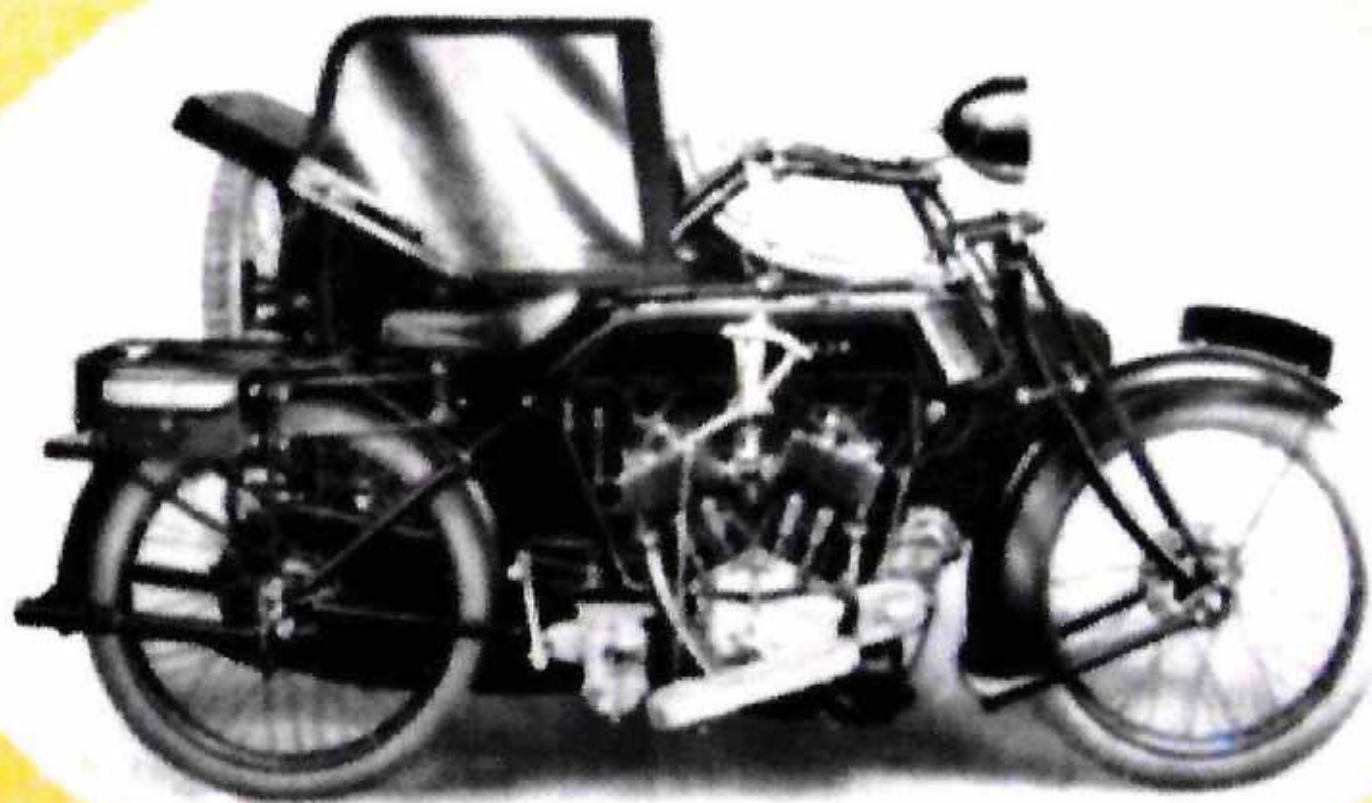


A·J·S

1923
Preliminary
List.



7-h.p. and 2 $\frac{1}{2}$ -h.p.
Motor Cycles.

A.J.S.

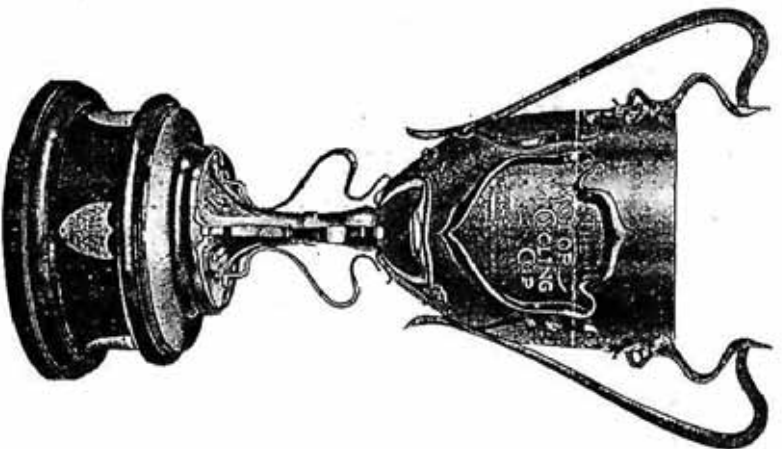
Motor Gyales

Junior Tourist Trophy Winner,

Senior Tourist Trophy Winner,

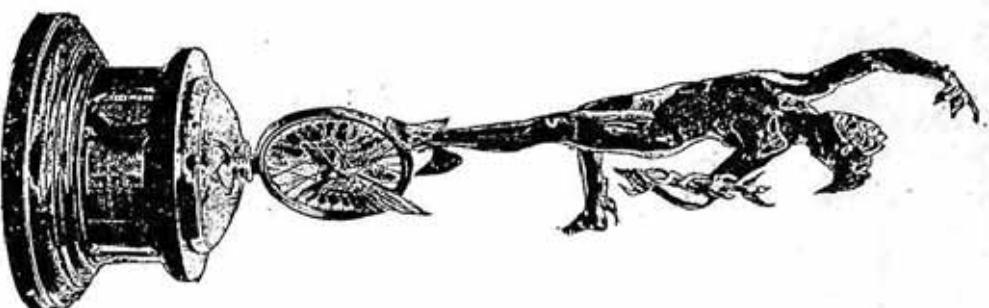
1914 : 1920 : 1921 : 1922.

: : 1921. : :



RELIABILITY.

The A.C.U. Reliability Premiership Trophy
of England and Wales.
Won by Mr. FRANK W. GILES, on the 7 h.p.
A.J.S. Combination.



SPEED.

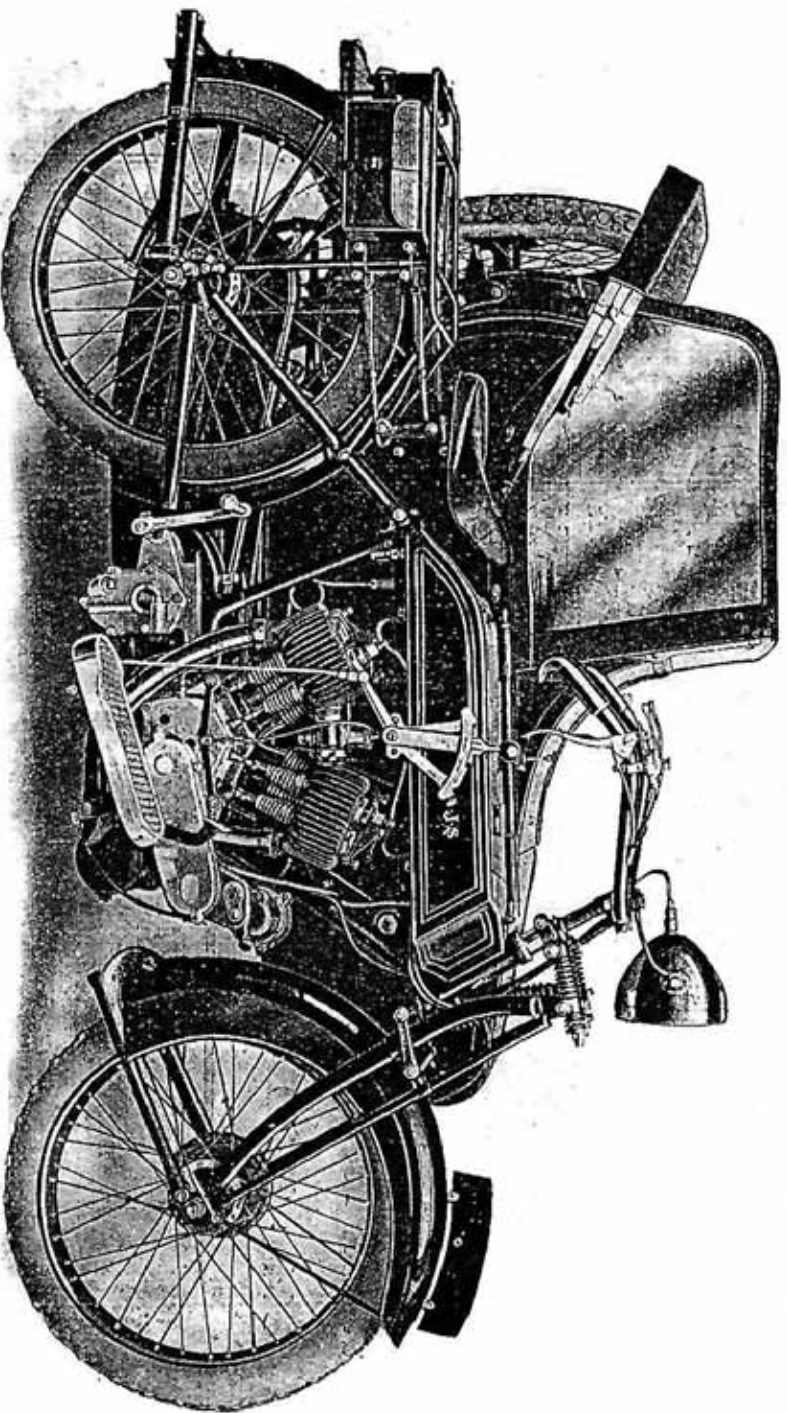
The International Tourist Trophy.
Junior Race Won by the 2½ h.p. A.J.S.
FOUR TIMES IN SUCCESSION.

MANUFACTURED THROUGHOUT BY

A. J. STEVENS & CO. (1914) LTD.,
GRAISELEY HOUSE WOLVERHAMPTON.

Telegrams :
"Hopt. Wolverhampton."

Telephone :
1166 Wolverhampton (3 lines).



Model "D" A.J.S. 7 h.p. Passenger Combination.

Shown fitted with Side Screen "Lucas" Electric Lighting Set, Spare Wheel, Tyre and Hood.

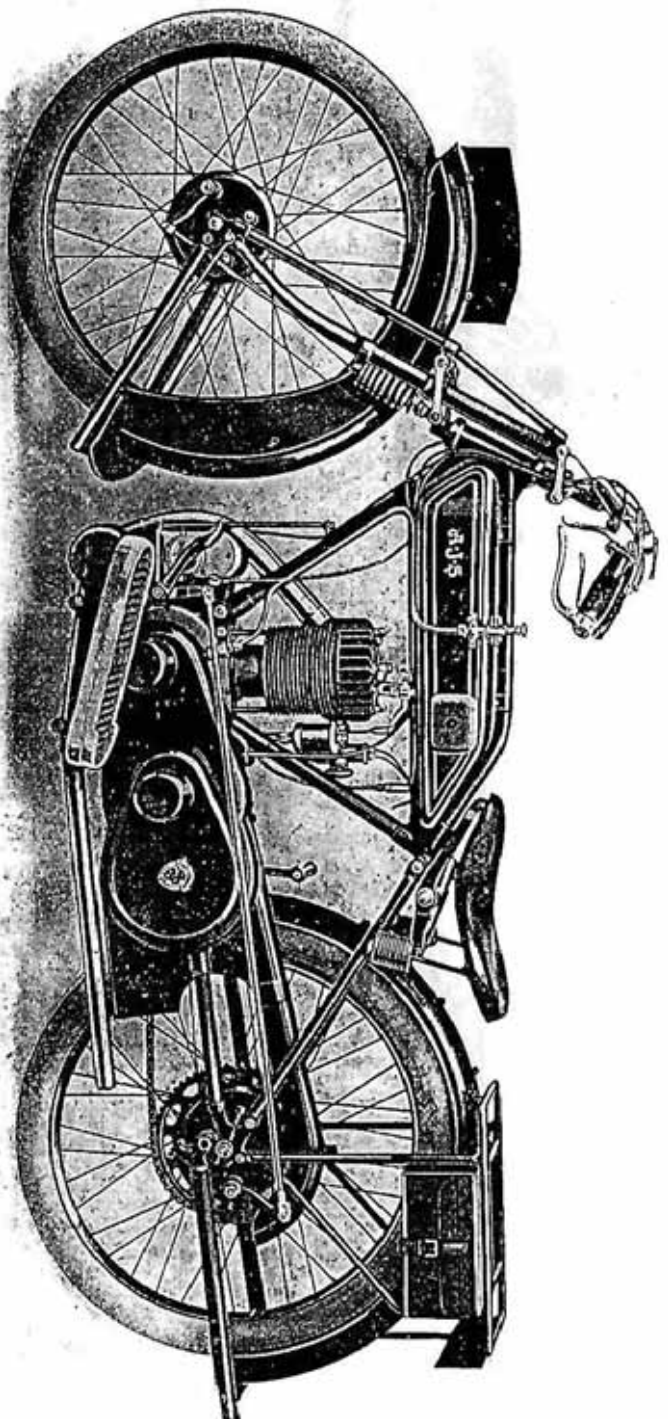
MOTOR CYCLE.

<p>Engine</p> <p>Twin Cylinder 64x93 m.m. Bore and Stroke, 7999, 955 c.c. capacity. Fitted with Detachable Heads. Aluminium Pistons. Roller Bearings to Big Ends of Connecting Rods. Shock Absorber to Engine Shaft. Large Inter-changeable mechanically operated Valves. Adjustable Valve Tappets. Large efficient Silencer.</p> <p>A. M. A. C. Multiple Jet.</p> <p>Scientifically constructed of Straight Taking throughout. Saddle pattern. Supported from below on brazed in brackets. Fitted with Large Fillers for Petrol and Oil. Petrol Injectors to Cylinders, Capacity—Petrol, 2½ gals., Oil 1 qt.</p> <p>Best & Lloyd, semi-automatic Hand Pump.</p> <p>Thomson Bennett Magneto, Model A. C. V., enclosed type, Hand-lever Control. Vernier Timing Adjustment. "Hans Renold" extra strong Motor Cycle. ¾ in. pitch x ¾ in. wide</p> <p>Weather proof entirely enclosing Chains.</p> <p>Our renowned Three-speed Bottom Bracket Gear. Ball Bearings throughout. Operation by our Patent Gate Change-speed Lever. Gear Ratios, 5.9, 10 to 1.</p> <p>Patent Multiple Plate, with Cork Inserts. Hand-controlled by Lever on left Hand-lever. THE CORRECT POSITION.</p> <p>A. J. S. Patent. Both wheels are interchangeable and can be detached instantly.</p> <p>Back and Front fitted with 700 x 80 m.m. Heavy Non-Skid Dunlop Tyres.</p> <p>The Front Mudguard is of special design, giving perfect protection in the worst weather. Back Guard is 7 in wide. Both are fitted with Valance and Gutter.</p>	<p>Carburettor</p> <p>Frame</p> <p>Tank</p> <p>Lubrication</p> <p>Ignition</p> <p>Chains</p> <p>Chain Cases</p> <p>Gear Box</p> <p>Clutch</p> <p>Wheels</p> <p>Tyres</p> <p>Mudguards</p> <p>Body</p> <p>Chassis</p> <p>Wheel</p>	<p>Brakes</p> <p>Forks</p> <p>Footboards</p> <p>Stands</p> <p>Carrier</p> <p>Tools</p> <p>Starting Saddle</p> <p>Finish Horn</p> <p>Lighting</p> <p>Registration Measurements</p> <p>Weight</p> <p>SIDECAR.</p> <p>Tyre</p> <p>Mudguard</p> <p>Luggage Carrier</p> <p>Colour</p>	<p>Back and Front internal expanding pattern. Extremely powerful and smooth action. Back operated by Foot Pedal on left-hand side of machine. Front by Pedal on right-hand side.</p> <p>"Brampton" Patent "Biflex," built to our special instructions.</p> <p>Protected design, with deep Rubber Tread and Heel Rest, made entirely of Rubber.</p> <p>Fitted to both wheels. The Rear Stand is our patent design.</p> <p>Steel tube, oxy-acetylene welded. Fitted with Pannier Bags with steel outer cases.</p> <p>A Tool Roll with full kit of best quality Tools is provided.</p> <p>Improved Design "Kick-down" Starter, fitted with Rubber Covered Pedal. Entirely enclosed mechanism. The new Brooks' B600 laminated leaf spring, anti-vibratory. Large Pan Seat.</p> <p>Finest Black Enamel, four coats, on Special Rust Preventative process, including the Hand-levers.</p> <p>Lucas Bulb Horn No. 60</p> <p>Lucas "Magdyno" Electric Lighting Set, complete with Accumulator, Head, Side and Tail Lamps and Switch Box.</p> <p>Plates fitted ready for Painting.</p> <p>Wheel Base, 4 ft. 9 in.</p> <p>Ground Clearance, 6 in.</p> <p>Approx. 326 lbs.</p> <p>700 x 30 m. Heavy Dunlop Non-skid.</p> <p>5 in. wide and fitted with Side-Shield, completely protecting the passenger against mud and dirt.</p> <p>Strongly made of metal. Very spacious, and is integral with the body.</p> <p>Our standard colour is Black, from which no deviation can be made.</p>
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PRICE to Standard Specification £152 : 10 : 0.

(We reserve the right to modify or deviate from the above Specification without notice.)

On receipt of a Postcard we shall be pleased to forward a fully illustrated and descriptive Catalogue.



The A.J.S. 2 $\frac{3}{4}$ h.p. Three-Speed, Standard Touring, Model B.

Fitted with All-Chain Drive : Hand-Controlled Clutch : Kick-Starter : Quick Detachable Rear Wheel.
Internal Expanding Front and Rear Brakes.

SPECIFICATION.

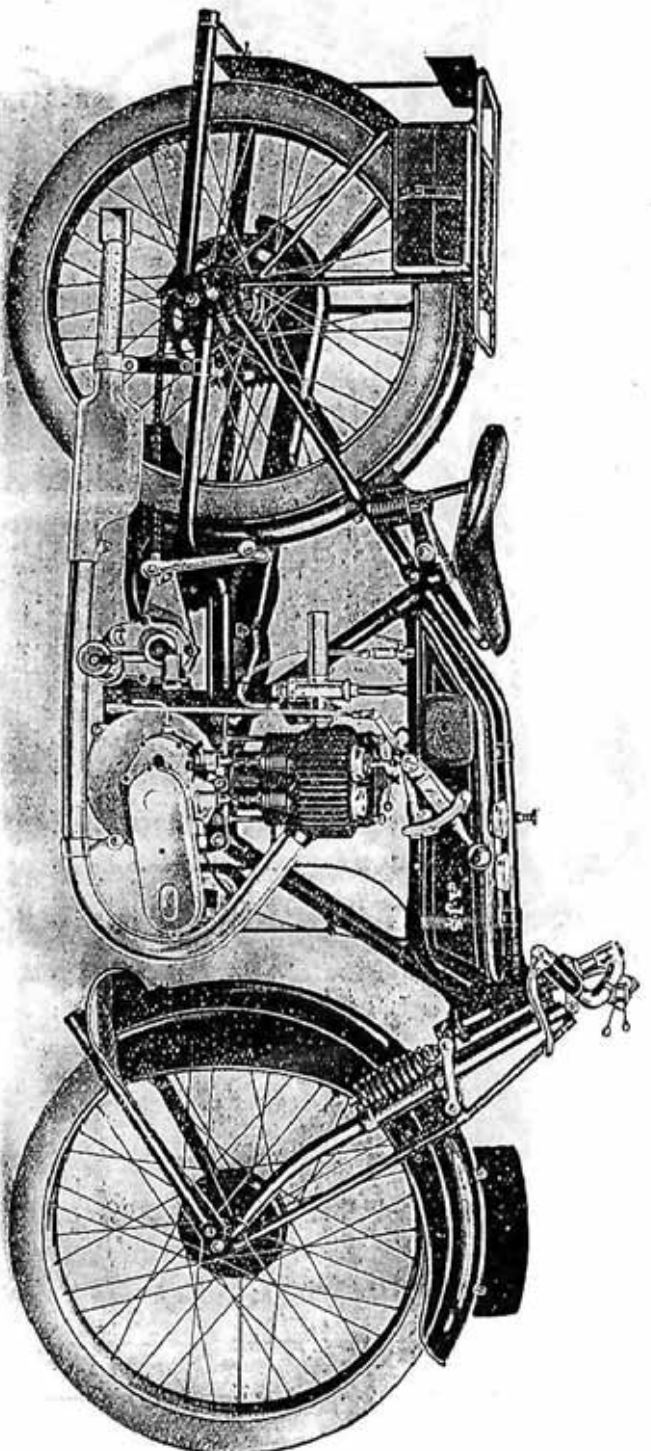
<p>Engine</p> <p>Single Cylinder (74x81 m.m. Bore and Stroke, 349c.c. capacity), fitted with Detachable Head, Aluminum Piston, Roller Bearing to Big End of Connecting Rod. Large Mechanically Operated Valves. Adjustable Valve Tappets. Efficient Cooling.</p> <p>Carburettor</p> <p>A.M.A.C. Two-lever.</p> <p>Frame</p> <p>Scientifically Constructed. Lightness with Strength.</p> <p>Tank</p> <p>Improved Design. 1$\frac{1}{2}$ gal. Petrol, 1 qt. Oil.</p> <p>Lubrication</p> <p>Semi-automatic Hand Pump.</p> <p>Ignition</p> <p>"Lucas" Magneto. Handlebar Controlled.</p> <p>Chains</p> <p>"Hans Renold" $\frac{3}{8}$ in. Pitch x $\frac{5}{16}$ in. wide. A Shock Absorber is fitted to the Engine Shaft.</p> <p>Chain Guards</p> <p>Semi-enclosed Type, giving easy access to the Transmission.</p> <p>Gear Box</p> <p>A.J.S. Countershaft Three-Speed Gear, fitted throughout with Ball Bearings, Operated by our Patent Gate Change Lever. Ratios 5.5, 9.3, and 14 to 1.</p> <p>Clutch</p> <p>Hand-Controlled, Multiple Plate, with Cork Inserts.</p> <p>Wheels</p> <p>Rear A.J.S. Patent Quick Detachable.</p> <p>Tyres</p> <p>650 x 65 m.m. Hutchinson Heavy Rubber Studded.</p>	<p>Mudguards</p> <p>Improved Design, affording excellent protection.</p> <p>Brakes</p> <p>Front and Rear Internal Expanding Type. Rear Brake operated by Pedal on left hand side of the machine, Front by lever on Handlebar. Both are extremely powerful and smooth acting.</p> <p>Forks</p> <p>Latest Pattern "Druid."</p> <p>Handlebars</p> <p>Touring Pattern.</p> <p>Footboards</p> <p>"Protected" Design of Solid Rubber.</p> <p>Stands</p> <p>Strong "Kick-up" Type fitted to Front and Rear Wheels.</p> <p>Carrier</p> <p>Built of Steel Tubing, with Welded Flush Joints.</p> <p>Tool Cases</p> <p>Two Pannier Bags, with Full Kit of Tools.</p> <p>Starting</p> <p>Improved Design Kick-Starter, fitted with Rubber Covered Pedal, gives very easy starting.</p> <p>Saddle</p> <p>Brooks' Bigo Special.</p> <p>Finish</p> <p>Finest Black Enamel, Four Coats on our Special Rust Preventative Process, including the Handlebars, only a few parts are Nickel-plated.</p> <p>Measurements</p> <p>Wheel Base 4 ft. 5$\frac{1}{2}$ inches. Height of Saddle 28 inches. Ground Clearance 5 inches.</p> <p>Weight</p> <p>Approx. 214 lbs.</p>
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PRICE - \$77.

We reserve the right to modify or deviate from the above Specification without notice.

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NOTE—THE BROOKS' CANTILEVER SADDLE CAN BE FITTED TO THE ABOVE MODEL. (See Price List).



The A.J.S. 2³/₄ h.p. Three-Speed Standard Sporting Model B1.

Fitted with All-Chain Drive : Hand-Controlled Clutch : Kick-Starter : Quick Detachable Rear Wheel.
Internal Expanding Front and Rear Brakes.

One of these models, absolutely Standard in every respect, and fully equipped, was officially timed by the A.C.U. Timkeeper on Oct. 28th, 1921, and lapped Brooklands at a speed of 62.47 miles per hour (flying start) and 61 miles per hour (standing start.)

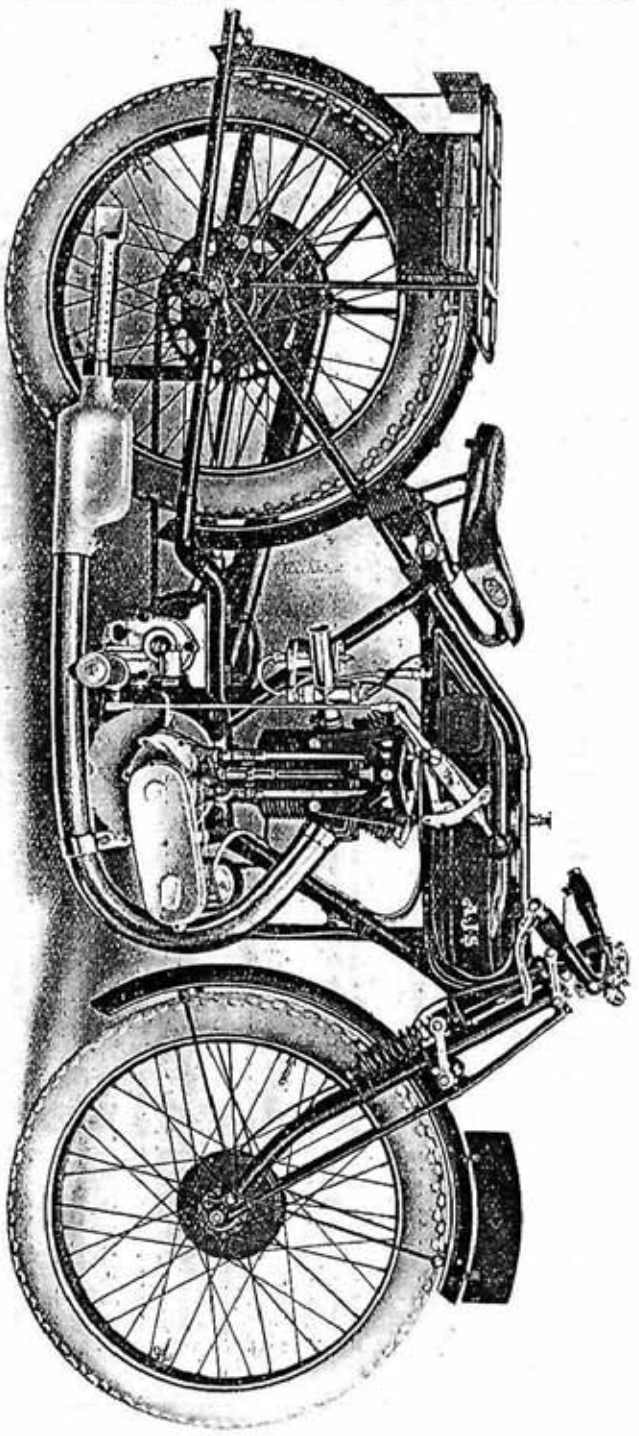
SPECIFICATION.

Engine	Single Cylinder (74x81 m.m. Bore and Stroke, 349c.c. capacity) fitted with Detachable Head, Aluminium Piston. Roller Bearing to Big End of Connecting Rod. Large Mechanically Operated Valves. Adjustable Valve Tappets. Efficient Cooling. Fitted with large diameter Exhaust Pipe, carried to the rear, with detachable Expansion Chamber. All reciprocating parts are lightened.	Tyres	650 x 65 m.m. Hutchinson Heavy Rubber Studded.
Carburetter	A.M.A.C. Two-lever.	Mudguards	Special design, affording excellent protection with minimum of wind resistance.
Frame	Scientifically Constructed. Lightness with Strength.	Brakes	Front and Rear Internal Expanding Type. Rear Brake operated by Pedal on left-hand side of machine. Front by Lever on Handlebar. Both are extremely powerful and smooth acting.
Tank	Improved Design. 1½ gal. Petrol. 1 qt. Oil.	Forks	Latest Pattern "Druid."
Lubrication	Semi-automatic Hand Pump.	Handlebars	"T.T." Racing Type.
Ignition	"Lucas" Magneto. Handlebar Controlled.	Foot Rests	Fitted instead of Footboards.
Chains	"Hans Renold" ½ in. Pitch x 5/16 in. wide. A Shock Absorber is fitted to the Engine Shaft.	Stands	Strong "Kick-up" Type fitted to Front and Rear Wheels.
Chain Guards	Semi-enclosed Type, giving easy access to the Transmission.	Carrier	Built of Steel Tubing, with Welded Flush Joints.
Gear Box	A.J.S. Countershaft Three-Speed Gear, fitted throughout with Ball Bearings, Operated by our Patent Gate Change Lever. Ratios 5.5, 9.3 and 14 to 1.	Tool Cases	Two Pannier Bags, with Full Kit of Tools. Improved Design Kick-starter, fitted with Rubber Covered Pedal, gives very easy starting.
Clutch	Hand-Controlled, Multiple Plate, with Cork Inserts.	Starting	Brooks' B150 Special.
Wheels	Fiat Base Rims. Rear Wheel A.J.S. Patent Quick Detachable.	Saddle	Finest Black Enamel, Four Coats on our Special Rust Preventative Process, including the Handlebars, only a few parts are Nickel-plated.
		Finish	
		Measurements	Wheel Base 4 feet 5½ inches. Height of Saddle from ground 28 in. Ground clearance 5 in. Approx. 210 lbs.
		Weight	

PRICE - £77.

(We reserve the right to modify or deviate from the above Specification without notice.)

On receipt of a Postcard we shall be pleased to forward a fully illustrated and descriptive Catalogue.



The A.J.S. 2 $\frac{1}{4}$ h.p. Three-Speed Overhead Valve T.T. Model.

Fitted with All-Chain Drive : Hand-Controlled Clutch : Quick Detachable Rear Wheel.
Internal Expanding Front and Rear Brakes.

SPEED APPROXIMATELY 70 M.P.H.

SPECIFICATION.

Engine	Single Cylinder (74x81 m.m. Bore and Stroke, 349c.c. capacity) fitted with Detachable Head, Aluminium Piston. Roller Bearing to Big End of Connecting Rod. Large Mechanically Operated Overhead Valves. Adjustable Tappets. Efficient Cooling. Large diameter Exhaust Pipe, carried to rear, with Detachable Expansion Chamber. All reciprocating parts are lightened, and the Engine is specially tuned and timed for hill climbs and speed events.	Tyres	650 x 65 m.m. Hutchinson Heavy Rubber Studded.
Carburetter	A.M.A.C. Two-lever.	Mudguards	Straight Guards, without Side Valances.
Frame	Scientifically Constructed. Lightness with Strength.	Brakes	Front and Rear Internal Expanding Type. Rear Brake operated by Pedal on left hand side of the machine, Front by Lever on Handlebar. Both are extremely powerful and smooth acting.
Tank	Improved Design. 1 $\frac{1}{2}$ gal. Petrol. 1 qt. Oil.	Forks	Latest Pattern, "Druid."
Lubrication	Semi-Automatic Hand Pump.	Handlebars	T.T. Racing Type.
Ignition	"Lucas" Magneto. Handlebar Controlled.	Foot Rests	Fitted instead of Footboards.
Chains	"Hans Renold" $\frac{3}{8}$ in. Pitch x 5/16 in. wide. A Shock Absorber is fitted to the Engine Shaft.	Stand	Fitted to Rear Wheel only, "Kick-up" type.
Chain Guards	The top half only of the Chain is covered, providing easy access to the Sprocket and Transmission.	Carrier	Built of Steel Tubing, with Welded Flush joints. The Carrier can be detached for speed events and hill climbs.
Gear Box	A.J.S. Countershaft Three-Speed Gear, fitted throughout with Ball Bearings. Operated by our Patent Gate Change Speed Lever. The Gear Box is of the close ratio type, giving 5.52, 6.78, and 10.3 to 1, with a 21-tooth Sprocket.	Tool Cases	Two Pannier Bags, with Full Kit of Tools.
Clutch	Hand-Controlled, Multiple Plate, with Cork Inserts.	Starting Saddle	No Kick-starter is fitted.
Wheels	Flat Base Rims. Rear Wheel A.J.S. Patent Quick Detachable.	Finish	Brooks' B150 Special.
		Measurements	Finest Black Enamel, Four Coats on our Special Rust Preventative Process, including the Handlebars, only a few parts are Nickel-plated.
		Weight	Wheel Base 4 feet 5 $\frac{1}{2}$ inches. Height of Saddle from ground, 28 inches. Ground Clearance 5 inches.
		PRICE	Approx. 204 lbs.

PRICE - **£87.**

(We reserve the right to modify or deviate from the above Specification without notice.)

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A.J.S. Successes in Important Competitions, 1922.

The 7 h.p. Sidecar Combination and 2½ h.p. Solo Model in Reliability Trials.

GLASGOW WESTERN M.C.C. NEW YEAR TRIAL, Jan 2nd. Five First Class Awards gained by the 2½ h.p. and 7 h.p. Models.

Sutton Goldfield and North Birmingham M.C.C. Colmore Cup Trial, Feb 25th. Six Silver Medals gained by the 2½ h.p. and 7 h.p. Models.

A.C.U. Stock Machine Trial, March 15th. Highest Awards gained by the 2½ h.p. Models. Two Special Certificates of Merit.

Birmingham M.C.C. Victory Cup Trial, March 18th. Six Gold Medals and Two Silver Medals gained by the 2½ h.p. and 7 h.p. Models.

EAST MIDLAND CENTRE A.C.U. ONE DAY TRIAL, March 25th. Two Gold Medals awarded the 7 h.p. and 2½ h.p. Models.

Western Centre A.C.U. "Arctic Trial", April 1st. Special First Class Award gained by the 7 h.p. Combination.

M.C.C. London-Lands End Trial, April 14th-15th. Four Gold Medals and Two Silver Medals gained by the 2½ h.p. and 7 h.p. Models.

Glasgow Western M.C.C. Easter Two Days' Trial, April 15th-17th. Won the Agents' Team Prize with the 2½ h.p. and 7 h.p. Models. Also Best Performance by a private owner made on an A.J.S. 7 h.p. Sidecar outfit. Gained One Gold and Four Silver Medals.

NEWCASTLE & DIST. M.C.C. TRAVERS TROPHY TRIAL, April 22nd. Gold Medal gained by the 2½ h.p. Model.

FALKIRK AND DISTRICT M.C.C. RELIABILITY TRIAL, April 29th-May 1st. Best Performance in the Sidecar Class and Gold Medal.

Scottish Six Days' Trial, May 1st-6th. Won the Solo Team Prize with the 2½ h.p. Model, also Seven Gold Medals.

NORTHERN CENTRE A.C.U. RELIABILITY TRIAL, May 13th. Carrow Trophy, Won by the 2½ h.p. A.J.S. and Sidecar. Also Two Gold Medals awarded the 2½ h.p. and 7 h.p. Models.

EDINBURGH & DIST. M.C.C. ONE DAY TRIAL, May 23rd. Five First Class Awards for no loss of marks to the 2½ h.p. and 7 h.p. Models.

M.C.C. London-Edinburgh Trial, June 2nd-3rd. Nine Gold Medals awarded. Five gained by the 2½ h.p. Models and Four by the 7 h.p. Combination.

MIDLAND CENTRE A.C.U. RELIABILITY TRIAL, June 24th. Gold Medal awarded the 7 h.p. Combination.

DARLINGTON & DISTRICT M.C.C. RELIABILITY TRIAL, June 25th. The President's Cup and Gold Medal won by the 7 h.p. Combination.

M.C. & A.C. Holyhead & Back Trial, July 7th, 8th. The Premier Award, The M.C. and A.C. Trophy gained by the A.J.S. 7 h.p. Combination for the best Performance in the Trial. Also the Jordison Trophy for the best Sidecar Performance and Gold Medal for Competing the Trial without loss of marks.

Swiss International Six Days' Trial, August 3rd-8th. Won the Manufacturers' Team Prize with the 7 h.p. A.J.S. Combination and Two 2½ h.p. Models. Awarded Three Gold Medals, including the Grand Medaille d'Or. Best performance in the 350 c.c. class made by the 2½ h.p. A.J.S. Also Best Performance of any Visiting Competitor.

A.C.U. English Six Days' Trial, August 21st-26th. Tied for the 1,000 c.c. Sidecar Team Prize with the 7 h.p. Passenger Combination and Second in the 350 c.c. Solo Team. The A.C.U. Reliability Premiership of England and Wales, and the Hopwood Prize gained by the 7 h.p. A.J.S. Sidecar Outfit for the Best Performance of any machine in the Trial.



The 7 h.p. A.J.S. Sidecar Team which Tied for the 1000 c.c. Sidecar Team Prize in the 1922 A.C.U. 6 Days.

A.J.S. Successes.—Continued.

Yorkshire Centre A.C.U. Reliability Trial, October 28th. Premier Award—The Ikley Trophy (Gained by the A.J.S. for the Second Time in succession). Gold Medal and First-Class Certificate won by the 2½ h.p. A.J.S. for the Best Performance of the Day.

SPEED EVENTS WON BY THE A.J.S.

JUNIOR TOURIST TROPHY RACE, Isle of Man, May 30th. FIRST & SECOND places, *FOURTH Consecutive Victory.* PUBLIC SCHOOLS M.C.C. BROOKLANDS MEETING, Apr. 1st. First in the 350 c.c. Kilo Race.

CARMARTHEN & DISTRICT M.C.C. SPEED TRIALS, PENDINE, June 5th. First in the 350 c.c. 2½ miles Sprint Race.

Middlebro' & District M.C.C. Saltburn Speed Trials, July 1st. Won the 20 Miles Championship and the Six Miles Race with the 2½ h.p. A.J.S.

Liverpool M.C.C. Colwyn Bay Speed Trials, July 8th. 2½ h.p. A.J.S. won the Baxter Trophy and Three Firsts.

Temple M.A. and C.C. 51 Miles Road Race at Ballynahinch, Ireland, July 29th. First Place and Special Prize for Fastest Lap gained by the 2½ h.p. A.J.S.

Scottish Western M.C.C. Hill Climb, Aug. 5th. Six First Places and Fastest Time of the Day.

Welsh Open Speed Championship Trials, Pendine, August 7th, 2½ h.p. A.J.S. Winner of the 10 miles (350 c.c.) Championship.

Neath and District M.C.C. Welsh T.T. Race, Pendine, August 8th. 2½ h.p. A.J.S. First.

WISHAW HILL Climb, August 8th. Six Firsts gained by the 2½ h.p. A.J.S.

LARKHALL & DIST. M.C.C. HILL CLIMB, August 19th. Thirteen Firsts gained by the 2½ h.p. A.J.S.

Ulster M.C.C. Magilligan Strand Speed Trials, Sep. 9th. 2½ h.p. A.J.S. First in the 10 Miles Handicap and 5 Miles Scratch Race.

Montalto F.C. 50 Miles Road Race at Ballynahinch, Ireland, September 16th. 2½ h.p. A.J.S. First.

OVERSEAS SUCCESSES.

Pretoria M.C.C. Handicap Trials, February 26th. 2½ h.p. A.J.S. First.

Natal M.C.C. Speed Trials, May 27th. 2½ h.p. A.J.S. First.

Rand M.C.C. 100 Miles Lightweight Trial, July 30th. 2½ h.p. A.J.S. First and Winner of Trophy. Second Successive Victory.

Kadina (South Australia), 100 Miles Championship, April 15th. 2½ h.p. A.J.S. First.

1922 Swiss Speed Championship. Won by the 2½ h.p. A.J.S.

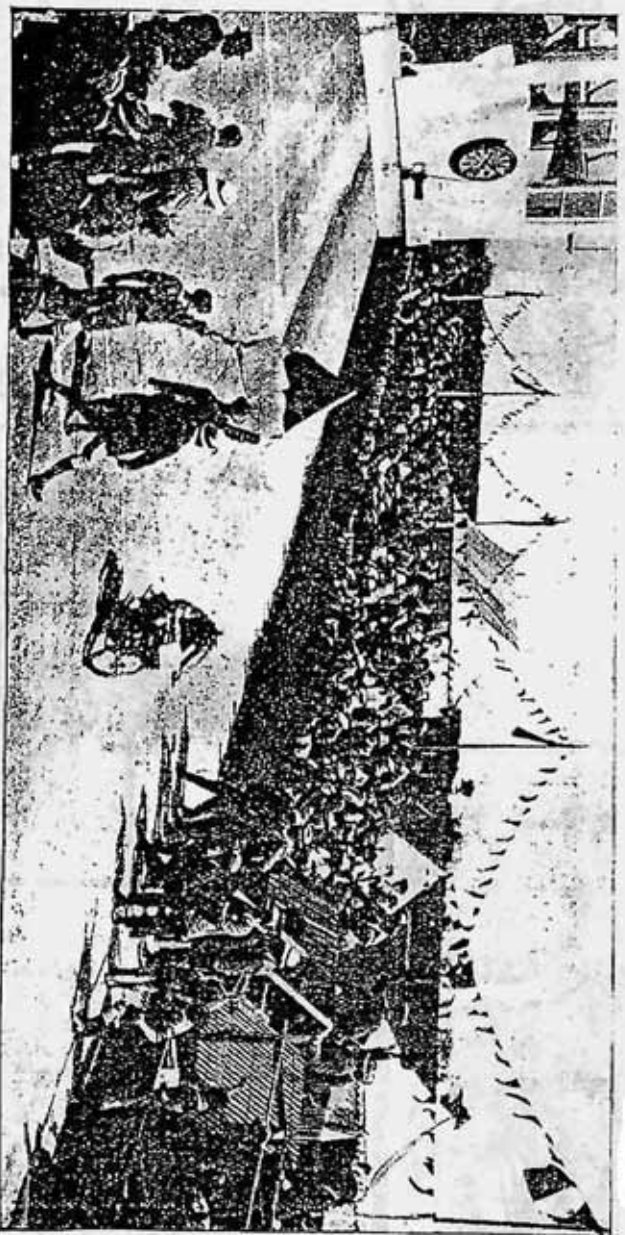
1922 Swiss Championship Endurance Trials, Three 2½ h.p. A.J.S. completed the Trial without loss of marks.

Lieke Hill Climb, May 7th. The Wallonie and John Bull Cups won by the 2½ h.p. A.J.S. for the Outstanding Performance of the day.

Moravia (Czecho Slovakia) Hill Climb, for the "Wander Prize"—The Premier Award of the year—won by the 2½ h.p. A.J.S.

Baden (Germany) Mountain Race of Pforzheim 2½ h.p. A.J.S. First.

Race of Mannheim (Germany), 2½ h.p. A.J.S. First and Second.



Mr. T. M. Sheard—2½ h.p. A.J.S.—Winner of the 1922 Junior T.T. Race. Crossing the Finishing Line.

1914=1920

The T.T. RECORD HOLDER

A.J.S.

1921=1922



ERIC WILLIAMS, Winner of the 1914 Junior T.T.



CYRIL WILLIAMS, Winner of the 1920 Junior T.T.



H. R. DAVIES, Winner of the 1921 Senior T.T.



ERIC WILLIAMS, Winner of the 1921 Junior T.T.

HISTORY IN THE RACES.

COMMENCING with the year 1914, when the A.J.S. won the Junior Race for the first time, in addition to occupying 2nd, 4th, and 6th positions, their record in these Classic Races has been one long list of unbroken success. In 1920 the A.J.S. Lightweight again won the Junior Event, and in 1921 the culminating triumph was achieved. In this year the A.J.S. had the unique distinction of winning both the Junior and Senior T.T. Races with the same horse-power machine viz.: the 2½ h.p. model. The A.J.S. in the 1921 Races also set up new records for the course. The Junior Race was won in the record time of 3h. 37m. 23s., for the 188½ miles, at an average speed of 32 miles p.h. A record lap was also put up by H. R. Davies at 55 m.p.h. A.J.S. machines also occupied 2nd, 3rd, 4th, 6th and 8th positions respectively.



T. M. SHEARD, Winner of the 1922 Junior T.T.

HISTORY IN THE RACES.

In the Senior Race the 2½ h.p. A.J.S. covered the 226 miles in 4h. 9m. 22s. at an average speed of 54 m. p.h., or 13 min. faster than the winning 3½ h.p. machine of 1920.

The 1922 Junior T.T. Race was a repetition of previous years, the 2½ h.p. A.J.S. coming in 1st and 2nd. Records were again broken, T. M. Sheard, the winner, covering the course in 3h. 26m. 48s., at an average speed of 54½ m. p.h.—10m. 35s. faster time than 1921.

In the whole history of the T.T. Races nothing has approached the phenomenal and overwhelming Success achieved by the 2½ h.p. A.J.S. Machines, and the result of the accumulated knowledge and experience gained by these victories, is to be found in the New O.H.V. Model which we are offering to the public for 1923.