS.</b>			
Rear.	...	...	7 6
Magneto	...	...	1 6





SUPER SPARES, contd.

Super Fork Rear Member	1	2	6
Front Fork Front Member	1	2	6
Squirrel Fork Front Member (Rim Brake)	12	6	6
Super Ball Head Clip	7	0	0
Bottom Guide & Dust Covers	1	6	6
Inner Dust Covers	1	9	9
Inner Spring Cases	2	0	0
Compression Springs	1	0	0
Tension Springs			
Tension Spring Caps			6
Super Steering Head Lock Rings			6
<b>MISCELLANEOUS.</b>			
1926 Three-speed Gearshields, Right or Left	6	6	6
1925     "     "     "     "	5	0	0
Two-speed     "     "     "	3	0	0
Aluminium Top Plate for above	1	0	0
Super Squirrel Legshields	7	6	6
Battery Carriers	2	0	0
Standard Type Legshields	6	6	6
Squirrel Handlebars	5	6	6
Howarth Silencers	8	6	6
Super Squirrel Type Front Silencers	5	6	6
Straight through Exhaust Pipe & Silencer (Super)	12	6	6
Detachable Carriers (all models)	5	6	6
Terry & Lycett Aero Saddles	10	0	0
Front Stands for Two-speed Models	2	6	6
Lucas Electric Horn	5	6	6
Bulb Horns	1	6	6
Rear Stands (Super)	11	6	6
Number Plates (Front or Rear)	1	0	0
Oil Tank for Model Prior to 1924	5	0	0
Drip Feeds for above	2	9	9
Best & Lloyd Mechanical Oil Pump (Super)	5	6	6
Pilgrim Twin Feed Oil Pump	12	6	6
Super Squirrel Undershields (new un-enamelled)	6	6	6
Rear Chain Guards	4	0	0
Triangular Type Toolbox (Super)	3	0	0
Footrest D Tubes (Super)	5	6	6
Inverted Brake Levers	1	6	6
Clutch Levers	1	6	6
Magneto Control Levers	1	0	0
Carburettor Control Levers	1	6	6
Binks Quick Action Twist Grip	6	6	6
Amal Touring Twist Grips	5	0	0
Brake or Half Compression Bolt on Levers, each	1	0	0
Rear Mudguard (Super) complete with stays	8	6	6
Front     "     "     "	6	6	6
Andre Steering Damper (Super)	7	6	6
B & D Special Scott Shock Absorbers (Forks)	10	6	6
Acetylene Head Lamps	6	6	6
Hutchinson Air Sprung Pillion Seats for Carrier	10	6	6
A.E.R. Kneegrips [for 3 gallon oval tank]	6	6	6
"     "     "     "     "	5	0	0