



RACING

A. PALMER & SON  
Cycle Agents  
FOLKINGHAM

Series M<sup>CO. 1929</sup>

Motor

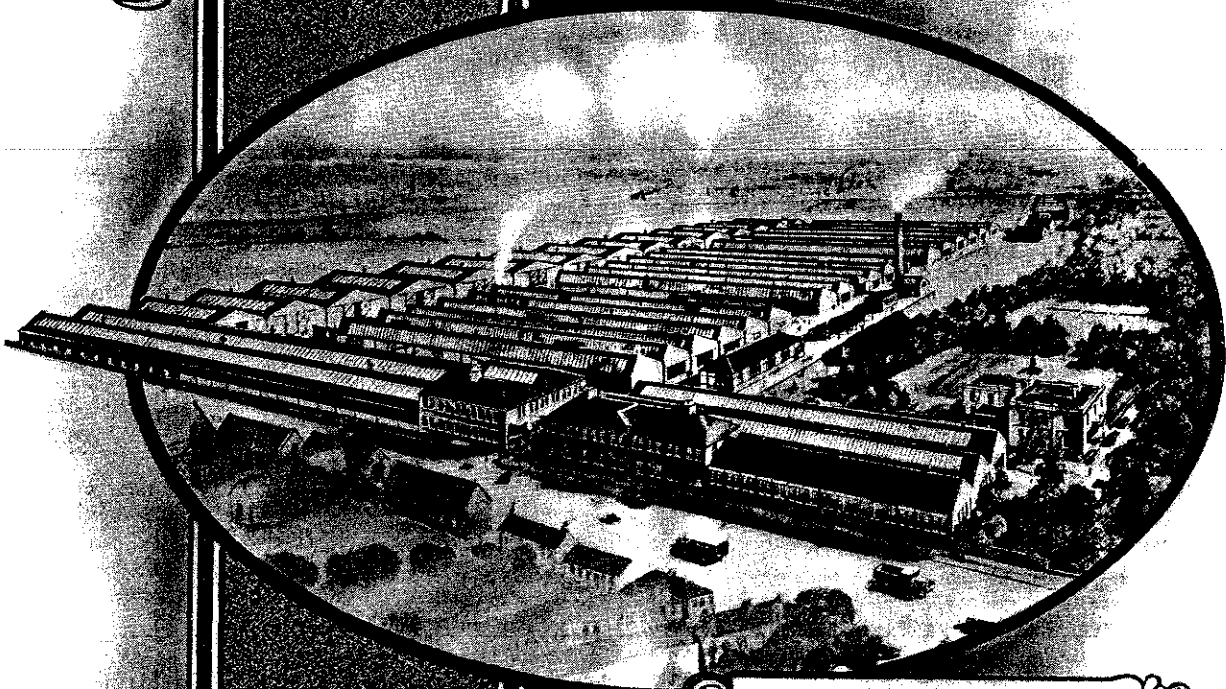
A. J. S.  
Cycles

MANUFACTURED THROUGHOUT BY  
A. J. STEVENS & CO (1914) LTD.  
WOLVERHAMPTON  
ENGLAND



TOURING

WHERE **A.J.S.** MOTOR CYCLES ARE MADE



GRAISELEY HILL WORKS,  
WOLVERHAMPTON.

Telephone : 1731 (Five Lines).

Telegrams : "HOPIT, WOLVERHAMPTON."

Codes : BENTLEY'S, MARCONI INTERNATIONAL,  
A.B.C. 5TH AND 6TH EDITIONS.

# FOREWORD.

**T**HE 1929 A.J.S. Motor Cycles are outstanding for advanced and efficient design, together with the latest refinements.

The whole range of models have been redesigned, resulting in improved appearance, greater comfort, and better road performance. The alterations include entirely new Frame, Front Forks, Tank, Adjustable Handlebars, improved Kickstarter, lower Saddle position, and Dry Sump Lubrication, and other minor improvements too many to be enumerated here.

**LUBRICATION.**—An outstanding improvement is the patent dry sump lubrication with separate oil tank. It is fool-proof and automatic in the real sense of the words, and a correct quantity of oil is fed to all parts of the engine under all conditions of road, load and speed. It requires no adjustment or attention on the part of the rider.

This system does away with all risk of a seized-up or prematurely worn-out engine, burnt-out or oiled-up sparking plugs, and ensures an engine always at the top of its "tune," together with a considerable reduction of oil consumption.

All the machines entered by us in races during the last two years, with such conspicuous success, have been fitted with engines with this lubrication system, as were the five machines which secured five gold medals in this year's International Six Days Trial.

Lubrication is the "vital function" of an engine, and the A.J.S. system is not only right, but also unique.

**SPEEDOMETER.**—All models except the M 5 and M 12 are fitted with a Smith's speedometer, driven by a flexible cable from the gear box, and fitted in flush with the top of the tank. This useful accessory adds greatly to the appearance of the Machine, and will appeal to all who appreciate a neat and well finished piece of work.

**THE NEW TWIN CYLINDER MODEL.**—This 9.96 h.p. machine has exceeded all expectations under prolonged tests. It has an enormous reserve of power, coupled with flexibility, docility at low speeds, and silence. It is not only an ideal sidecar machine, but its ease of control and stability make it a most fascinating machine to drive as a solo mount.

**THE CHOICE OF A MACHINE.**—The A.J.S. range for 1929 is so comprehensive that no matter what your requirements may be, you will have no difficulty in finding exactly the right model amongst those we are marketing. Touring, sporting, business or pleasure, all are represented by various types and sizes of machines, and each has the superb finish, high-class workmanship, and unfailing reliability for which the A.J.S. has always been famous.

**DETACHABLE WHEELS.**—One of the outstanding features of the A.J.S. machines for the past 15 years has been the patent detachable wheel. Simplicity is the keynote of this system, a statement which can be readily appreciated by the following brief details of the constructional features.

The parts consist of three sleeve nuts, a centre pin and distance piece. Apart from the simplicity of operation and accessibility there are numerous advantages which may be summarised as below, and it should be noted that the A.J.S. is the only detachable wheel which embodies these features in their entirety.

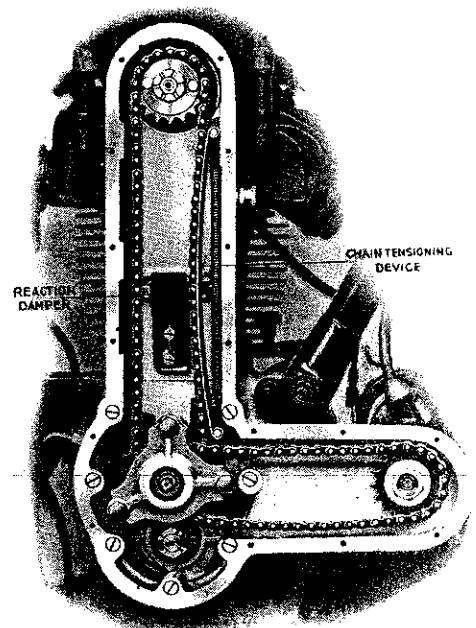
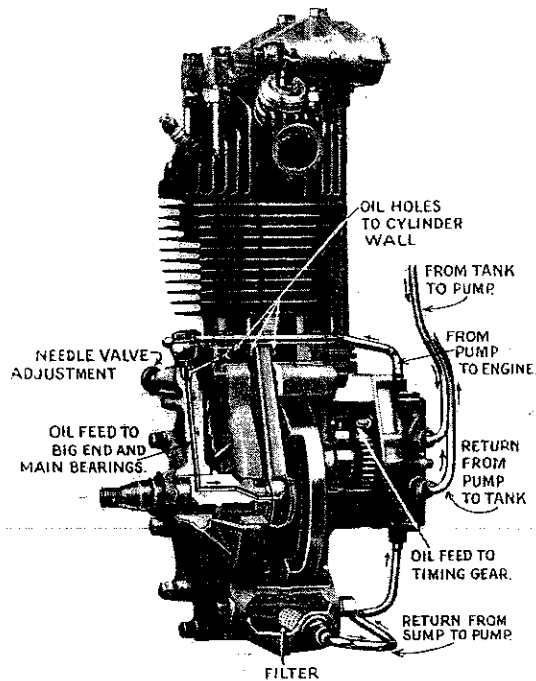
- 1.—There are no complicated parts to adjust after detaching or interchanging.
- 2.—The wheel comes away complete with bearings, leaving the chain and brake drum exactly in place as before.
- 3.—Wheels complete can be detached and interchanged within a minute.
- 4.—The inner tube can be abstracted and repaired, or a new inner tube inserted, with the wheel still in position; this being accomplished by withdrawing the centre pin and distance piece, which leaves a clear space between the hub and fork through which the tube can be passed, the wheel meanwhile remaining suspended in the correct position.
- 5.—It helps you to save money on tyres because on the M1 Combination the front, rear, or sidecar wheels can be interchanged when any of these show signs of wear. Also if a spare wheel complete with tyre is carried the rider is relieved of all anxiety should a replacement be required through a puncture, or other unforeseen circumstance.
- 6.—On the M1 and M2 Machines both the front and back wheels are detachable, and in the case of the M1 Combination the spare wheel also is interchangeable with those of the motor cycle.

**TWO-PORT O.H.V. MODELS.**—Those riders who prefer a two-port exhaust engine have now the option of this feature on both our 3.49 h.p. and 4.98 h.p. Overhead Valve models if desired. Both the O.H.V. engines for 1929 have entirely enclosed rocker gear and push rods, tending to greater silence and external cleanliness.

**PARTICIPATION IN RACING AND SPEED WORK.**—We have again during 1928 followed our usual practice of entering all the most important race meetings at Home and Abroad, with one object only in view, viz., advancement and betterment of the product sold by us to the public, but while we claim that in respect of speed the standard A.J.S. product is second to none and superior to most, we also claim that speed has not been attained at the expense of flexibility, smooth running, long life and reliability.

*March, 1929*

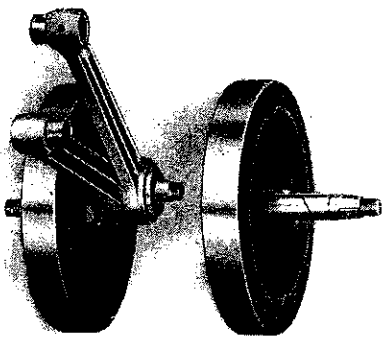
## Some Constructional Features of A.J.S. Motor Cycles.



**DRY SUMP LUBRICATION.**—All the 1929 Models are fitted with the A.J.S. patent dry sump lubrication system. This is a double-acting pump which forces oil to the main bearings, big ends, and timing gear chest. After the oil has circulated through the engine, it drains back into the sump and is drawn by the other half of the pump and returned to the tank.

For every condition of touring, either fast or slow, the engine is correctly lubricated, but should the machine be used for road or track racing, provision is made for an extra supply to be fed direct to the wall of the cylinder for piston lubrication, and for this purpose a needle valve is fitted to the left-hand side of the crank case. Except for racing this auxiliary feed is not required, the ordinary supply being adequate for all needs.

**CAMSHAFT ENGINE.**—The chief feature about the design of the A.J.S. overhead camshaft engine is the patented tensioning device and reaction damper for the chain which drives the overhead camshaft. This method of drive has proved itself to be thoroughly efficient, absolutely reliable and most silent in operation.



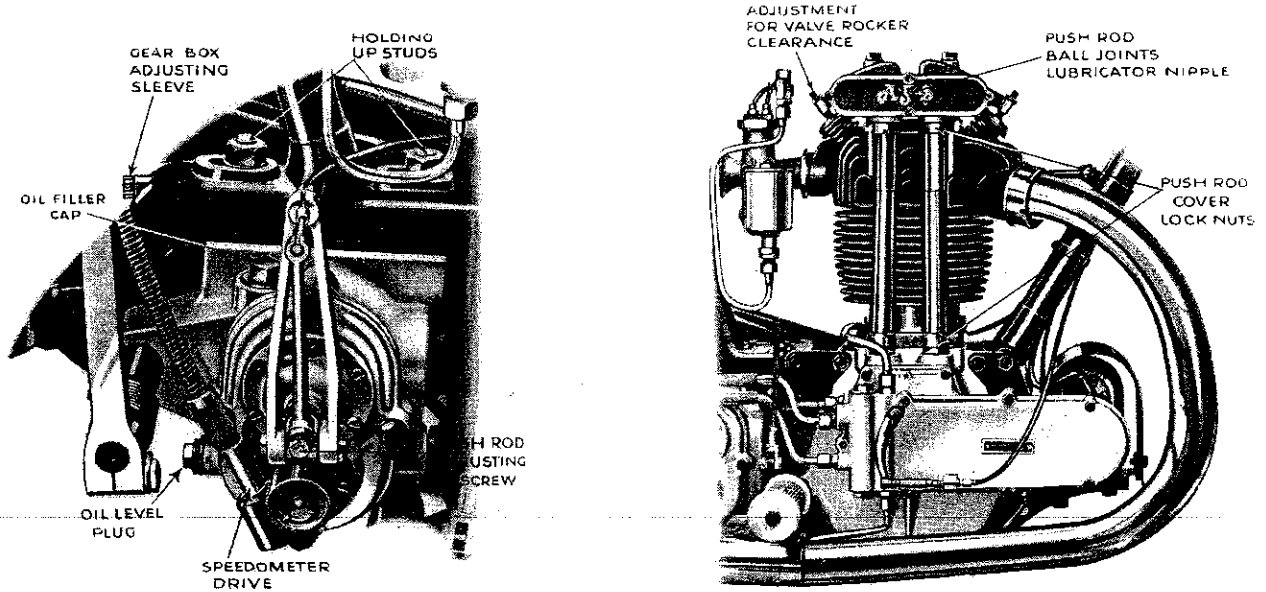
**VERNIER TIMING.**—A very accurate method of setting the magneto timing is that afforded by the Vernier method as fitted on all A.J.S. machines, the parts consisting of:—

1. Sleeve fitted on magneto shaft containing 13 holes.
2. Chain sprocket with 12 holes.
3. Peg washer.
4. Sleeve locknut.



**CONNECTING ROD MOUNTING ON TWIN CYLINDER MODELS.**—This is a feature which has always been outstanding on A.J.S. machines. Engines of the twin cylinder type usually have the connecting rods mounted one over the other, i.e., forked. The A.J.S., as will be seen, are placed side by side on the crank pin, thus affording the maximum bearing service to both members. Roller bearings are fitted to the big ends, and plain bearings to the little ends.

## Some Constructional Features of A.J.S. Motor Cycles—Continued.



**SPEEDOMETER DRIVE.**—The illustration shows how the speedometer is driven by a flexible cable from the gear box. This method of drive will appeal to all who appreciate a neat and well-finished piece of work. All models except M 5 and M 12 are fitted with this speedometer drive as standard.

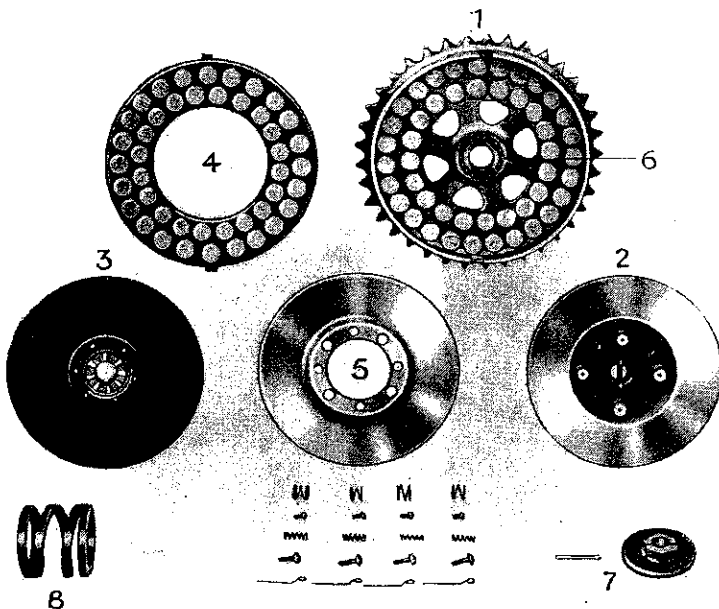
**ENCLOSED VALVE GEAR ON O.H.V. AND SIDE VALVE ENGINES.**—As will be seen from the illustration of the O.H.V. engine, the push rods and rocker gear are entirely enclosed, the former by tubular members and the latter by an aluminium casing. Grease gun lubrication is provided for the working parts.

On the side valve engines an aluminium cover plate is provided which encloses the valve springs and tappets.

**A.J.S. FREE ENGINE CLUTCH.**—The free engine clutch is mounted on an extension of the primary shaft in the gear box, and is of the plate type with cork inserts engaging with alternate steel discs keyed to the shaft, but free to move laterally.

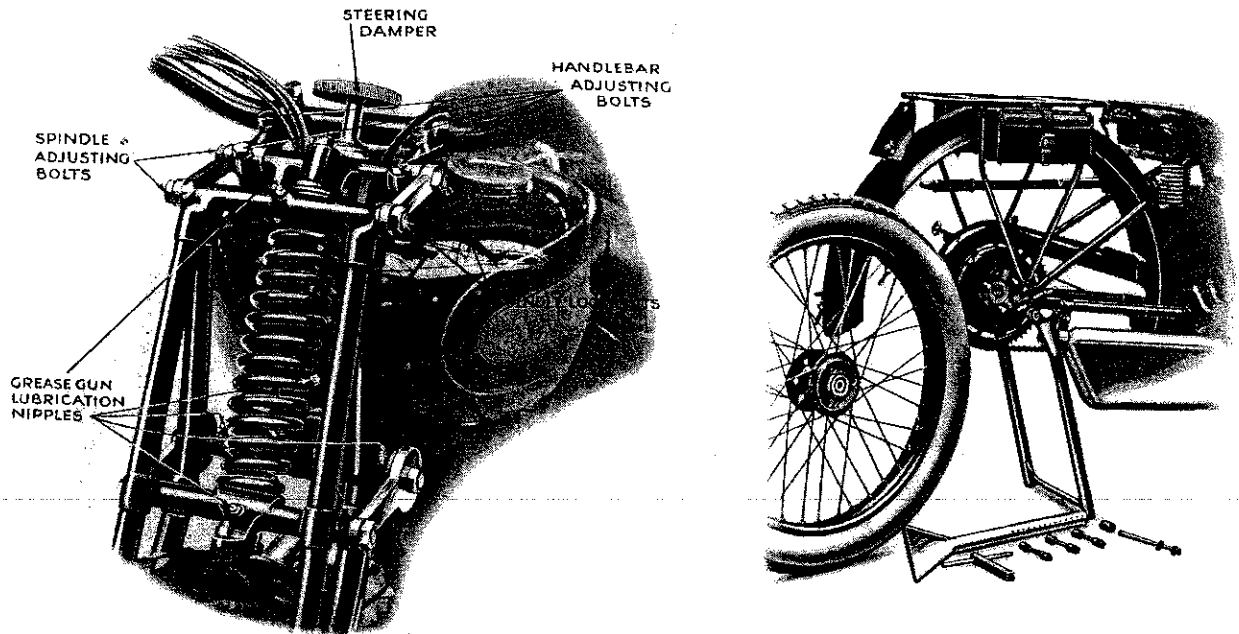
The illustration shows the parts of the 9.96 h.p. and 4.98 h.p. machines. The 3.49 h.p. and 2.48 h.p. are similar in construction, but do not consist of so many parts.

The clutch is hand-controlled from the left handlebar, and for sweetness of engagement and wearing qualities there is nothing to approach it.



1. Clutch sprocket fitted with cork inserts.
2. Sliding plate (note key in centre which passes through main gear box shaft).
3. Fixed plate.
4. Plate fitted with cork inserts (driven by No. 1).
5. Dished plate with adjusting pins and locking device (driven by No. 2.)
6. Ball bearing on which No. 1 revolves when clutch is disengaged.
7. Clutch spring adjusting nut and cotter pin.
8. Clutch spring

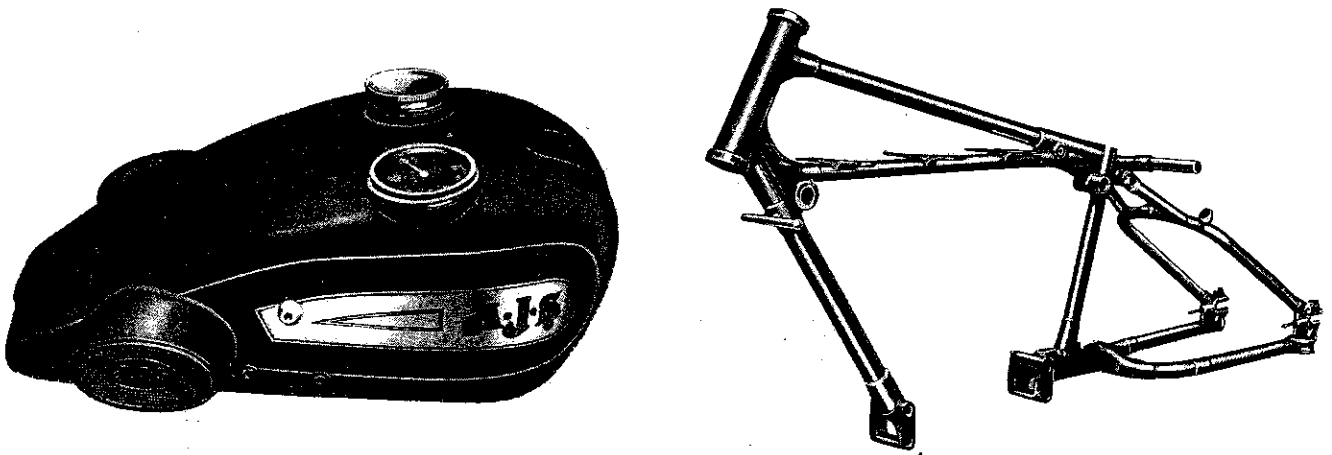
## Some Constructional Features of A.J.S. Motor Cycles—Continued.



**ADJUSTABLE HANDLEBARS AND STEERING DAMPER.**—On all models except the lightweight M 12 machine, adjustable handlebars are fitted as standard, and steering dampers are also part of the standard equipment of all machines except M 5 and M 12. The handlebar adjustment allows up or down adjustment for height.

The steering damper is very neatly housed in the head and no part is seen except the ebonite knob. This damper affords very easy adjustment, and any desired degree of tension can be made at the will of the rider.

**THE A.J.S. DETACHABLE WHEEL.**—The A.J.S. can justly claim to be one of the first to standardise Detachable Wheels on their machines, and, amongst the many types, the A.J.S. still asserts its superiority for simplicity of operation and all-round efficiency. It consists of but three sleeve bolts, a centre pin and a distance piece.



**PETROL TANK.**—The petrol tanks on all A.J.S. machines are of welded steel, the now popular saddle type being employed. Speedometers are fitted as standard to the tanks of all models except M 5 and M 12. Very handsome in appearance, they are finished in black and gold with a magenta panel.

**FRAME.**—The illustration shows the A.J.S. frame, which is sturdy in construction and gives a very low riding position. It is made of the finest weldless "K" quality steel tubing, specially developed for motor cycle construction. All frames are hand polished and are rust proofed by our special process before being enamelled.

## GENERAL SPECIFICATION applicable to Models M 1 and M 2.

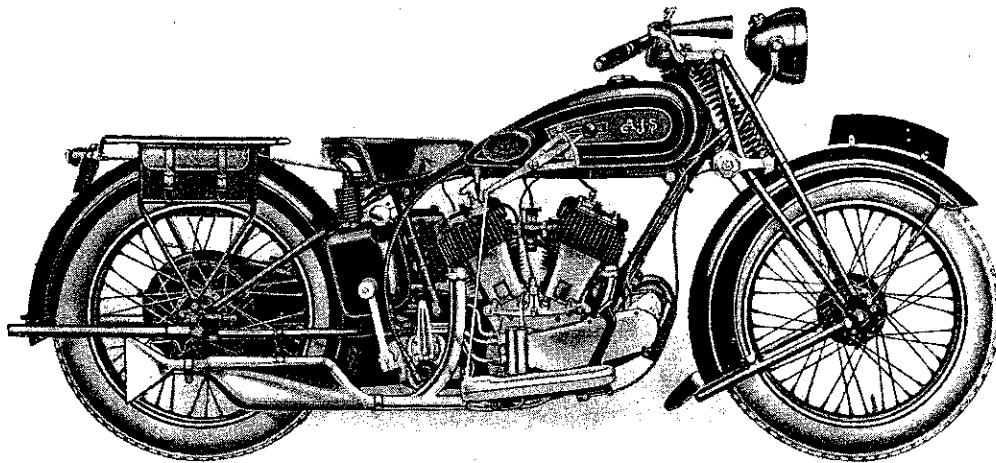
<b>Engine.</b>	A.J.S. Design and Manufacture. Twin Cylinder (84 × 90 m.m. Bore and Stroke, 996 c.c. capacity). fitted with Detachable Heads. Aluminium Pistons. Roller Bearings to Big Ends of Connecting Rods. Shock Absorber to Engine Shaft. Large Interchangeable Mechanically-operated Valves. Enclosed Valve Lifter. Adjustable Valve Tappets. Large Efficient Silencer.
<b>Carburettor.</b>	"Amal" 2-jet.
<b>Frame.</b>	Scientifically constructed, giving low saddle position.
<b>Petrol Tank.</b>	Saddle Pattern. Welded Steel. Capacity—3 gallons, 1 pint.
<b>Oil Tank.</b>	Fitted behind Saddle Down Tube. Capacity—4½ pints.
<b>Lubrication.</b>	Dry Sump, with Auxiliary Feed to Cylinder Wall.
<b>Ignition.</b>	Handlebar Control. Vernier Timing Adjustment.
<b>Chains.</b>	"Hans Renold" $\frac{5}{8}$ in. pitch × $\frac{3}{8}$ in. wide.
<b>Gear Box.</b>	Our renowned Three-Speed Bottom Bracket Gear. Ball Bearings throughout. Operated by our Patent Gate Change Speed Lever. Gear Ratios—Solo, 4.2, 7.6, 13.8 to 1. Combination, 4.9, 8.8, 16 to 1.
<b>Clutch.</b>	Patent Multiple Plate, with Cork Inserts. Hand Controlled by lever on left Handlebar.
<b>Wheels.</b>	A.J.S. Patent. Both Wheels are Interchangeable and can be detached instantly.
<b>Tyres.</b>	Avon Heavy "Non-Skid" Wired-on, 26 × 3.50.
<b>Mudguards.</b>	The Front Mudguard is of special design, giving perfect protection in all weathers. Rear guard is 7 in. wide. Both are fitted with Valance and Gutter.
<b>Brakes.</b>	Internal Expanding Front and Rear. Quick Adjustable. Extremely powerful and smooth acting. Rear operated by Foot Pedal on left-hand side of machine. Front by Pedal on right-hand side.
<b>Forks.</b>	A.J.S. Improved Design. Fitted with Shock Absorbers, and all links adjustable for taking up side play.
<b>Handlebars.</b>	Adjustable, with Steering Damper.
<b>Footboards.</b>	Protected Design, with Deep Tread and Heel Rest, made entirely of Rubber.
<b>Stands.</b>	Fitted to both Wheels. Improved Front Stand Fixing.
<b>Carrier.</b>	New Design. Steel Tube, oxy-acetylene welded. Fitted with Pannier Bags with steel outer cases.
<b>Tools.</b>	A Tool Roll with full kit of Best Quality Tools is provided.
<b>Starting.</b>	Improved Design Footstarter. Fitted with Rubber-covered Pedal. Entirely enclosed mechanism.
<b>Saddle.</b>	Terry "Spring Seat."
<b>Speedometer.</b>	Smith's Non-trip. Driven direct from Gear Box. Mounted flush in Tank.
<b>Registration.</b>	Plates fitted ready for painting.
<b>Measurements.</b>	Wheel Base, 4 ft. 10 $\frac{1}{8}$ ins. Overall Length, 7 ft. 2 ins.

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

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ANY MODEL SUPPLIED ON THE HIRE PURCHASE SYSTEM.



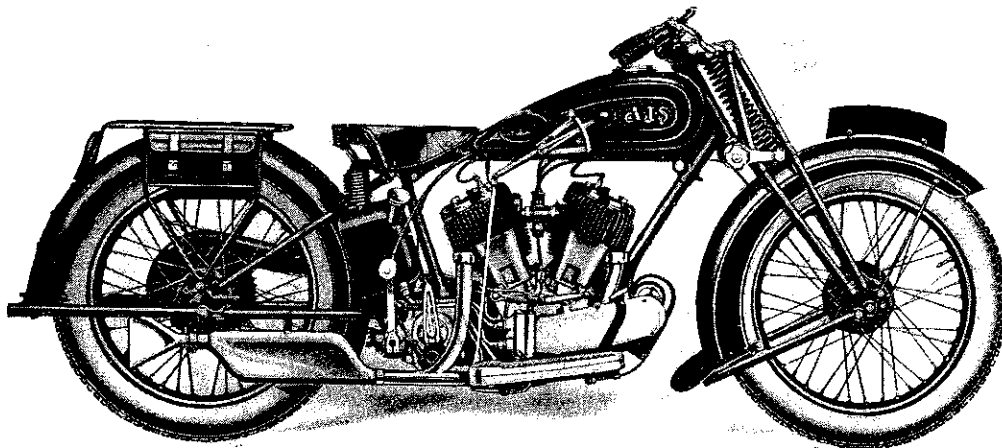


### **The A.J.S. 9.96 h.p. De Luxe Machine, Model M1.**

This model is supplied as standard with Lucas Magdyno Electric Lighting Set, complete with Head and Tail Lamps and Switch Box, also Electric Horn. Transmission is totally enclosed. Weight 385 lbs.

**Price £76 : 10 : 0**

The De Luxe Sidecar for this machine is illustrated on Page 18.



### **The A.J.S. 9.96 h.p. Standard Machine, Model M2.**

On this model the Primary Chain is totally enclosed, but the top half only of the Rear Chain is covered. The standard equipment does not include Electric Lighting Set or Horn. Weight, 345 lbs.

**Price £66 : 0 : 0**

The Standard Sidecar for this machine is illustrated on Page 18.

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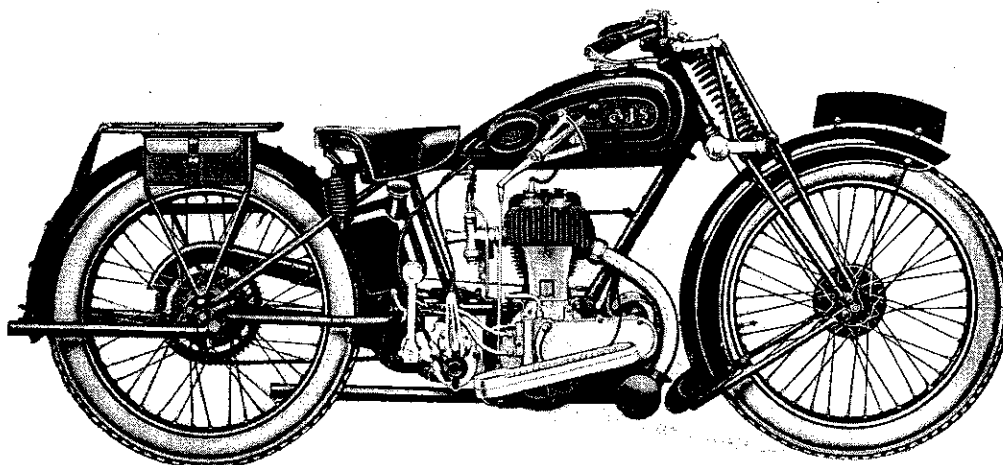
## GENERAL SPECIFICATION applicable to Models M 3, M 4, M 5, M 6, MR 6 and M 7.

<b>Engine.</b>	A.J.S. Design and Manufacture. Single Cylinder (74 × 81 m.m. Bore and Stroke, 349 c.c. capacity), fitted with Detachable Head. Aluminium Piston. Roller Bearings to Big End of Connecting Rod. Large Mechanically-operated Valves. Adjustable Valve Tappets. Efficient Cooling.
<b>Carburettor.</b>	"Amal" 2-jet.
<b>Frame.</b>	Scientifically Constructed, giving low saddle position.
<b>Petrol Tank.</b>	Saddle Pattern. Welded Steel. Capacity—2 gallons, 3½ pints.
<b>Oil Tank.</b>	Fitted behind Saddle Down Tube. Capacity—3¼ pints.
<b>Lubrication.</b>	Dry Sump, with Auxiliary Feed to Cylinder Wall.
<b>Ignition.</b>	Lucas Magneto. Handlebar Control. Vernier Timing Adjustment.
<b>Chains.</b>	"Hans Renold" ½ in. pitch × .310 in. wide A Shock Absorber is fitted to the Engine Shaft.
<b>Chain Guards.</b>	Semi-enclosed Type, giving easy access to the Transmission.
<b>Gear Box.</b>	A J.S. Countershaft Three-Speed Gear, fitted throughout with Ball Bearings. Operated by our Patent Gate Change Speed Lever.
<b>Clutch.</b>	Hand Controlled, with Cork Inserts.
<b>Wheels.</b>	Rear A.J.S. Patent Quick Detachable.
<b>Tyres.</b>	Avon Heavy "Non-Skid" Wired-on, 26 × 3.00.
<b>Mudguards.</b>	Improved Design, affording excellent protection.
<b>Brakes.</b>	Front and Rear Internal Expanding Type. Quick Adjustable. Rear Brake operated by Pedal on left-hand side of machine. Front by Lever on Handlebar. Both are extremely powerful and smooth acting.
<b>Forks.</b>	A.J.S. Improved Design. Fitted with Shock Absorbers, and all links adjustable for taking up side play.
<b>Handlebars.</b>	Adjustable, with Steering Damper.
<b>Stands.</b>	Strong "Kick-up" Type, fitted to Front and Rear Wheels. Improved Front Stand Fixing.
<b>Carrier.</b>	New Design. Steel Tube, oxy-acetylene welded. Fitted with Pannier Bags with steel outer cases.
<b>Tools.</b>	A Tool Roll with full kit of Best Quality Tools is provided.
<b>Starting.</b>	Improved Design Footstarter gives very easy starting.
<b>Saddle.</b>	Terry "Spring Seat."
<b>Speedometer.</b>	Smith's Non-trip. Driven direct from Gear Box. Mounted flush in Tank.
<b>Registration.</b>	Plates fitted ready for painting.
<b>Measurements.</b>	Wheel Base, 4 ft. 5 ins. Overall Length, 6 ft. 9½ ins.
<b>Silencer.</b>	Carried beneath Chain Stay.

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

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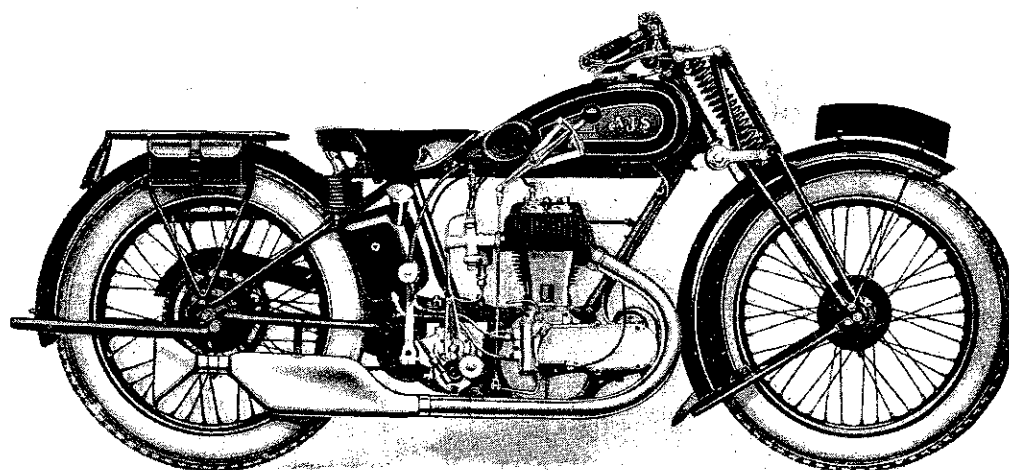
ANY MODEL SUPPLIED ON THE HIRE PURCHASE SYSTEM.



### **The A.J.S. 3.49 h.p. De Luxe Touring Machine, Model M 3.**

This model is fitted with Touring Handlebars, Footboards, and Cylindrical Front Silencer. Weight, 264 lbs; Gear Ratios, 5.8, 9.7, 14.8 to 1.

**Price £48 : 10 : 0**



### **The A.J.S. 3.49 h.p. De Luxe Sporting Machine, Model M 4.**

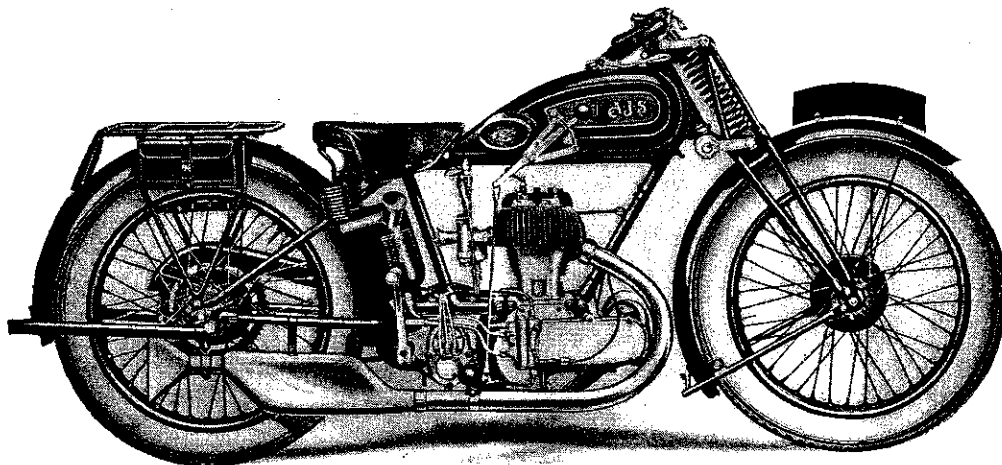
This Model is fitted with Semi T.T. Handlebars and Footrests. Weight, 261 lbs. Gear Ratios, 5.8, 9.7, 14.8 to 1.

**Price £48 : 10 : 0**

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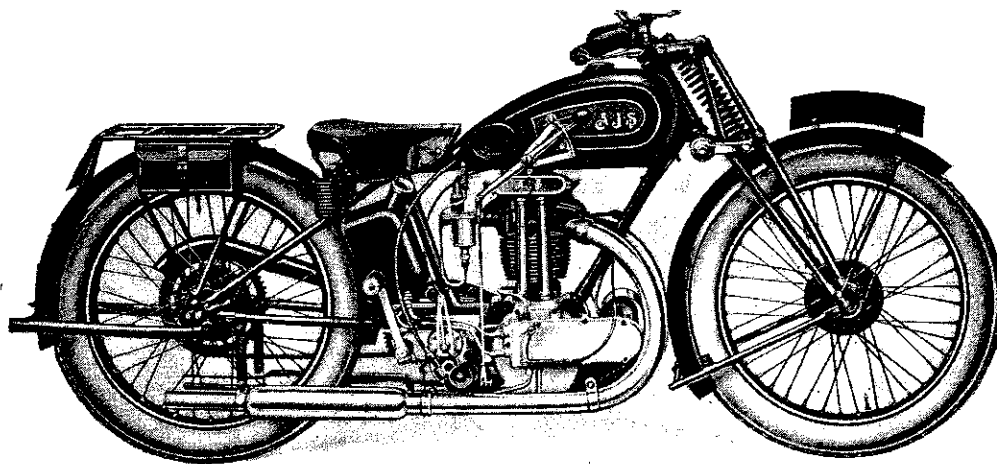


### The A.J.S. 3.49 h.p. Standard Sporting Machine, Model M 5.

*For general specification see page 8.*

This Model has Semi T.T. Handlebars and Footrests, but is not supplied with Speedometer or Steering Damper as standard. Weight, 253 lbs. Gear Ratios, 5.8, 9.7, 14.8 to 1.

**Price £45 : 0 : 0**



### The A.J.S. 3.49 h.p. Overhead Valve Machine, Model M 6.

**TWO PORT EXHAUST.**

*For general specification see page 8.*

Engine has Overhead Valves with enclosed Rocker Gear and Pushrods. Semi T.T. Handlebars, Footrests, and narrow racing type Mudguards. Twist Grip Carburettor Control. Close Ratio Gear Box is fitted as standard. Ratios, 5.8, 7.1, 10.9 to 1. Wide Ratio Gear Box can be had if desired. Weight 273 lbs.

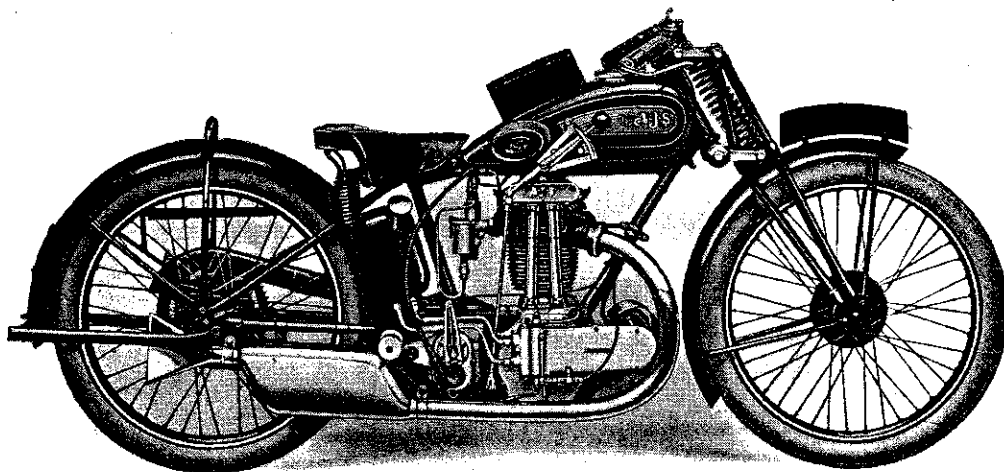
**Price £54 : 10 : 0 (TWO PORT EXHAUST)**

**Price £52 : 0 : 0 (SINGLE PORT EXHAUST)**

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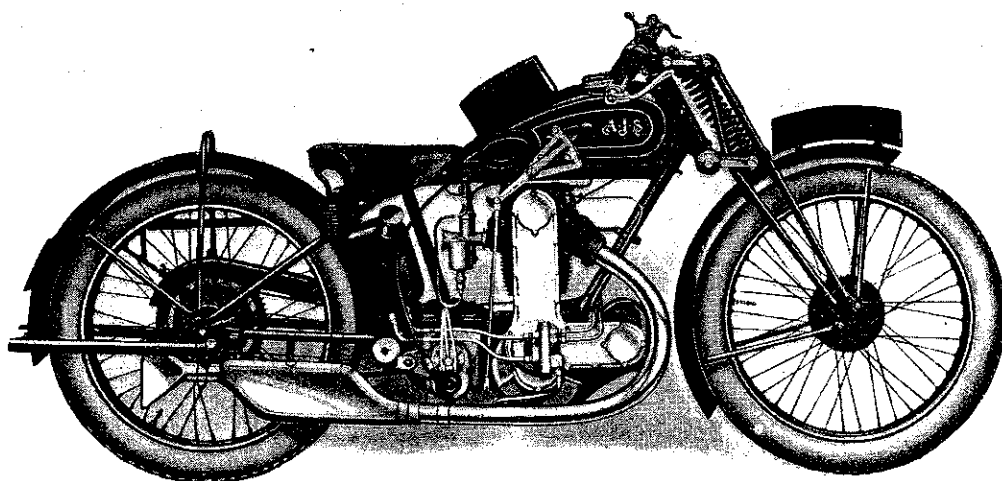
**ANY MODEL SUPPLIED ON THE HIRE PURCHASE SYSTEM.**



### The A.J.S. 3.49 h.p. Overhead Valve Special Sports Machine, Model M R 6.

The general specification for this machine is as Model M6, except for the following alterations:—Engine specially tuned, fitted with ball bearing main shafts. Two Pistons are supplied—low compression is standard for use with petrol and benzol, high compression for alcohol fuel. Tyres 26 × 2.375, front ribbed, rear studded. Tool Case carried on top of Tank. Close Ratio Gear Box is fitted as standard. Ratios, 5.52, 6.78, 10.38 to 1. Rear Wheel fitted with specially Light Hub and Brake Drum. Wheel not Quick Detachable. No Carrier or Front Stand is fitted.

**Price £62 : 0 : 0**



### The A.J.S. 3.49 h.p. Overhead Camshaft Machine, Model M 7.

*For general specification see page 8.*

The special feature of this machine is a Chain-driven Overhead Camshaft with patent Tensioning Device and Reaction Damper. Ball Bearings are fitted to Main Shafts and Timing Shafts. Handlebars T.T. type. Twist Grip Carburettor Control. Footrests and narrow racing type Mudguards. Tool Case carried on top of Tank. Close Ratio Gear Box is fitted as standard, Ratios 5.5, 6.7, 10.3 to 1. Wide Ratio Gears can be had if desired. Rear Wheel fitted with specially Light Hub and Brake Drum. Wheel not Quick Detachable. No Carrier or Front Stand is fitted. Weight, 260 lbs.

**Price £62 : 0 : 0**

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ANY MODEL SUPPLIED ON THE HIRE PURCHASE SYSTEM.

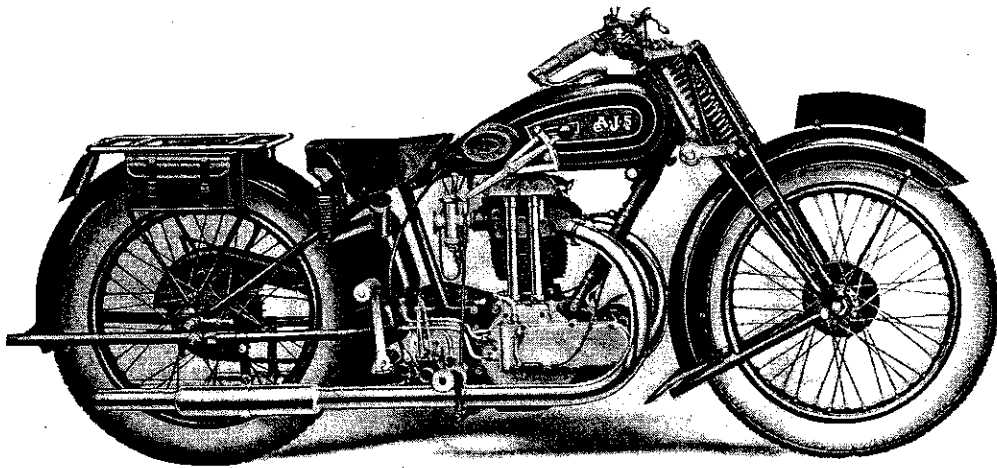
## GENERAL SPECIFICATION applicable to Models M 8, MR 8, M 9 and M 10.

<b>Engine.</b>	A.J.S. Design and Manufacture. Single Cylinder (84 × 90 m.m. Bore and Stroke, 498 c.c. capacity), fitted with Detachable Head. Aluminium Piston. Roller Bearings to Big End of Connecting Rod. Efficient Cooling.
<b>Carburettor.</b>	Amal 2-jet, with Twist Grip Control.
<b>Frame.</b>	Scientifically Constructed, giving low saddle position.
<b>Petrol Tank.</b>	Saddle Pattern. Welded Steel. Capacity—2 gallons, 6 pints.
<b>Oil Tank.</b>	Fitted behind Saddle Down Tube. Capacity—4 pints.
<b>Lubrication.</b>	Dry Sump, with Auxiliary Feed to Cylinder Wall.
<b>Ignition.</b>	Lucas Magneto. Handlebar Control. Vernier Timing Adjustment.
<b>Chains.</b>	"Hans Renold" $\frac{5}{8}$ in. pitch × $\frac{3}{8}$ in. wide. A Shock Absorber is fitted to the Engine Shaft.
<b>Chain Guards.</b>	Semi-enclosed Type, giving easy access to the Transmission and Clutch.
<b>Gear Box.</b>	A.J.S. Countershaft Three-speed Gear, fitted throughout with Ball Bearings. Operated by our Patent Gate Change Speed Lever.
<b>Clutch.</b>	Hand Controlled, with Cork Inserts.
<b>Wheels.</b>	Rear A.J.S. Patent Quick Detachable.
<b>Tyres.</b>	Avon Heavy "Non-Skid" Wired-on, 26 × 3.25.
<b>Mudguards.</b>	Rear, 7 ins. wide. Front, Improved Design, fitted with Valance and Flap.
<b>Brakes.</b>	Front and Rear Internal Expanding Type. Quick Adjustable. Rear Brake operated by Pedal on left-hand side of machine. Front by Lever on Handlebar. Both are extremely powerful and smooth acting.
<b>Forks.</b>	A.J.S. Improved Design. Fitted with Shock Absorbers, and all links adjustable for taking up side play.
<b>Handlebars.</b>	Semi "T.T." Type. Adjustable, with Steering Damper.
<b>Footrests.</b>	Adjustable, allowing the rider to procure the most suitable riding position.
<b>Stands.</b>	Strong "Kick-up" Type, fitted to Front and Rear Wheels. Improved Front Stand Fixing.
<b>Carrier.</b>	New Design. Steel Tube, oxy-acetylene welded. Fitted with Pannier Bags with steel outer cases.
<b>Tools.</b>	A Tool Roll with full kit of Best Quality Tools is provided.
<b>Starting.</b>	Improved Design Footstarter gives very easy starting, fitted with Rubber-covered Pedal.
<b>Saddle.</b>	Terry "Spring Seat."
<b>Speedometer.</b>	Smith's Non-trip. Driven direct from Gear Box. Mounted flush in Tank.
<b>Registration.</b>	Plates fitted ready for painting.
<b>Measurements.</b>	Wheel Base, 4 ft. 7 ins. Overall Length, 7 ft. 0½ ins.

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

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ANY MODEL SUPPLIED ON THE HIRE PURCHASE SYSTEM.

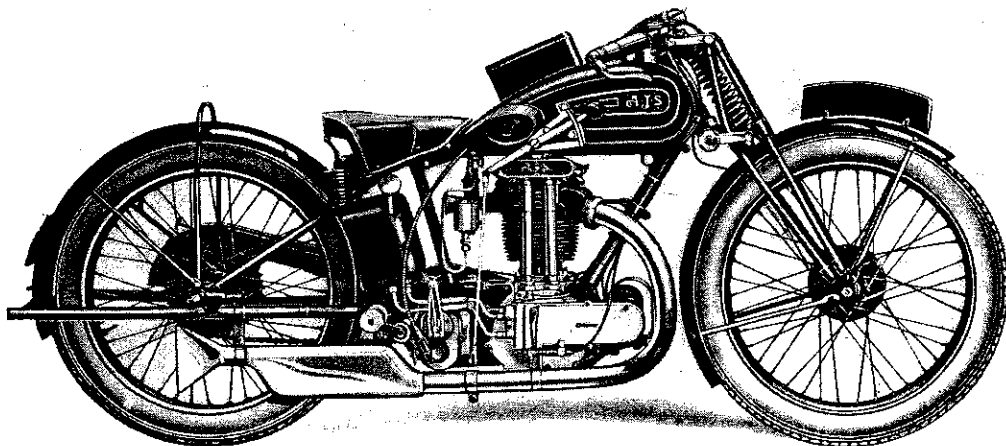


**The A.J.S. 4.98 h.p. Overhead Valve Machine, Model M 8.**  
(TWO PORT EXHAUST.)

The general specification is as on the opposite page with the following variations:—Engine fitted with Overhead Valves with enclosed Rocker Gear and Pushrods. Wide Ratio Gear Box is fitted as standard. Ratios, 4.6, 8.4, and 15.2 to 1. Close Ratio Gear Box can be had if desired, Ratios, 4.7, 5.6, and 9.2 to 1. Weight, 312 lbs.

**Price £ 62 : 0 : 0** (TWO PORT EXHAUST)

**Price £ 59 : 10 : 0** (SINGLE PORT)



**The A.J.S. 4.98 h.p. Overhead Valve Special Sports Machine, Model M R 8.**

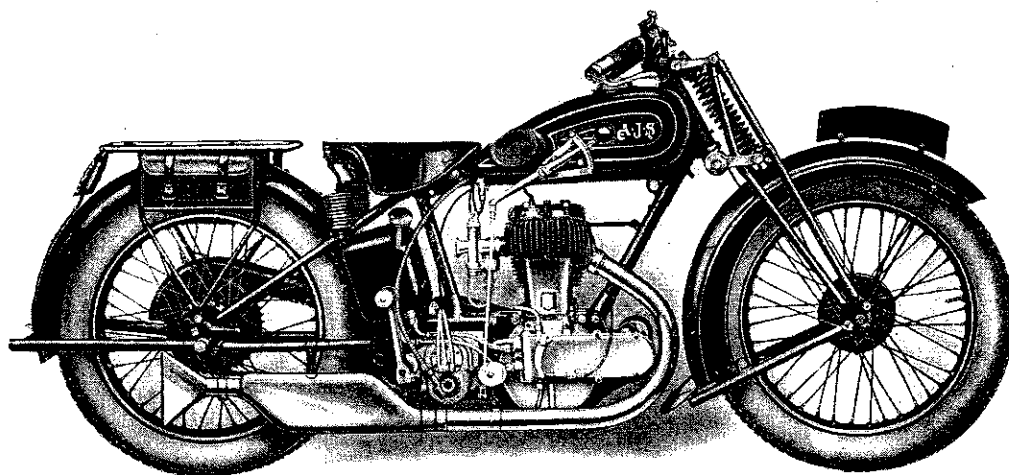
The general specification for this machine is as Model M8 with the following alterations:—Engine specially tuned, fitted with Ball Bearing Main Shafts. Two Pistons are supplied—low compression as standard for use with Petrol and Benzol, high compression for alcohol fuel. Tyres 27 × 2.75, front ribbed, rear studded. Tool Case carried on top of Tank. Narrow racing type Mudguards. Close Ratio Gear Box fitted as standard, Ratios, 4.9, 5.6, 9.2 to 1. Rear Wheel fitted with specially Light Hub and Brake Drum. Wheel not Quick Detachable. No Carrier or Front Stand is fitted.

**Price £ 72 : 0 : 0**

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ANY MODEL SUPPLIED ON THE HIRE PURCHASE SYSTEM.

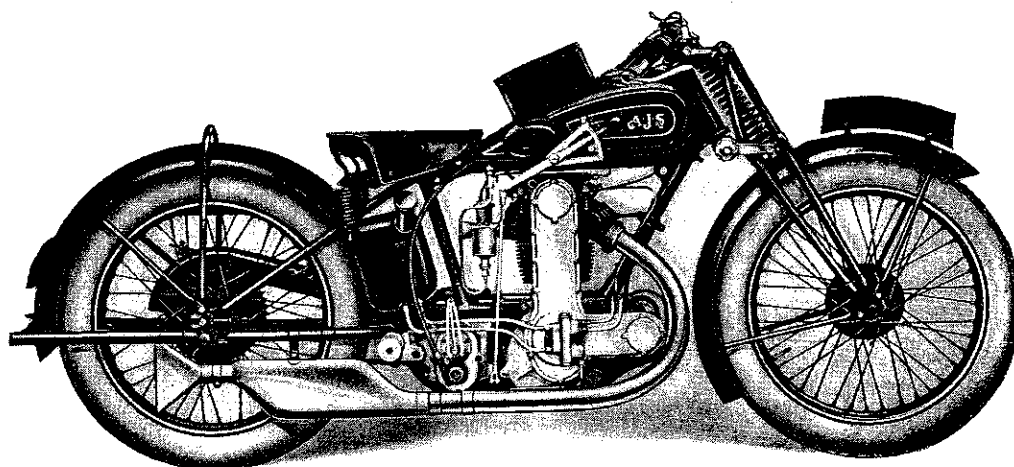


### The A.J.S. 4.98 h.p. De Luxe Touring Machine, Model M 9.

*For general specification see page 14.*

Engine fitted with Side-Valves with enclosed operating mechanism. Wide Ratio Gear Box is fitted as standard. Ratios, 4.9, 8.8, 16 to 1. Close Ratio Gear Box can be had if desired, Ratios, 4.9, 5.9, 9.6 to 1. Weight, 300 lbs.

**Price £54 : 0 : 0**



### The A.J.S. 4.98 h.p. Overhead Camshaft Machine, Model M 10.

*For general specification see page 14.*

Engine fitted with Chain-driven Overhead Camshaft with patent Tensioning Device and Reaction Damper. Ball Bearings to Main Shafts and Timing Shafts. Narrow racing type mudguards. Tool Case carried on top of Tank. Handlebars Semi T.T. type. Close Ratio Gear Box fitted as standard, Ratios, 4.6, 5.6, 9.2 to 1. Wide Ratio Gear Box can be had if desired, Ratios, 4.6, 8.4, and 5.2 to 1. Rear Wheel is fitted with specially Light Hub and Brake Drum. Wheel not Quick Detachable. No Carrier or Front Stand is fitted. Weight, 297 lbs.

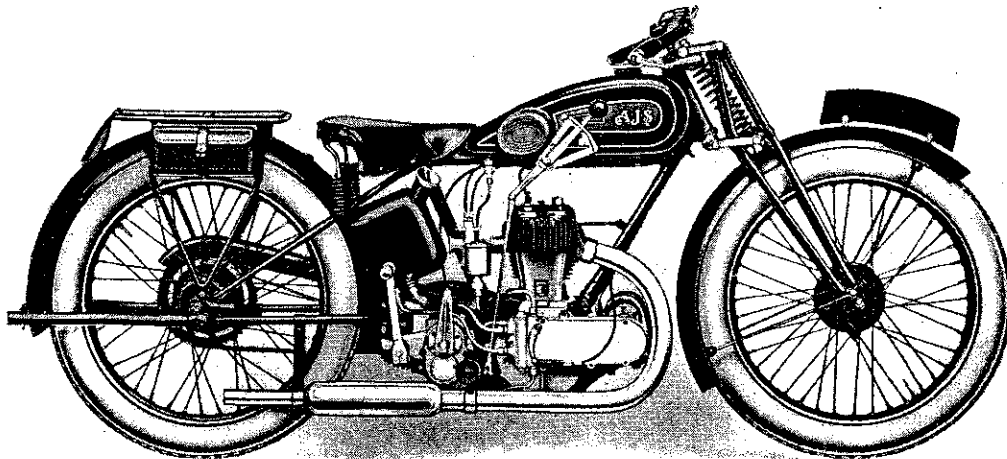
**Price £72 : 0 : 0**

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ANY MODEL SUPPLIED ON THE HIRE PURCHASE SYSTEM.





## The A.J.S. 2.48 h.p. Lightweight Machine, Model M 12.

### SPECIFICATION.

<b>Engine.</b>	A.J.S. Design and Manufacture. Single Cylinder (65 × 75 m.m. Bore and Stroke, 248 c.c. capacity), fitted with Detachable Head. Aluminium Piston. Roller Bearings to Big End of Connecting Rod. Large Mechanically-operated Valves. Adjustable Valve Tappets. Efficient Cooling.
<b>Carburettor.</b>	"Amal" 2-jet.
<b>Frame.</b>	Scientifically-Constructed, giving low saddle position.
<b>Petrol Tank.</b>	Saddle Pattern. Welded Steel. Capacity—2 gallons, ½ pint.
<b>Oil Tank.</b>	Fitted behind Saddle Down Tube. Capacity—3½ pints.
<b>Lubrication.</b>	Dry Sump, with Auxiliary Feed to Cylinder Wall.
<b>Ignition.</b>	Lucas Magneto. Handlebar Control. Vernier Timing Adjustment.
<b>Chains.</b>	"Hans Renold" ½ in. pitch × .205 in. wide. A Shock Absorber is fitted to the Engine Shaft.
<b>Chain Guards.</b>	Top half only is covered, giving easy access to the Transmission and Clutch.
<b>Gear Box.</b>	A.J.S. Countershaft Three-speed Gear, fitted throughout with Ball Bearings. Operated by our Patent Gate Change Speed Lever. Ratios—6.1, 10.3, 15.8 to 1.
<b>Clutch.</b>	Hand Controlled, with Cork Inserts.
<b>Wheels.</b>	Rear A.J.S. Patent Quick Detachable.
<b>Tyres.</b>	Avon Light "Non-skid" Wired-on, 25 × 3.00.
<b>Mudguards.</b>	Improved Design, affording excellent protection.
<b>Brakes.</b>	Front and Rear Internal Expanding Type. Quick Adjustable. Rear Brake operated by Pedal on left-hand side of machine. Front by Lever on Handlebar. Both are extremely powerful and smooth acting.
<b>Forks.</b>	A.J.S. Improved Design. Fitted with Shock Absorbers, and all links adjustable for taking up side play.
<b>Handlebars.</b>	Semi "T.T." Type.
<b>Footrests.</b>	Adjustable, allowing the rider to procure the most suitable riding position.
<b>Stands.</b>	Strong "Kick-up" Type, fitted to Rear Wheel.
<b>Carrier.</b>	New Design. Steel Tube, oxy-acetylene welded. Fitted with Pannier Bags with steel outer cases.
<b>Tools.</b>	A Tool Roll with full kit of Best Quality Tools is provided.
<b>Starting.</b>	Improved Design Footstarter gives very easy starting.
<b>Saddle.</b>	Terry "Spring Seat."
<b>Registration.</b>	Plates fitted ready for painting.
<b>Measurements.</b>	Wheel Base, 4 ft. 3½ ins. Overall Length, 6 ft. 7 ins.
<b>Weight.</b>	193 lbs. 30/- Tax.

**Price £ 39 : 17 : 6**

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

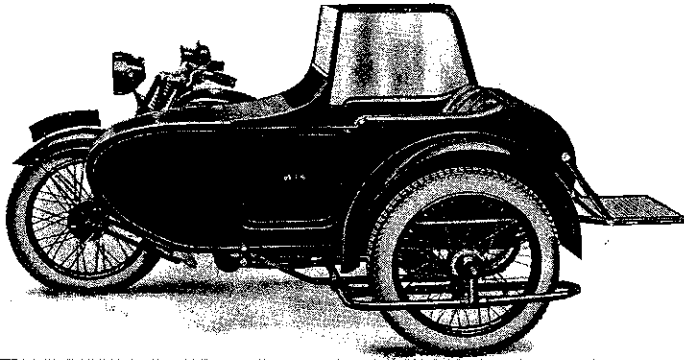
All Prices in this List include Carriage per Passenger Train at Our Own Risk to any Station in the United Kingdom.

ANY MODEL SUPPLIED ON THE HIRE PURCHASE SYSTEM.

## A. J. S. SIDECARS.

ALL A.J.S. Sidecars are manufactured in our own works and represent all that is best in design and construction. For the present season we are again standardising the fabric covered type of body, which is one that has many real advantages, namely—that it is lighter than a steel panel body, does not drum, is easier to clean, and retains its appearance almost indefinitely.

It is not possible in this list to include illustrations and particulars of all the types of Sidecars that we manufacture suitable for private and commercial purposes; for instance in addition to the Occasional Two-Seater which we illustrate herewith we can supply a Tandem Two-Seater body. If customers do not therefore see exactly the type of body desired by them they are cordially invited to write to us on the matter.



### THE A.J.S. M1 DE LUXE SIDECAR, TYPE MC 2.

This is an entirely new type of body which we have introduced this season for use with our 9.96 h.p. Twin Cylinder Machine. The body, although of touring pattern, nevertheless is well in keeping with the fine sporting lines of the machine, and will be found to be most comfortable. The body is covered with fabric, beautifully upholstered, seat and back fitted with springs. Equipment includes Windscreen, Sidescreen, Storm-proof Apron, Sidecar Stand, Luggage Carrier, Sidecar Lamp. The wheel of this Sidecar is instantly detachable and interchangeable with that of the Model M1 Machine. Left Hand Sidescreen, £0 : 17 : 6 extra.

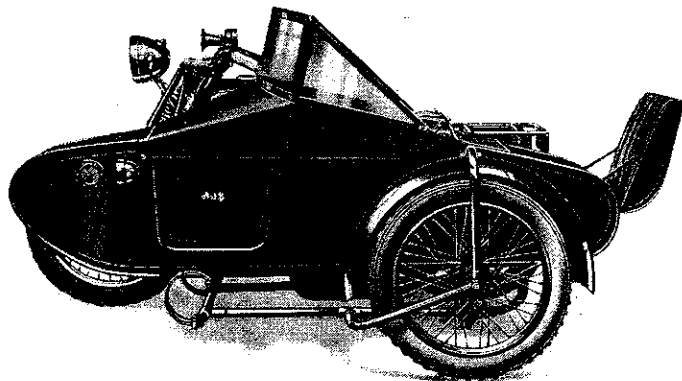
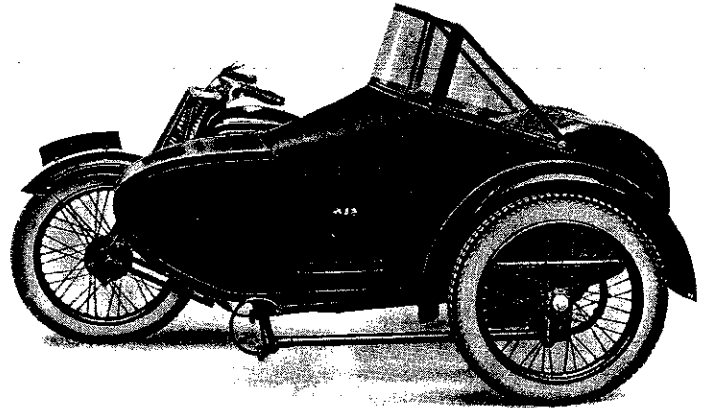
Fitted on 9.96 h.p. de Luxe Chassis (Type M 2 E) PRICE £ 23 : 0 : 0  
 Fitted on 9.96 h.p. M 2 Standard Chassis (Type M2 F) PRICE £ 22 : 0 : 0

### THE A.J.S. M2 STANDARD SIDECAR, TYPE MH 2.

Body coach-built, covered with fabric, beautifully upholstered, seat and back fitted with springs and back hinged to give easy access to spacious locker at rear of body. Standard equipment includes Windscreen, Sidescreens, and Storm-proof Apron.

The M2 Standard Chassis does not include a quick detachable and interchangeable wheel.

Fitted on 9.96 h.p. M 2 Standard Chassis (Type (M2 F) PRICE £ 18 : 0 : 0



### THE A.J.S. OCCASIONAL TWO-SEATER SIDECAR, TYPE MJ 2.

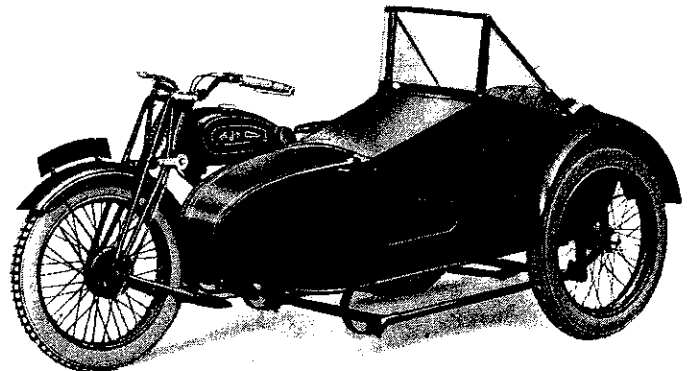
On this type of Sidecar the seats are placed tandem fashion, the second seat being housed in the extension at the rear of the body and the back rest can be folded down when not in use. It will be found to be ideal for those who require a Sidecar which can be readily called in requisition to accommodate a second passenger, or to carry luggage if only one person is occupying the front seat. The rear seat, however, will hold an adult comfortably, ample leg room being provided by a well in the floor of the body. The body is covered with fabric. Specification includes Windscreen, Sidescreens, and Stormproof Apron.

Fitted on 9.96 h.p. Chassis (Type M 2 C) ... PRICE £ 26 : 5 : 0  
 Fitted on 9.96 h.p. Chassis (Type M 2 F) ... PRICE £ 23 : 0 : 0

### THE A.J.S. 4.98 h.p. SIDECAR, TYPE ME 2.

This Sidecar is of special design for use in conjunction with our 4.98 h.p. Machine. The chassis is built of finest quality steel tubing, whilst "C" springs are used both at back and front for suspension. The body is upholstered in best quality materials and a locker is situated at the rear of the body. Specification includes Windscreen, Sidescreens, and Storm-proof Apron.

PRICE £ 18 : 5 : 0

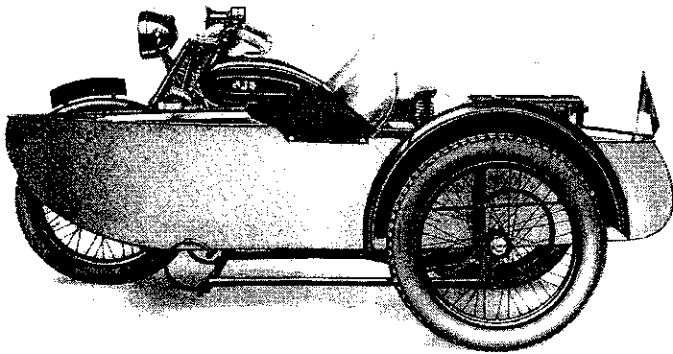


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## A. J. S. SIDECARS — *Continued.*



### THE A.J.S. LAUNCH SIDECAR, TYPE MN 2.

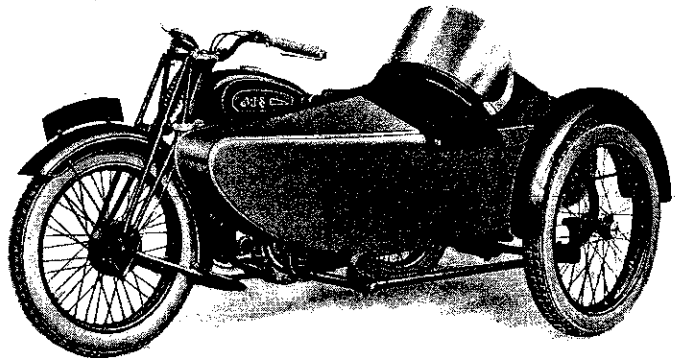
A particularly attractive design of body which we introduced in 1928. It features the graceful lines of a launch, at the same time combining the sporting appearance and comfort of a touring sidecar. The body is finished in durable, weather-proof, aluminium fabric, with handsome frosted effect. The "decking" on top of the body is of metal, grained to resemble polished mahogany, and secured with nickel-plated screws, giving a most attractive appearance. The upholstery is of finest quality leather cloth, cushion well padded and sprung, with a low and comfortable seating position. A nickel-plated cowl gives a realistic effect to the "bows," whilst a pennant mast is fixed to the stern.

Fitted on Lightweight Chassis (Type M 2 A) ...	PRICE	£ 20 : 0 : 0
Fitted on 4.98 h.p. Chassis (Type M 2 C) ...	PRICE	£ 21 : 10 : 0
Fitted on 9.96 h.p. Chassis (Type M 2 F) ...	PRICE	£ 23 : 0 : 0
Fitted on 9.96 h.p. Chassis (Type M 2 E) ...	PRICE	£ 25 : 0 : 0

### THE A.J.S. STANDARD SPORTS SIDECAR, TYPE MB 2.

As will be seen from the illustration, the design of this sidecar is one that makes an instantaneous appeal to the sporting motor-cyclist, as it is of a distinctly "racy" appearance, but nevertheless possesses a degree of comfort not usually found in a body of this description. Suspension is by "C" springs back and front, and the body is covered with fabric, and upholstered in best quality materials. Equipment includes Windscreen and Apron.

Fitted on Lightweight Chassis (Type M 2 A) ...	PRICE	£ 17 : 5 : 0
Fitted on 4.98 h.p. Chassis (Type M 2 C) ...	PRICE	£ 18 : 15 : 0
Fitted on 9.96 h.p. Chassis (Type M 2 F) ...	PRICE	£ 19 : 0 : 0
Fitted on 9.96 h.p. Chassis (Type M 2 E) ...	PRICE	£ 21 : 0 : 0



### THE A.J.S. SEMI-SPORTS SIDECAR, TYPE MU 2.

The body is of distinctive design, and will instantly appeal to all discriminating motor-cyclists.

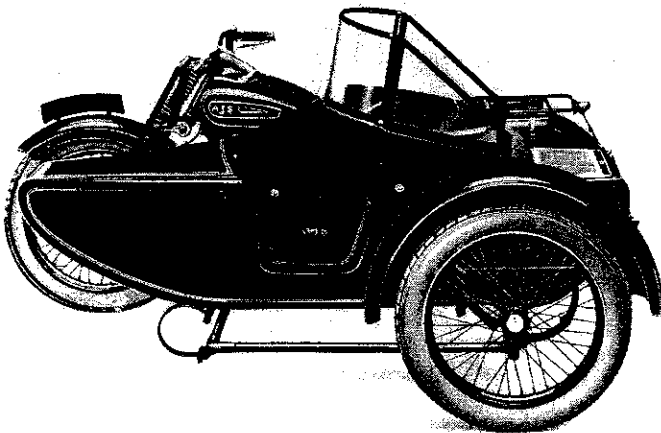
It is covered with a special durable weatherproof fabric.

The interior is artistically finished in leather cloth, and is of a semi-bucket seat type. This, combined with a well-sprung cushion, gives an extremely comfortable seating position.

A roomy locker is provided at the rear, the lid of which is covered with rubber matting and edged with nickel-plated beading, forming a substantial luggage grid.

Specification includes a good protective Screen, Carpet Mat and Waterproof Apron.

Fitted on Lightweight Chassis (Type M 2 A) ...	PRICE	£ 22 : 0 : 0
Fitted on 4.98 h.p. Chassis (Type M 2 C) ...	PRICE	£ 23 : 10 : 0
Fitted on 9.96 h.p. Chassis (Type M 2 F) ...	PRICE	£ 23 : 15 : 0
Fitted on 9.96 h.p. Chassis (Type M 2 E) ...	PRICE	£ 25 : 15 : 0

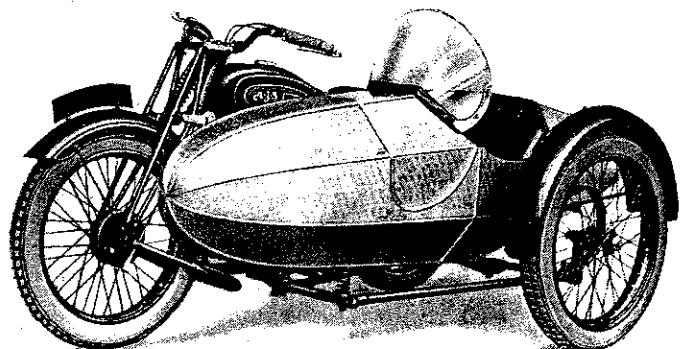


### THE A.J.S. SUPER-SPORTS SIDECAR, TYPE MC 2.

For those who desire something ultra smart, the A.J.S. Super-Sports Sidecar should make a strong appeal, as it is of a most striking and handsome appearance.

The body is correctly streamlined, enabling it to be used with equal success on the track, road racing, or the sportsman on tour. The lift-up dash also forms the door, this being in one piece, and ample locker space is provided at the rear. The body is covered with fabric. Upholstery is of the usual A.J.S. high standard. Equipment includes Windscreen and Apron.

Fitted on Lightweight Chassis (Type M 2 A) ...	PRICE	21 : 0 : 0
Fitted on 4.98 h.p. Chassis (Type M 2 C) ...	PRICE	22 : 0 : 0
Fitted on 9.96 h.p. Chassis (Type M 2 F) ...	PRICE	26 : 5 : 0
Fitted on 9.96 h.p. Chassis (Type M 2 E) ...	PRICE	24 : 5 : 0



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# A.J.S. COMMERCIAL SIDECARS.

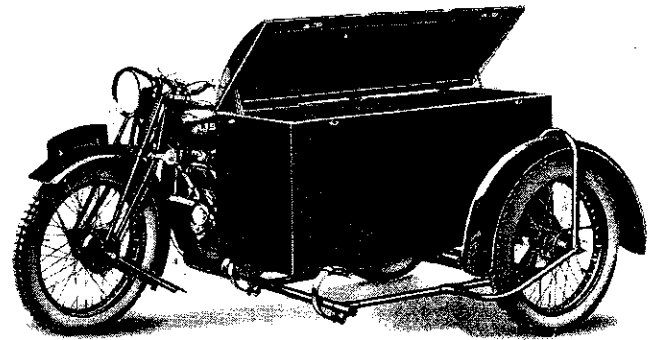
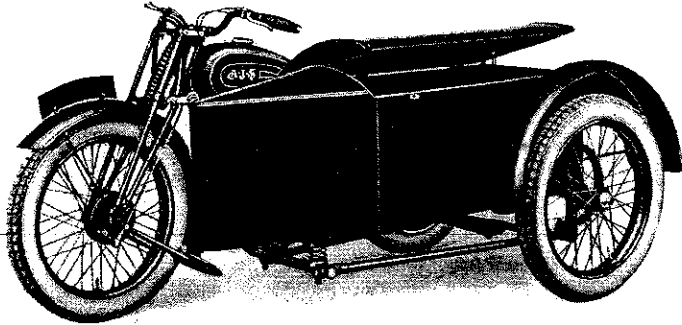
## THE A.J.S. HEAVYWEIGHT COMMERCIAL SIDECAR, TYPE MM 2.

THE commercial sidecar is undoubtedly the most economical and efficient form of light, mechanical transport. The body illustrated is the heavy-weight box, the inside dimensions of which are as follows:—

Length	-	-	-	3-ft. 11½-ins.
Height	-	-	-	18½-ins.
Width	-	-	-	15½-ins.

The box is panelled with best quality ply-wood, and covered with specially durable fabric; and the lid is cambered, strongly hinged and fitted with metal checks and lock. The Chassis upon which the body shown is fitted is the 9.96 h.p. Standard Chassis (Type M 2 G).

Heavyweight Box Body as illustrated,  
on (Type M 2 G) Chassis PRICE £ 21 : 0 : 0  
Heavyweight Box Body on (Type M 2 F) Chassis PRICE £ 17 : 15 : 0



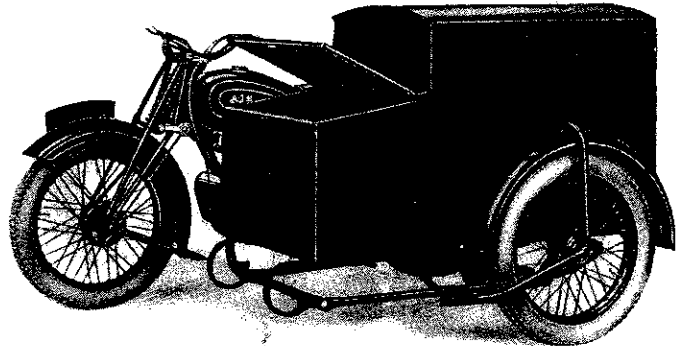
## THE A.J.S. LIGHTWEIGHT COMMERCIAL SIDECAR, TYPE MT 2.

Constructed on similar lines to the above, but with the following dimensions:—

Length	-	-	-	4-ft. 5½-ins.
Height	-	-	-	15½-ins.
Width	-	-	-	15½-ins.

The Chassis upon which the sidecar is shown fitted is our Standard Lightweight (Type M 2 A).

PRICE ... .. £ 15 : 0 : 0

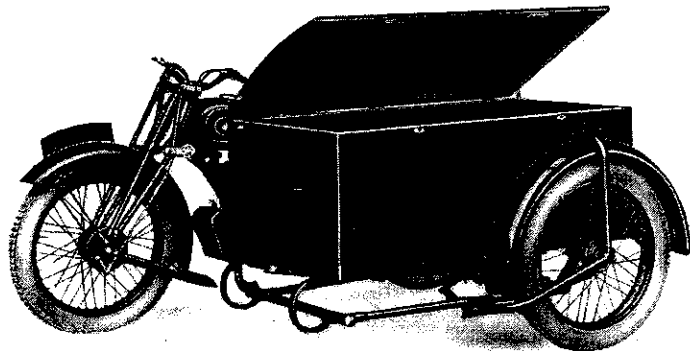


## THE A.J.S. WIDE HEAVYWEIGHT COMMERCIAL VAN, TYPE MR 2.

The body of this vehicle is extra wide and is mounted on a specially constructed Chassis (Type M 2 J). The van is fitted with "lift-up" lid in the front, and door at the rear; and the inside dimensions are as follows:—

Length	-	-	-	4-ft. 5-ins.
Height to top of rear door	-	-	-	27½-ins.
Width	-	-	-	25-ins.

PRICE ... .. £ 24 : 15 : 0



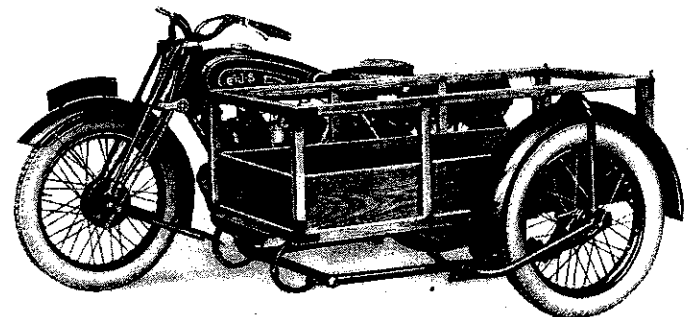
## THE A.J.S. WIDE HEAVYWEIGHT COMMERCIAL SIDECAR, TYPE MP 2.

Similar in construction to the Standard Heavyweight body, but of the following dimensions:—

Length	-	-	-	4-ft. 0-ins.
Height	-	-	-	17½-ins.
Width	-	-	-	25-ins.

This body is fitted on the specially wide Chassis (Type M 2 J).

PRICE ... .. £ 23 : 0 : 0



## THE A.J.S. COMMERCIAL TRUCK, TYPE MS 2.

This type of vehicle is suitable for use as a milk-float, etc.; the frame being of well-seasoned ash, with steel angle-plates at the corners for strengthening.

The following are the inside dimensions:—

Length	-	-	-	4-ft. 6-ins.
Height of sides	-	-	-	15½-ins.
Width	-	-	-	24½-ins.

The inside is boarded up 8-ins. high.

The truck has a fall-down rear, with pegs and chains for securing in position.

PRICE, fitted on Chassis (Type M 2 J) £ 24 : 5 : 0

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# Supplementary Information *re* A.J.S. Motor Cycles and Sidecars.

## SERIES M.

### SIDECAR WEIGHTS.

	cwt.	qrs.	lbs.
3.49 h.p. Launch Sidecar Type MM 2 on Chassis Type M 2 A ...	1	0	25
3.49 h.p. Standard Sports Sidecar Type MB 2 on Chassis Type M 2 A ...	1	0	23
3.49 h.p. Semi Sports Sidecar Type MU 2 on Chassis Type M 2 A ...	1	1	5
3.49 h.p. Super Sports Sidecar Type MC 2 on Chassis Type M 2 A ...	1	0	27
4.98 h.p. Super Sports Sidecar Type MC 2 on Chassis Type M 2 C ...	1	1	5
4.98 h.p. Sidecar Type ME 2 on Chassis Type M 2 C ...	1	1	4
4.98 h.p. Launch Sidecar Type MN 2 on Chassis Type M 2 C ...	1	1	1
4.98 h.p. Standard Sports Sidecar Type MB 2 on Chassis Type M 2 C ...	1	0	27
4.98 h.p. Semi Sports Sidecar Type MU 2 on Chassis M 2 C ...	1	0	10
9.96 h.p. Super Sports Sidecar Type MC 2 on Chassis Type M 2 G ...	1	1	17
9.96 h.p. Super Sports Sidecar Type MC 2 on Chassis Type M 2 F ...	1	1	5

### OVERALL DIMENSIONS.

#### WIDTHS.

	ft.	ins.
Model M 1 Combination ...	5	7½
Model M 2 Combination ...	5	6
Model M 1 with Adult Occasional Two-Seater Sidecar ...	5	8½
Models M 8, M 9, and M 10 Combinations ...	5	0½
Models M 3, M 4, M 5, M 6 and M 7 Combinations ...	5	2½

#### LENGTHS.

	ft.	ins.
Model M 1 Solo ...	7	2
Models M 8, M 9 and M 10 Solos ...	7	0½
Models M 3, M 4, M 5, M 6 and M 7 Solos ...	6	9½
Model M 12 ...	6	7

### SUNDRIES.

	£	s.	d.
Hood Cover ...		6	0
Waterproof Cover for Spare Wheel ...		12	6
Leg Shields ...	1	5	0
Electric Horn ...		12	6
Licence Holder ...		1	6
Twist Grip Control for Throttle or Ignition ...		10	0
Luggage Carrier for M 2 Sidecar ...	1	0	0
Luggage Carrier for Lightweight Sidecar ...	1	0	0
Watch for Sidecar Dash ...	1	5	0
M 1 and M 2 MODELS—The A.J.S. Patent Lifting Lever for Rear Stand can be supplied with these Models, when so ordered, at an extra cost of ...		10	0

### LIGHTING EQUIPMENT.

	£	s.	d.
Lucas No. 420 Acetylene Head Lamp Set ...	1	11	0
Lucas No. 320 Acetylene Head Lamp Set ...	1	1	0
Lucas No. 354 Sidecar Lamp Set ...	1	2	6
Lucas No. 344 Rear Lamp Set ...		13	0

M 12—IMPORTANT NOTICE :—This Model comes within the 30/- Tax only if the weight of the necessary Lamps, Horn, etc., do not exceed 7 lbs. in the aggregate. We issue with each M 12 Model a certificate of the taxable weight when it leaves our factory.

# A few Important Successes attained in Speed Events during 1928.

## BRITISH ISLES.

Tourist Trophy Senior Races, Isle of Man	Mr. G. E. Rowley	4.98 h.p. A.J.S.	SECOND.
" " " " "	Mr. Tommy Spann	4.98 h.p. A.J.S.	THIRTEENTH.
" " " " "	Mr. J. H. Simpson	4.98 h.p. A.J.S.	Fastest Lap.
Yorkshire Open Speed Championship	Mr. R. F. Parkinson	3.49 h.p. A.J.S.	FIRST.
British Beach Racing Championship	Mr. R. F. Parkinson	3.49 h.p. A.J.S.	FIRST.
Pendine 10 mile Open Speed Championship	Mr. R. F. Parkinson	3.49 h.p. A.J.S.	FIRST.
Southport Speed Trials, 50 miles (500 class)	Mr. Tommy Spann	4.98 h.p. O.H.C. A.J.S.	FIRST.
50 miles Unlimited Class	Mr. Tommy Spann	4.98 h.p. O.H.C. A.J.S.	FIRST.

Mr. R. F. PARKINSON, on his 3.49 h.p. A.J.S. has secured 31 FIRST places, 4 Championships, and 3 Cups during 1928.

## IRELAND.

Temple "Sixty" Road Race	Mr. J. T. Anderson	3.49 h.p. A.J.S.	SECOND, and Fastest Lap.
Ulster Grand Prix	Mr. L. H. Davenport	3.49 h.p. O.H.C. A.J.S.	SECOND.

## SCOTLAND.

Scottish Speed Championships	Mr. J. Pinkerton	3.49 h.p. A.J.S.	FIRST.
" " "	Mr. J. Bell	3.49 h.p. A.J.S.	SECOND.

## GERMANY.

German T.T.	Mr. W. L. Handley	3.49 h.p. O.H.C. A.J.S.	FIRST, 20 minutes ahead of second man.
Peine Races, Hanover	Mr. B. Ahlswede	4.98 h.p. A.J.S.	FIRST, and Fastest Time.
Halle Hill Climb	Mr. Seifert	3.49 h.p. A.J.S.	FIRST, and Fastest Time.
" " "	Mr. Sonntag	4.98 h.p. A.J.S.	FIRST.
Badberg Veiricks Race	Mr. Sonntag	4.98 h.p. A.J.S.	FIRST.
Rochlitzer Hill Climb	Mr. Sonntag	4.98 h.p. A.J.S.	FIRST, and Fastest Time of Day.
" " "	Mr. Tragner	3.49 h.p. A.J.S.	FIRST.
International Gabelbach Hill Climb	Mr. Sonntag	4.98 h.p. s/c. A.J.S.	FIRST, and Fastest Time of Day.
Solitude Race	Mr. E. Haizmann	4.98 h.p. A.J.S.	FIRST.
Waure Speed Trials	Mr. A. Breslau	3.49 h.p. A.J.S.	FIRST.
" " "	Mr. de la Court	4.98 h.p. A.J.S.	FIRST, and Fastest Time.

## BELGIUM.

Grand Prix de Brussels	Mr. A. Breslau	3.49 h.p. A.J.S.	FIRST, and Fastest Lap.
Renaix Hill Climb	Mr. A. Breslau	4.98 h.p. A.J.S.	Fastest Time of Day.
Louvain Hill Climb	Mr. A. Breslau	3.49 h.p. A.J.S.	FIRST.
Grand Prix de Bouillin	Mr. A. Breslau	3.49 h.p. A.J.S.	FIRST, and Fastest time of Day.
Grand Prix de Spa	Mr. A. Breslau	3.49 h.p. A.J.S.	FIRST.
Bertrix Hill Climb	Mr. A. Breslau	3.49 h.p. A.J.S.	FIRST.
Mons-Crotteux Hill Climb	Mr. A. Breslau	3.49 h.p. A.J.S.	FIRST.
Coupe de la Meuse	A.J.S. Team	— A.J.S.	TEAM PRIZE.
" " "	Mr. A. Breslau	3.49 h.p. A.J.S.	FIRST, and Fastest Time of Day
Circuit des Pavées	Mr. A. Breslau	3.49 h.p. A.J.S.	FIRST, and Fastest Lap.

## AUSTRIA.

Austrian T.T.	Mr. Kodric	4.98 h.p. A.J.S.	SECOND.
Austrian Grand Prix	Mr. W. L. Handley	3.49 h.p. O.H.C. A.J.S.	FIRST, Won by 22 miles.
" " "	Mr. G. E. Rowley	4.98 h.p. O.H.C. A.J.S.	FIRST. Won by 19 miles.

## CZECHO-SLOVAKIA.

Czecho-Slovakian Grand Prix	Mr. G. E. Rowley	3.49 h.p. A.J.S.	FIRST, in Record Time, and Fastest Lap.
" " " "	Mr. Tommy Spann	4.98 h.p. A.J.S.	Record Fastest Lap.

## HOLLAND.

Dutch T.T.	Mr. Tommy Spann	4.98 h.p. A.J.S.	SECOND, and Record Fastest Lap 2/5ths seconds behind winner.
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## POLAND.

Polish Grand Prix	Mr. Poschadel	3.49 h.p. A.J.S.	FIRST.
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## SOUTH AFRICA.

South African T.T. Junior Race	Mr. L. R. Cohen	3.49 h.p. O.H.C. A.J.S.	FIRST, in Record Time & Record Fastest Lap.
" " " Senior Race	Mr. Gardner	4.98 h.p. A.J.S.	THIRD.
Bloemfontein 50 mile Race for A.J.S. Trophy	Mr. Jenvy	3.49 h.p. A.J.S.	FIRST.
" " " "	Mr. A. S. Du Toit	2.48 h.p. A.J.S.	FIRST on handicap, winning A.J.S. Trophy

## Important Speed Successes during 1928 — *Continued.*

### EGYPT.

Edku 100 mile High-Speed Trial	Mr. T. Rosetti	4.98 h.p. s/c. A.J.S.	FIRST.
" " " "	Mr. A. Herman	4.98 h.p. A.J.S.	SECOND.

### JUGO SLAVIA.

International Track Race at Zagreb Cernomerec	Mr. Stuzz	— A.J.S.	FIRST.
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### AMERICA.

Somers Hill Climb, Somers, N.Y.	Mr. Zottle	3.49 h.p. A.J.S.	FIRST.
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### FRANCE.

Des Alpilles Hill Climb	Mr. L. Vache	4.98 h.p. s/c. A.J.S.	FIRST.
La Lanterne Hill Climb	Mr. H. Dawson	— A.J.S.	FIRST, and Fastest Time of Day.
Riva Bella Hill Climb	Mr. H. Dawson	4.98 h.p. A.J.S.	FIRST, and Fastest Time of Day.
Domaine Rothschild Hill Climb	Mr. H. Dawson	4.98 h.p. A.J.S.	FIRST.

### SWEDEN.

International Hill Climb, Farittsbaken Holmstead	Mr. H. Sonderup	3.49 h.p. A.J.S.	FIRST.
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### CHINA.

Dairen M.C.C. Races	—	4.98 h.p. A.J.S.	FOUR FIRST PLACES.
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## Important A.J.S. Successes in Reliability, 1928.

### BRITISH ISLES.

LONDON—EXETER TRIAL ... ..	A.J.S. gained Five Gold Medals.
LEICESTER—CARDIFF TRIAL ... ..	A.J.S. gained Three Silver Cups.
COLMORE CUP TRIAL ... ..	A.J.S. gained Three Gold and Three Silver Medals.
VICTORY CUP TRIAL ... ..	A.J.S. gained Olia Cup, Two Gold and Three Silver Medals.
SIX DAYS STOCK MACHINE TRIAL ... ..	A.J.S. gained Team Prize and Three Gold Medals.
LONDON—LAND'S END TRIAL ... ..	A.J.S. gained Six Gold and Two Silver Medals.
CORK "TWENTY" RELIABILITY TRIAL ... ..	A.J.S. gained Four First Class Awards.
LONDON—EDINBURGH TRIAL ... ..	A.J.S. gained Three Gold Medals.
SCOTTISH SIX DAYS TRIAL ... ..	A.J.S. gained Special Merit Award, One Silver Cup, and One Gold Medal.
KICKHAM MEMORIAL TRIAL ... ..	A.J.S. gained Kickham Memorial Trophy.
INTERNATIONAL SIX DAYS TRIAL ... ..	A.J.S. gained Five Gold Medals, and Member of Team winning International Silver Vase.

### CHINA.

Hong-Kong 100 miles Reliability Trial ... ..	A.J.S. gained PREMIER AWARD, and Two Cups for Best Performance of the Day.
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### INDIA.

Western India A.A. Bombay—Nasik—Poona Endurance Run, 264 miles ... ..	A.J.S. gained FIRST, SECOND and THIRD PLACES.
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### GERMANY.

British Army of the Rhine Reliability Trial ... ..	A.J.S. gained FIRST PLACE, and made Best Performance of the Day.
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### AUSTRALIA.

24 Hours Reliability Trial, Adelaide ... ..	A.J.S. gained TEAM PRIZE, finishing without loss of marks.
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## Terms of Business.

### PAYMENT.

**O**NE-THIRD cash with order and balance against invoice when machine is ready for delivery. We accept orders only on the condition that the prices in this list are subject to alteration without notice, and goods will be invoiced at the prices ruling at the time of delivery.

### CARRIAGE.

Delivery free to any railway station in the United Kingdom per PASSENGER TRAIN AT OUR OWN RISK. If delivery is required per Goods Train, crates will be charged for at current prices and strictly non-returnable.

### RAILWAY TRANSIT.

All machines should, on arrival, be carefully examined, and if damaged, sign for as such, and an immediate claim made on the carriers. *The sale of all A.J.S. Motor Cycles, Sidecars, parts thereof and accessories for same, is upon the terms that delivery is effected when the goods are handed to the carriers, addressed as per consignee's instructions.*

## Schedule Containing Limited Guarantee.

We give the following guarantee with our motor-cycles, motor-cycle combinations, and sidecars, which is given in place of any implied conditions, warranties or liabilities whatsoever, statutory or otherwise, all such implied conditions, warranties and liabilities being in all cases excluded. Any statement, description, condition or representation contained in any catalogue, advertisement, leaflet, or other publication, shall not be construed as enlarging, varying, or over-riding this guarantee. In the case of machines which have been used for "hiring out" purposes, or from which the trade mark, name, or manufacturing number has been removed, no guarantee of any kind is given or is to be implied.

We guarantee, subject to the conditions mentioned below, that all usual and reasonable precautions have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for six months only from date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the replacement of any part which may have proved defective, and any work involved by us in the replacement of such part or parts will be charged for. We undertake, subject to the conditions mentioned below, to make good at any time within six months any defects in these respects. As motor-cycles or motor-cycle combinations are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

The term "misuse" shall include amongst others, the following acts:—

- (1) The attaching of a sidecar to the motor-cycle in such a manner as to cause damage, or calculated to render the latter unsafe when ridden.
- (2) The use of a motor-cycle, or of a motor-cycle and sidecar combined, when carrying more persons, or a greater weight than that for which the machine was designed by the manufacturers.
- (3) The attaching of a sidecar to a motor-cycle by any form of attachment not provided or supplied by the manufacturers, or to a motor-cycle which is not designed for such use.

Machines used in Races are not guaranteed, but should any trouble arise through or because of racing, we will deal with such cases on their merits.

Any motor-cycle, motor-cycle combination or sidecar sent to us to be plated, enamelled or repaired, will be repaired upon the following conditions, *i.e.*, we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of material and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed, or until the expiration of the six months above referred to, and this guarantee is in lieu and in exclusion of any common law or statute, warranty or condition, and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

## Conditions of Guarantee.

If a defective part should be found in our motor-cycles, motor-cycle combinations or sidecars, or in any part supplied by way of exchange before referred to, it must be sent to us CARRIAGE PAID, and accompanied by an intimation from the Owner that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the date of the purchase, or the date when the alleged defective part was exchanged, as the case may be.

Failing compliance with the above, such articles will lie here AT THE RISK OF THE OWNER, and this guarantee, and any implied guarantee, warranty or condition, shall not be enforceable.

We do no guarantee the specialities of other firms, such as magnetos, carburettors, tyres, saddles, chains, lamps, etc., or any component parts supplied to the order of the Purchaser differing from our standard specifications supplied with our motor-cycles, motor-cycle combinations, sidecars, or otherwise.

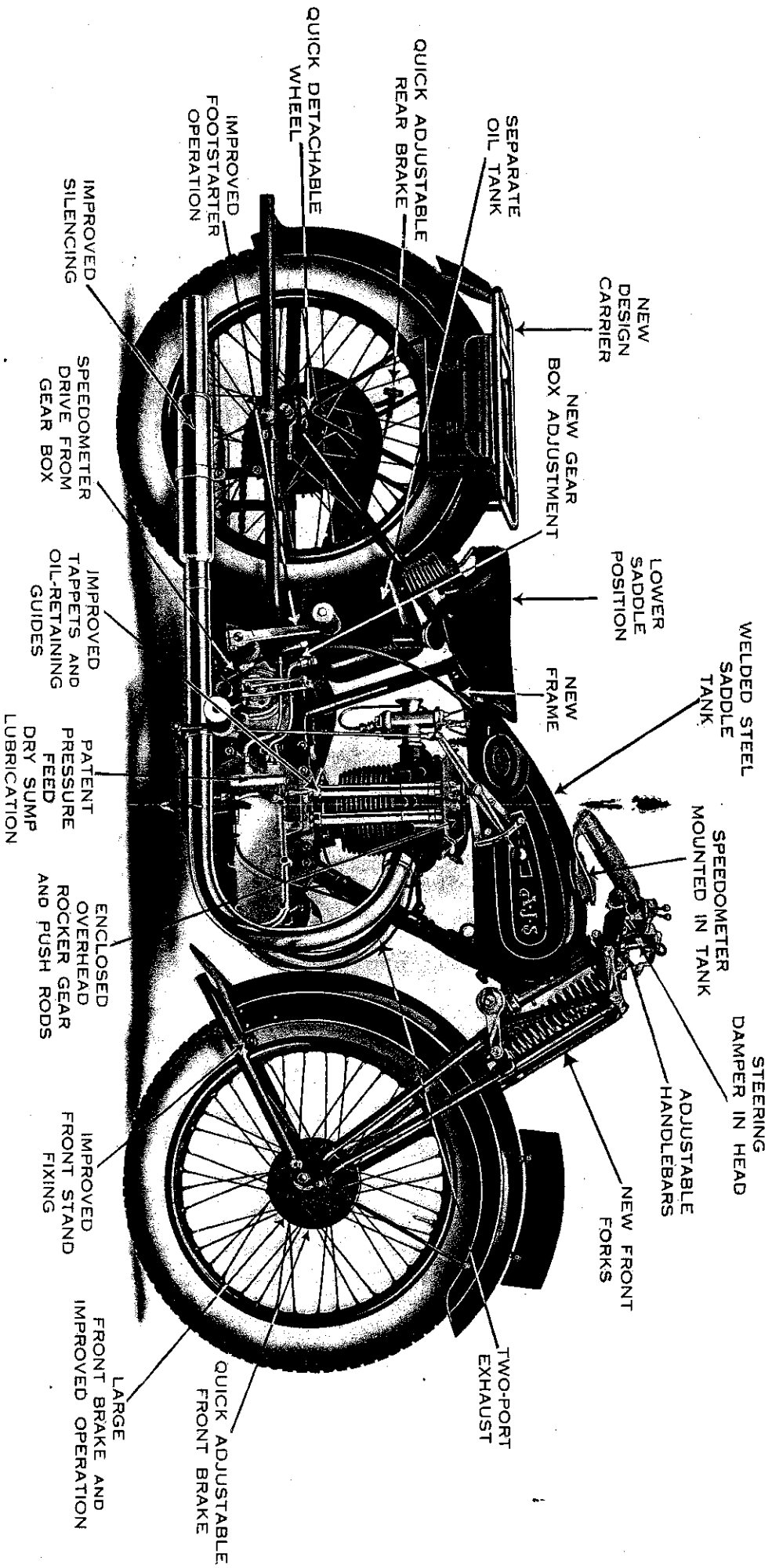
## The A.J.S. Extended Payment Terms.



WE give below examples of how A.J.S. Motor-Cycles can be acquired immediately without paying cash for the machine. A small deposit, and payments extended over a period of 12 months, makes the purchase of an A.J.S. the simplest of transactions, as this method of buying does not necessitate disturbing your capital.

### EXAMPLES.

<u>MODEL</u>	<u>LIST PRICE</u>	<u>DEPOSIT</u>	<u>12 MONTHLY PAYMENTS (EXCLUDING INSURANCE)</u>
3.49 h.p. M 6 (Two-Port) ... ..	£54 10 0	£13 12 6	£3 14 11
9.96 h.p. de Luxe Combination, M 1...	£99 10 0	£24 17 6	£6 16 10
2.48 h.p. Lightweight, M 12 ... ..	£39 17 6	£ 9 19 6	£2 15 8



22 IMPORTANT FEATURES OF THE 1929 A.J.S. MODELS.



**MOTOR SERIES "M" CYCLES**

# Hire Purchase Scale of Rentals.

TO OPERATE FROM OCTOBER 1st, 1928.

The cubic capacity of A.J.S. Motor Cycles is obtained by removing the decimal point from the H.P. given in the following list.

No.	H.P.	MODEL	List Price			Deposit			12 Monthly Payments excluding Insurance
			£	s.	d.	£	s.	d.	
1	9.96	M 1 DE LUXE COMBINATION ... ..	99	10	0	24	17	6	6 16 10
2	9.96	M 1 MACHINE, with M 2 Sidecar ... ..	94	10	0	23	12	6	6 9 11
3	9.96	M 1 MACHINE, with MJ2 Adult Occasional Two-Seater on M 2 G Chassis ... ..	102	15	0	25	13	9	7 1 4
4	9.96	M 1 MACHINE, with MJ2 Adult Occasional Two-seater on M 2 F Chassis ... ..	99	10	0	24	17	6	6 16 10
5	9.96	M 1 MACHINE, with ML 2 Child's Occasional Two-Seater on M 2 E Chassis ... ..	100	15	0	25	3	9	6 18 7
6	9.96	M 1 MACHINE, with ML 2 Child's Occasional Two-Seater on M 2 F Chassis ... ..	97	10	0	24	7	6	6 14 1
7	9.96	M 1 MACHINE, with Sports Body on M 2 E Chassis ... ..	97	10	0	24	7	6	6 14 1
8	9.96	M 1 MACHINE, with Sports Body on M 2 F Chassis ... ..	95	10	0	23	17	6	6 11 4
9	9.96	M 1 MACHINE, with Super Sports Body on M 2 E Chassis ... ..	102	15	0	25	13	9	7 1 4
10	9.96	M 1 MACHINE, with Super Sports Body on M 2 F Chassis ... ..	100	15	0	25	3	9	6 18 7
11	9.96	M 1 MACHINE, with Commercial Van on Special M 2 J Chassis ... ..	101	5	0	25	6	3	6 19 3
12	9.96	M 1 MACHINE, with Commercial Truck on Special M 2 J Chassis ... ..	100	15	0	25	3	9	6 18 7
13	9.96	M 1 MACHINE, with Wide Commercial Box on Special M 2 J Chassis ... ..	99	10	0	24	17	6	6 16 10
14	9.96	M 1 MACHINE, with Commercial Box on M 2 G Chassis ... ..	97	10	0	24	7	6	6 14 1
15	9.96	M 1 MACHINE, with Launch Body on M 2 F Chassis ... ..	99	10	0	24	17	6	6 16 10
16	9.96	M 1 MACHINE, with Launch Body on M 2 G Chassis ... ..	102	15	0	25	13	9	7 1 4
17	9.96	M 2 STANDARD PASSENGER COMBINATION ... ..	84	0	0	21	0	0	5 15 6
18	9.96	M 2 MACHINE, with M 1 Sidecar ... ..	89	0	0	22	5	0	6 2 4
19	9.96	M 2 MACHINE, with MJ2 Adult Occasional Two-seater on M 2 G Chassis ... ..	92	5	0	23	1	3	6 6 10
20	9.96	M 2 MACHINE, with MJ2 Adult Occasional Two-seater on M 2 F Chassis ... ..	89	0	0	22	5	0	6 2 4
21	9.96	M 2 MACHINE, with ML 2 Child's Occasional Two-seater on M 2 E Chassis ... ..	90	5	0	22	11	3	6 4 1
22	9.96	M 2 MACHINE, with ML 2 Child's Occasional Two-seater on M 2 F Chassis ... ..	87	0	0	21	15	0	5 19 8
23	9.96	M 2 MACHINE, with Sports Body on M 2 E Chassis ... ..	87	0	0	21	15	0	5 19 8
24	9.96	M 2 MACHINE, with Sports Body on M 2 F Chassis ... ..	85	0	0	21	5	0	5 16 10
25	9.96	M 2 MACHINE, with Super Sports Body on M 2 E Chassis ... ..	92	5	0	23	1	3	6 6 10
26	9.96	M 2 MACHINE, with Super Sports Body on M 2 F Chassis ... ..	90	5	0	22	11	3	6 4 1
27	9.96	M 2 MACHINE, with Launch Body on M 2 F Chassis ... ..	89	0	0	22	5	0	6 2 4
28	9.96	M 2 MACHINE, with Launch Body on M 2 G Chassis ... ..	92	5	0	23	1	3	6 6 10
<b>Solo Machines</b>									
29	9.96	M 1 SOLO, with Electric Lighting and Horn ... ..	76	10	0	19	2	6	5 5 2
30	9.96	M 2 SOLO, without Electric Lighting ... ..	66	0	0	16	10	0	4 10 9
31	9.96	M 2 SOLO, with Electric Lighting ... ..	71	5	0	17	16	3	4 18 0
32	3.49	M 3 DE LUXE TOURING MACHINE ... ..	48	10	0	12	2	6	3 6 8
33	3.49	M 4 DE LUXE SPORTING MACHINE ... ..	48	10	0	12	2	6	3 6 8
34	3.49	M 5 STANDARD SPORTING MACHINE ... ..	45	0	0	11	5	0	3 2 1
35	3.49	M 6 OVERHEAD VALVE MACHINE (Single Port) ... ..	52	0	0	13	0	0	3 11 6

**PLEASE TURN OVER.**

No.	H.P.	MODEL	List Price			Deposit			12 Monthly Payments excluding Insurance		
			£	s.	d.	£	s.	d.	£	s.	d.
36	3.49	M 6 OVERHEAD VALVE MACHINE (Twin-Port) ... ..	54	10	0	13	12	6	3	14	11
37	3.49	M 7 OVERHEAD CAMSHAFT MACHINE ... ..	62	0	0	15	10	0	4	5	3
38	2.48	M 12 LIGHTWEIGHT MACHINE ... ..	39	17	6	9	19	6	2	15	8
39	3.49	M 3 TOURING COMBINATION ... ..	64	5	0	16	1	3	4	8	4
40	3.49	M 3 COMBINATION with Sports Sidecar MB 2 ... ..	65	15	0	16	8	9	4	10	5
41	3.49	M 3 COMBINATION with Super Sports Sidecar MC 2 ... ..	69	10	0	17	7	6	4	15	7
42	3.49	M 3 COMBINATION with Launch Body Sidecar MN 2 ... ..	68	10	0	17	2	6	4	14	2
43	3.49	M 4 COMBINATION with Sports Sidecar MB 2 ... ..	65	15	0	16	8	9	4	10	5
44	3.49	M 4 COMBINATION with Touring Sidecar MA 2 ... ..	64	5	0	16	1	3	4	8	4
45	3.49	M 4 COMBINATION with Super Sports Sidecar MC 2 ... ..	69	10	0	17	7	6	4	15	7
46	3.49	M 4 COMBINATION with Launch Body Sidecar MN 2 ... ..	68	10	0	17	2	6	4	14	2
47	3.49	M 5 COMBINATION with Sports Sidecar MB 2 ... ..	62	5	0	15	11	3	4	5	7
48	3.49	M 5 COMBINATION with Touring Sidecar MA 2 ... ..	60	15	0	15	3	9	4	3	7
49	3.49	M 5 COMBINATION with Super Sports Sidecar MC 2 ... ..	66	0	0	16	10	0	4	10	9
50	3.49	M 5 COMBINATION with Launch Body Sidecar MN 2 ... ..	65	0	0	16	5	0	4	9	4
51	3.49	M 6 COMBINATION with Sports Sidecar MB 2 ... ..	69	5	0	17	6	3	4	15	3
52	3.49	M 6 COMBINATION with Touring Sidecar MA 2 ... ..	67	15	0	16	18	9	4	13	2
53	3.49	M 6 COMBINATION with Super Sports Sidecar MC 2 ... ..	73	0	0	18	5	0	5	0	4
54	3.49	M 6 COMBINATION with T.T. Special Sidecar MD 2 ... ..	80	5	0	20	1	3	5	10	4
55	3.49	M 6 COMBINATION with Launch Body Sidecar MN 2 ... ..	72	0	0	18	0	0	4	19	0
56	4.98	M 8 OVERHEAD VALVE MACHINE (Single-Port) ... ..	59	10	0	14	17	6	4	1	10
57	4.98	M 8 OVERHEAD VALVE MACHINE (Twin-Port) ... ..	62	0	0	15	10	0	4	5	3
58	4.98	M 9 De Luxe TOURING MACHINE ... ..	54	0	0	13	10	0	3	14	3
59	4.98	M 8 COMBINATION ... ..	77	15	0	19	8	9	5	6	11
60	4.98	M 8 COMBINATION with Sports Sidecar MB 2 on M 2 C Chassis ... ..	78	5	0	19	11	3	5	7	7
61	4.98	M 8 MACHINE, with Super Sports Sidecar MC 2 on M 2 C Chassis ... ..	81	10	0	20	7	6	5	12	1
62	4.98	M 8 MACHINE, with Launch Body Sidecar MN 2 on M 2 C Chassis ... ..	81	0	0	20	5	0	5	11	4
63	4.98	M 9 COMBINATION ... ..	72	5	0	18	1	3	4	19	4
64	4.98	M 9 MACHINE, with Sports Sidecar MB 2 on M 2 C Chassis ... ..	72	15	0	18	3	9	5	0	1
65	4.98	M 9 MACHINE, with Super Sports Sidecar MC 2 on M 2 C Chassis ... ..	76	0	0	19	0	0	5	4	6
66	4.98	M 9 MACHINE, with Launch Body Sidecar MN 2 on M 2 C Chassis ... ..	75	10	0	18	17	6	5	3	10
67	4.98	M 10 OVERHEAD CAMSHAFT MACHINE... ..	72	0	0	18	0	0	4	19	0
68	4.98	M 10 MACHINE, with Sports Sidecar MB 2 on M 2 C Chassis ... ..	90	15	0	22	13	9	6	4	10
69	4.98	M 10 MACHINE, with Super Sports Sidecar MC 2 on M 2 C Chassis ... ..	94	0	0	23	10	0	6	9	3
70	4.98	M 10 MACHINE, with Launch Body Sidecar MN 2 on M 2 C Chassis ... ..	93	10	0	23	7	6	6	8	7
<b>Electric Lighting.</b>											
		ELECTRIC LIGHTING to SOLO MACHINES ... ..	5	5	0	1	6	3	0	7	3
		ELECTRIC LIGHTING to COMBINATIONS ... ..	5	15	0	1	8	9	0	7	11

**A. J. STEVENS & CO. (1914) LTD., Wolverhampton.**

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I am interested in List No. \_\_\_\_\_ as specified above  
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