



*W. H. HARRIS & CO., LTD.*  
*Motor Engineers*  
HILLBAY ROAD, DUBLIN  
PLYMOUTH

**1959 THOROUGHBREDS** - from the stable of A-J-S

ILLUSTRATIONS AND COMPREHENSIVE DETAILS OF  
EVERY MODEL IN THE 1959 A-J-S RANGE WILL BE  
FOUND IN THIS CATALOGUE

# GUARANTEE

## NOTICE

We do not appoint agents for the sale on our behalf of our motorcycles or other goods, but we assign to Motorcycle Dealers areas in which we supply to such Dealers exclusively for re-sale in such areas. No such Dealer is authorized to transact any business, give any warranty, make any representation or incur any liability on our behalf.

## GUARANTEE

We give the following guarantee with our motorcycles, motorcycle 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 overriding this guarantee. In the case of machines (a) which have been used for 'hiring-out' purposes, or (b) any motorcycle and/or sidecar used for any dirt track, cinder track or grass track racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition), or (c) machines from which the trade mark, name or manufacturing number has been removed, no guarantee, condition or warranty of any kind is given or is to be implied.

We guarantee, subject to the conditions men-

tioned below, that all precautions which are usual and reasonable 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 free supply of a new part in exchange for the part of the motorcycle, motorcycle combination or sidecar which may have proved defective. We do not undertake to replace or refix or bear the cost of replacing or refixing such new parts in the motorcycle, motorcycle combination or sidecar. We undertake subject to the conditions mentioned below, to make good at any time within six months any defects in these respects. As motorcycles, motorcycle combinations and sidecars 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 a motorcycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden.
2. The use of a motorcycle or of a motorcycle 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 motorcycle by any form of attachment not provided, supplied or approved by us, or to a motorcycle which is not designed for such use.

Any motorcycle, motorcycle 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 materials 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 motorcycles, motorcycle 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 not guarantee specialities such as tyres, saddles, chains, electrical equipment, lamps, etc., or any component parts supplied to the order of the purchaser differing from standard specification, supplied with our motorcycles, motorcycle combinations, sidecars or otherwise.

## THE A-J-S FREE SERVICE SCHEME

It is strongly recommended that owners of new A-J-S motorcycles should avail themselves of the free Service Scheme operated by all home Dealers, full details of which are given on the card supplied with each machine.

## NOTICE

All prices and specifications are subject to alteration without notice and all motorcycles and equipment are sold subject to the limited guarantee printed herein.



A · J · S   M O T O R   C Y C L E S   ·   P L U M S T E A D   R O A D   ·   L O N D O N ,   S . E . 1 8   ·   E N G L A N D

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*For 1959*



*offers*

new large capacity twins, standard sports and de luxe twin cylinder specifications, optional two tone coloured finishes, a Moto-Cross version of the newly introduced but already famous O.H.V. 250, a lighter and much improved Trials model of the type that won the 1958 and six postwar 'Scottish 6-Days Trials', even faster Scrambles models, much improved styling - these are but a few of the exciting features that have been perfected to provide even better motorcycling and apply to the incomparable and greatly extended range of A.J.S. motor cycles offered for the 1959 season.

From the zestful ultra modern 250 c.c. O.H.V. model 14 to the phenomenal 650 c.c. twins, full details of the finest range of thoroughbreds ever to leave the famous London factory and designed to meet the most exacting requirements, will be found in this comprehensive catalogue.

**ILLUSTRATIONS AND COMPREHENSIVE DETAILS OF  
EVERY MODEL IN THE 1959 A.J.S. RANGE WILL BE  
FOUND IN THIS CATALOGUE**

## 250 c.c. MODELS

### ENGINE

70 mm. bore 65 mm. stroke, 248 c.c. capacity, O.H.V. single port aluminium alloy cylinder head. Single camshaft with twin cams, lever cam followers, Duralumin pushrods, duplex hairpin valve springs, double row caged roller big end bearing, dry sump lubrication, duplex plunger oil pump, wire wound piston, 7.8 : 1 compression ratio.

### GEAR BOX

4 speed, positive stop foot gearchange, cylindrical casting mounted direct to rear of crankcase by steel straps. Primary chain adjustment by pivoting gear box. Gear ratios 6.89, 8.96, 12.75 and 20.12.

### CLUTCH

Multi plate with rubber vane type shock absorber.

### FRAME

Tubular steel of brazed construction. Pressed steel under channel. Oil damped telescopic forks and rear suspension units.

### SEAT

Dunlopillo moulding covered with grained Vynide.

### WHEELS, TYRES AND BRAKES

Full width hubs, 6" internal expanding brakes, journal ball bearings, 3.25" x 17" Dunlop tyres.

### CARBURETTOR

1 $\frac{1}{4}$ " bore Amal monobloc (Air cleaner optional extra)

### ELECTRICAL EQUIPMENT

A.C. generator driven by mainshaft. Enclosed battery, coil, rectifier, contact breaker and horn.

6" headlamp with emergency starting switch and handlebar dipper control.

### CHAIN PROTECTION

Standard equipment is a deep section chain guard, but full rear chain enclosure is available as an optional extra.

### MUDGUARDS

Deep drawn steel of modern section.

### FINISH

Black stoved enamel of great depth, Mediterranean blue petrol tank, chromium plated exhaust pipe, silencer, handlebars, etc.

## THE MODEL 14CS

Designed to meet the requirements of the 250 c.c. class Moto Cross enthusiast, the Model 14CS is similar in its basic specification to the Model 14. Heavyweight forks of robust design are fitted, together with comparable hubs, wheels and frame, 3.00" x 19" front, 3.50" x 19" rear Dunlop Sports tyres, polished aluminium mudguards, a specially tuned high compression engine and a racing ignition unit. When specified, quickly detachable electric lighting is supplied as an optional extra.

## TWIN CYLINDER ENGINES

The twin cylinder engines are of the same basic design but the dimensions differ as follows:-

498 c.c. — 66 mm. bore x 72.8 mm. stroke

646 c.c. — 72 mm. bore x 79.3 mm. stroke

The robust one-piece three bearing alloy iron crankshaft is supported by two large diameter caged roller bearings and a plain Vandervell centre main bearing, which also acts as a central oil distribution point to the indium flashed thin wall big-end bearings. Forged light alloy connecting rods of interesting design are fitted with controlled expansion wire wound pistons and the complete crankshaft assembly is mounted in a die cast crankcase of spherical shape for maximum strength.

Separate light alloy single port cylinder heads and deeply spigotted seasoned iron cylinders are retained by through bolts from the crankcase.

The overhead valves are operated by twin gear driven camshafts through lever followers, duralumin pushrods and forged steel rockers. An eccentric rocker spindle provides valve adjustment.

Twin gear oil pumps driven by the camshafts, circulate oil from the separate oil tank to all moving parts. Gauze, fabric and magnetic filters are fitted.

A high output A.C. generator, directly driven by the crankshaft, provides current for the ignition and lighting systems on the standard models, but an emergency switch permits direct starting without the aid of the battery if necessary.

The De-Luxe Twins incorporate magneto ignition with the manual control, and a separate dynamo. Both units are gear driven. Similar electrical equipment is fitted to the Sportstwins.

## SINGL

As in the case of cylinder units are differ as follows:

347 c.c.

498 c.c.

The light alloy s incorporate cast- operate the chr hardened steel mounted in a d adjustment and duplex hairpin to match the cy attached to the c

Individually bal steel connecting hardened steel n The crankcase i twin caged ball bearing on the t mainshaft, the circulates oil to A magnetic filter the ignition and A.C. generator contact breaker by a polished al To avoid depend direct starting.

## GEARBOX

4-speed with po clutch. Of A.J.S

## FRAME

Duplex cradle o

# S P E C I F I C A T I O N S

## SINGLE CYLINDER ENGINES

As in the case of the twin cylinder engines, the two single cylinder units are of the same basic design, but the dimensions differ as follows:-

347 c.c. — 69 mm. bore x 93 mm. stroke

498 c.c. — 82.5 mm. bore x 93 mm. stroke

The light alloy single port cylinder heads are deeply finned and incorporate cast-in valve seats. Twin gear driven cam wheels operate the chromium plated stellite tipped valves through hardened steel followers, duralumin pushrods and rockers mounted in a detachable cast cover. Access is provided for adjustment and the valve gear, including the valve guides and duplex hairpin valve springs, is positively lubricated. Finned to match the cylinder head, the close grain iron cylinder is attached to the crankcase by four large diameter studs and nuts.

Individually balanced flywheels, a two-piece crankpin, forged steel connecting rod, triple row caged big-end bearing and hardened steel main shafts comprise the crankshaft assembly. The crankcase is die cast in aluminium alloy and fitted with twin caged ball bearings on the drive-side, and a flanged bronze bearing on the timing side. Directly driven by the timing side mainshaft, the duplex plunger rotary reciprocating oil pump circulates oil to all moving parts from the separate oil tank. A magnetic filter is fitted in the crankcase. Electric current for the ignition and lighting system is provided by a high output A.C. generator mounted on the drive side mainshaft. The contact breaker is driven by the inlet camshaft, and is enclosed by a polished aluminium cover. Ignition control is automatic. To avoid dependence on the battery a separate switch permits direct starting.

## GEARBOX

4-speed with positive stop foot gear change and multi plate clutch. Of A.J.S. design and manufacture.

## FRAME

Duplex cradle of brazed construction and manufactured from

best quality steel tube and malleable iron lugs. The robust swinging arm is pivoted on a large diameter self lubricating bronze bush. Rubber bushed oil damped adjustable rear suspension units. Integral sidecar and pillion seat rest lugs and fitted with spring up, central and side stands.

## WHEELS AND BRAKES

Full width light alloy hubs, adjustable taper roller bearings, straight spokes. Large diameter internal expanding brakes, cast in alloy iron drums, light alloy brake shoes, finger and shim adjustment.

## MUDGUARDS

One piece deep section of new and pleasing design.

## FORKS

Oil damped, self lubricating A.J.S. Teledraulic.

## TRANSMISSION

Primary chain enclosed in polished cast aluminium case. Rear chain protected by deep and efficient steel guard. Vane type rubber shock absorber in clutch.

## TANKS

Both oil and petrol tanks are of welded sheet steel construction. Single cylinder models have a petrol capacity of 3½ gallons and twin cylinder models 4½ gallons. Quick action filler caps and reserve petrol tap.

## SEAT

Exclusive Twinseat design of deep foam rubber with grained Vynide covering.

## ELECTRICAL EQUIPMENT

Large diameter headlamp of exclusive design and incorporating speedometer. Moulded plastic rear light, 6V. 12 amp hour battery, combined dipper switch and horn button.

For generator details see engine specification.

## CARBURETTOR

Amal Monobloc, twist grip throttle control, separate lever air control.

## TYRES

Dunlop studded rear and ribbed front.

350 c.c. — 3.25" x 19" front and rear

500 c.c. } 3.25" x 19" front

and 650 c.c. } 3.50" x 19" rear

See competition model specification for applicable sizes.

## FINISH

Three coats of high quality stoved black enamel on a Bondersid base with hand lining in gold on all standard models.

Exhaust system, wheel rims, handlebars, etc. heavily chromium plated. Fork sliders, primary chaincase, timing case, etc. polished aluminium.

The following optional finishes are available at a small extra cost. Mudguards, tank, etc., in A.J.S. blue with chromium plated tank panels. As above but with Two-tone petrol tank and chromium separating strip.

The standard black finish but with chromium plated tank panels and blue plastic beading.

Chromium plated tank panels are fitted to the De Luxe Twins as standard.

## OPTIONAL EXTRAS

Steering lock, safety bars, air cleaner, stop light, pillion foot-rests, steering damper, carrier, luggage panniers, quickly detachable rear wheel, chromium plated tank panels, alternative colour finish.

## COMPETITION MODELS

Full details of the specification applicable to the Sportstwins, Trials and Moto-Cross Models, are provided under the applicable heading.

## COMPETITION MODELS SCRAMBLES, SPORTSWINS AND TRIALS

### SPORTSWIN MODELS

500 c.c. . . . 20CS 650 c.c. . . . 31CS MOTO-CROSS  
500 c.c. . . . 20CSR 650 c.c. . . . 31CSR ROAD

With the exception of the engine, the specification of the CS and CSR Sportswin is the same as the single-cylinder Models 16MCS and 18CS.

The twin cylinder engine fitted to these models is a high compression specially tuned version of the basic unit and fitted with a crossover single outlet exhaust system. To make them more suitable for fast road work the CSR models are fitted with normal suspension and standard tyres and wheels.

Electric lighting is included in the specification, of quickly detachable type on the CS models and standard type on CSR models. Current is supplied by a 60-watt gear-driven dynamo and ignition is by magneto.

### MODELS 18CS AND 16MCS

Designed to meet the exacting requirements of cross country speed events, these models are fitted with racing type single port single cylinder engines of the following dimensions:

348 c.c. — 72 mm. bore x 85.5 mm. stroke  
497 c.c. — 86 mm. bore x 85.5 mm. stroke

The flywheel assembly comprising steel flywheels drilled for balance, special high tensile steel connecting rod and robust large diameter caged roller big-end bearing, is supported in the cast crankcase on twin ball races on the drive side, and a caged roller and plain bronze oil distribution bearing on the timing side.

Push rod tunnels are integral in the light alloy cylinder and the deeply fluted light alloy cylinder head is retained by

through bolts from the crankcase. High lift cams are fitted, the carburettor is a large bore Monobloc, ignition is by the solid skirt type.

### FRAME, FORKS AND SUSPENSION

The duplex cradle has been further strengthened and the rear loops are integral with the cradle. Long action rear forks incorporate special springs and dampers.

### MUDGUARDS

Polished aluminium front and rear.

### TANKS

Narrow tank of 2 gallons capacity on Competition Models. New large capacity design in red with chrome plated panels on Road Sportswins. Modified  $\frac{1}{2}$  gallon oil tank with vertical filter cap.

### GEAR BOX AND TRANSMISSION

Of standard heavyweight design but fitted with internal type rubber shock absorber, oil bath primary chaincase, deep section rear chainguard.

### WHEELS, BRAKES AND TYRES

Standard hubs and brakes, special heat-treated rear spindle, heavy gauge spokes, WM3 rear rim. Dunlop Knobby Sports tyres 3.00" x 21" front 4.00" x 19" rear

### FOOTRESTS

The twin cylinder models 20CSR and 31CSR are fitted with normal 19" road wheels and tyres. Forged steel and supported on each side of the frame tubes by large diameter footrest rod in special steel.

### SEAT

Full length racing type. Stronger, deeper and more comfortable.

### HANDLEBARS

Wide Scramble design. Standard or semi-Western if specified.

### FINISH

Black stove enamel, hand-lined tank, chromium plating and polished aluminium. 2-gallon tanks in black or light Mediterranean blue. Large petrol tank fitted with chromium plated panels, oil tank and tool box finished in Mediterranean blue on Models 20CSR and 31CSR.

### EQUIPMENT

Crankcase shield, high lift spring up centre stand and side stand.

### OPTIONAL EQUIPMENT

Where applicable, standard wheels and tyres, semi-Western handlebars, large petrol tank, larger or smaller engine sprocket.

### OPTIONAL EXTRAS

Electric lighting, quickly detachable rear wheel, air cleaner, chromium plated fork covers and headlamp brackets. Special single cylinder speed kit for normal racing.

### MODEL 16M TRIALS

Experimental features tried with great success in the model which won the 1958 'Scottish Six Days Trial' are incorporated in the 1959 model 16MC. The redesigned frame of welded construction is shorter and lighter and the overall weight of the complete machine has been much reduced.

### ENGINE

347 c.c. O.H.V. low compression and special cams for slow running. Light alloy cylinder and cylinder head, waterpump magnetos with handbar control. 2-gallon light alloy tank, polished aluminium mudguards, wide handlebars, upswep exhaust system, wide ratio gears, rubber Competition saddle. Trials Universal tyres 2.75" x 21" front, 4.00" x 19" rear.

### OPTIONAL EXTRAS

Quickly detachable headlamp and electric lighting.

# TANK FINISHES



Black with gold lines on all Standard Models, single and Twin, 3½ gall. Single, 4½ gall. Twins.



Black with chrome panels. Standard on de Luxe Twins, 4½ gall. Optional extra any road model 3½ or 4½ gall. tank.



Two-tone — blue and grey on any road Model. 3½ and 4½ gall.



Light blue and chromium panel on Standard CSR Twin. 4½ gall.



Blue with chrome panel on any road Model. 3½ and 4½ gall.

A.C. generator driven by mainshaft. Enclosed battery, coil, rectifier, contact breaker and horn.

498 c.c. — 66 mm. bore x 72.0 mm. stroke  
646 c.c. — 72 mm. bore x 79.3 mm. stroke

Both units are given standard equipment is fitted to the Sportstwins.

## MODEL

CYLINDERS  
BORE x STROKE  
CAPACITY  
COMPRESSION  
IGNITION  
GENERATOR  
AMAL CARBU  
TYRE FRONT  
TYRE REAR  
BRAKE SIZE  
GEAR RATIO

ENGINE SPEED  
PETROL GALLONS  
OIL PINTS  
IGNITION TIMING  
LENGTH  
WIDTH  
WEIGHT (LBS)  
SEAT HEIGHT  
WHEEL BASE  
GROUND CLEARANCE

Diplex cradle of

# FOR THE TECHNICALLY MINDED

MODEL	16	16C	16CS	18	18CS	20	20 de Luxe	20CS	20CSR	31	31 de Luxe
CYLINDERS .. ..	1	1	1	1	1	2	2	2	2	2	2
BORE x STROKE ..	← 69 x 93 →		72 x 85.5	82.5 x 93	86 x 85.5	← 66 x 72.5 →			← 66 x 72.5 →		75
CAPACITY .. ..	← 347 →		348	498	497	← 498 →			← 498 →		7.5
COMPRESSION RATIO	7.5 or 6.5	6.5	9.9	7.3 or 6.5	8.7	← 8 or 7 →		8.5	← 8.5 →		7.5
IGNITION .. ..	COIL	MAG	MAG	COIL	MAG	COIL	MAG	MAG	← MAG →		COIL
GENERATOR .. ..	ALT	—	—	ALT	—	ALT	← DYNAMO →			ALT	—
AMAL CARBURETTOR	← 1 1/8" →		1 1/8"	1 1/8"	1 1/8"	← 1" →			← 1" →		1 1/8"
TYRE FRONT .. ..	3.25 x 19	2.75 x 21	3.00 x 21	3.25 x 19	3.00 x 21	← 3.25 x 19 →		3.00 x 21	← 3.25 x 19 →		3.25 x 19
TYRE REAR .. ..	3.25 x 19	4.00 x 19	4.00 x 19	3.50 x 19	4.00 x 19	← 3.50 x 19 →		4.00 x 19	← 3.50 x 19 →		3.50 x 19
BRAKE SIZE .. ..	7"	5.5"	← 5.5" →			← 7" →			← 7" →		7"
GEAR RATIO 1st ..	15.5	21	17.9	13.4	15.5	← 14.0 →		15.5	14.0	← 12.8 →	
2nd ..	10.3	15.8	11.5	8.9	10.3	← 9.3 →		10.3	9.3	← 8.5 →	
3rd ..	7.8	10.1	8.8	6.8	7.8	← 7.1 →		7.8	7.1	← 6.5 →	
4th ..	5.8	6.5	6.5	5.0	5.8	← 5.3 →		5.8	5.3	← 4.8 →	
ENGINE SPROCKET..	19	← 17 →		22	19	← 21 →		19	21	← 23 →	
PETROL GALLONS ..	3.75	← 2 →		3.75	2	← 4.25 →		2	← 4.25 →		4.25
OIL PINTS .. ..	4	2.75	← 4 →			← 4 →			← 5 →		4
IGNITION TIMING ..	← 39° →		41°	← 39° →		← 35° →			← 35° →		39°
LENGTH .. ..	86.25"	83"	85.25"	86.25"	85.25"	← 86.25" →		← 85.25" →		← 86.25" →	
WIDTH .. ..	29"	← 32.5" →		29"	32.5"	← 29" →		← 32.5" →		← 29" →	
WEIGHT (LBS) ..	375	306	326	387	329	392	394	377	379	396	396
SEAT HEIGHT .. ..	31.5"	← 32.5" →		31.5"	32.5"	← 31.5" →		32.5"	← 31.5" →		31.5"
WHEEL BASE.. ..	55.25"	53.75"	← 55.25" →			← 55.25" →			← 55.25" →		55.25"
GROUND CLEARANCE	5.5"	10"	6.5"	5.5"	6.5"	← 5.5" →		6.5"	← 5.5" →		5.5"

Diplex cradle of brazed construction and manufactured from

For generator details see engine specification.

heading.



ENDED

TYPE	31CS	31CSR	7B	14	14CS
72 x 79.3	2	2	1	1	1
646			349	248	
8.5			10.5	7.8	10
MAG			MAG	COH.	
DYNAMO				ALT	
14"	3.00 x 21	3.25 x 19	2.75 x 19	3.25 x 17	3.00 x 19
	4.00 x 19	3.50 x 19	3.25 x 19	3.25 x 17	3.50 x 19
14.0	12.8	8.67	8.67	20.1	21.4
9.3	8.5	6.48	6.48	12.6	14.8
7.1	6.5	5.36	5.36	8.9	10.4
5.25	4.8	4.87	4.87	6.9	8.0
21	23	23	23	21	17
2	4.25	5.25	5.25	2.75	2.75
5		5.25	5.25	2.75	
35		34	34	36	
85.25		80	80	82	82.5
32.5		24	24	28	
379	381	285	285	325	321
32.5	31.5	31	31	30	32
55.25		55	55	53	53.75
6.5	5.5	6.75	6.75	5.5	7.25

the deeply-finned light alloy cylinder head is retained by comfortable

THE SCOTTISH SIX DAYS TRIAL HAS BEEN WON ON SIX POST-WAR OCCASIONS BY A-J-S

THE 1958 WINNER  
GORDON JACKSON  
347cc A-J-S



Quickly detachable headlamp and electric lighting.

MOBILCENLIND PHOTOGRAPH

# range for 1959

## MODEL 14 CS 250 c.c. O.H.V.

The 250 c.c. Scrambler that the sporting world has been waiting for. Extremely robust and capable of a performance normally associated with machines of much larger capacity, this new model should rapidly achieve supremacy in the lightweight class.

Standard finish



## MODEL 31CSR 650 c.c. O.H.V. TWIN

The new large capacity edition of the road going Sportswim that has rapidly established an impressive position among knowledgeable enthusiasts. A gleaming high-speed thoroughbred capable of a performance that is limited only by road conditions.

Standard finish



The new large capacity edition of the road going Sportswin that has rapidly established an impregnable position among knowledgeable enthusiasts. A gleaming highspeed thoroughbred capable of a performance that is limited only by road conditions.

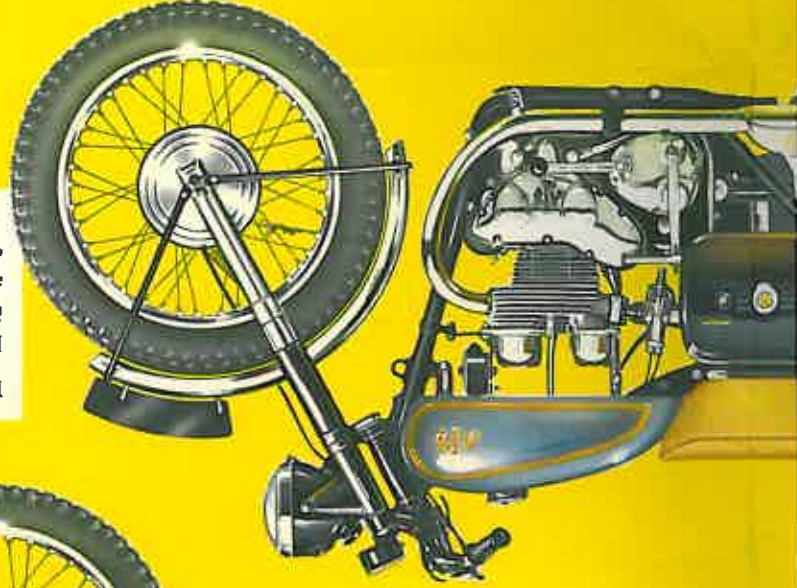
Standard finish



MODELS 18CS 300 cc. O.H.V. and 16CS, 350 cc. O.H.V.

It adapted standard engines but specially designed Moto-Cross models that have achieved many outstanding successes in all parts of the world, and which should be even more successful in 1959 as a result of important internal modifications which provide a considerable increase in power output.

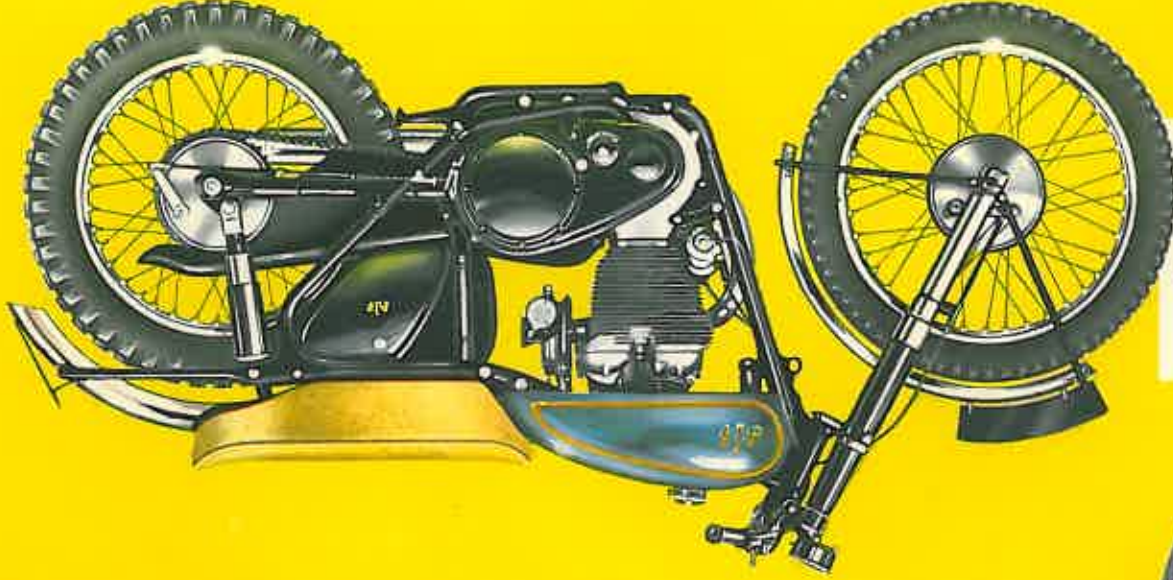
Standard finish



MODEL 31CS 650 cc. O.H.V. TWIN

Designed primarily to meet the special requirements of enthusiasts in the U.S.A. and Canada, this extremely potent Scrambles model has achieved many successes in the strenuous long distance cross country desert races that are so popular on the other side of the Atlantic.

Standard finish



MODEL 20 500 cc. O.H.V. TWIN

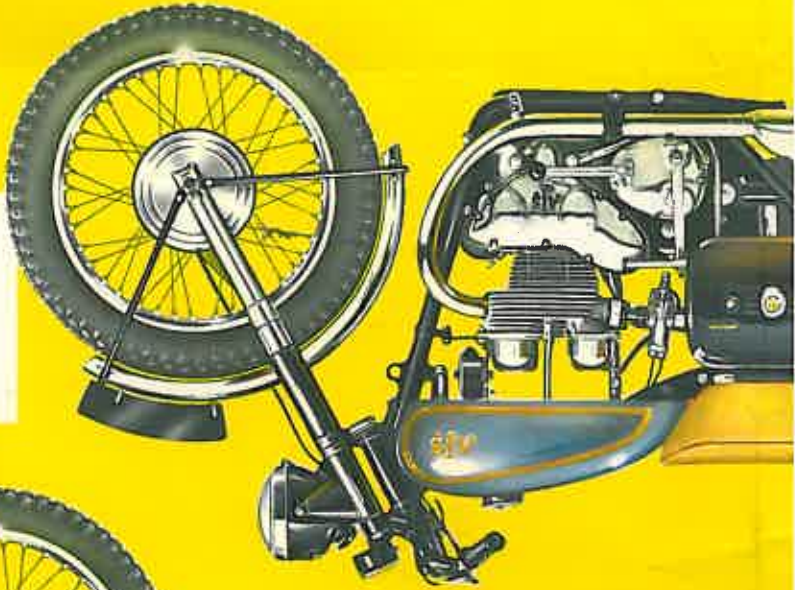




MODELS 18CS 500 c.c. O.H.V. and 16CS, 350 c.c. O.H.V.

... adapted standard machines but specially designed Moto-Cross  
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of the world, and which should be even more successful in 1959 as  
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able increase in power output.

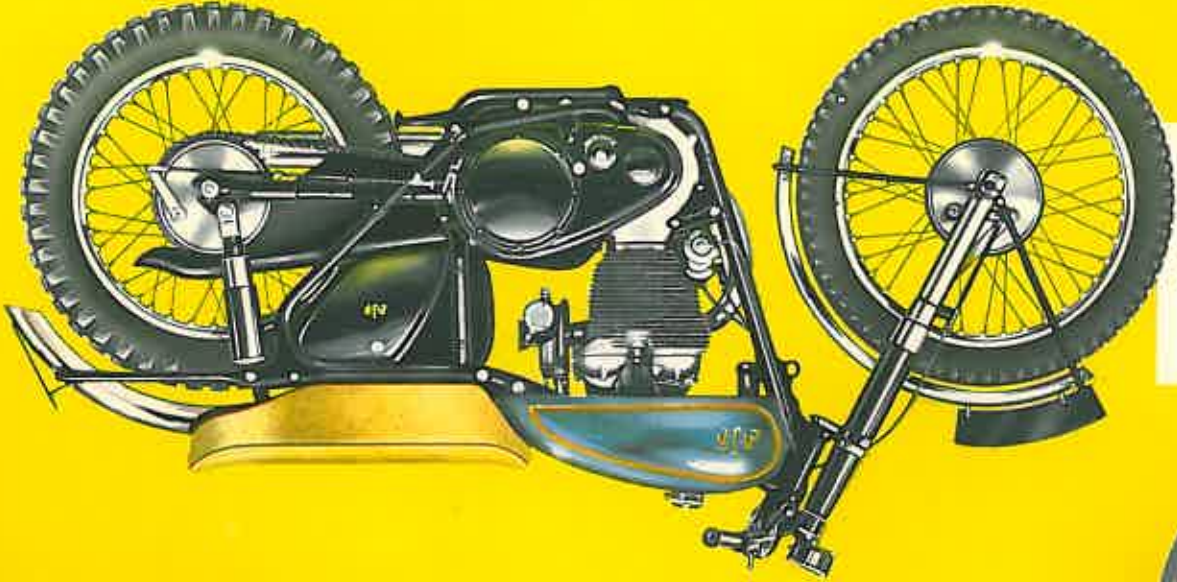
Standard finish



MODEL 31CS 650 c.c. O.H.V. TWIN

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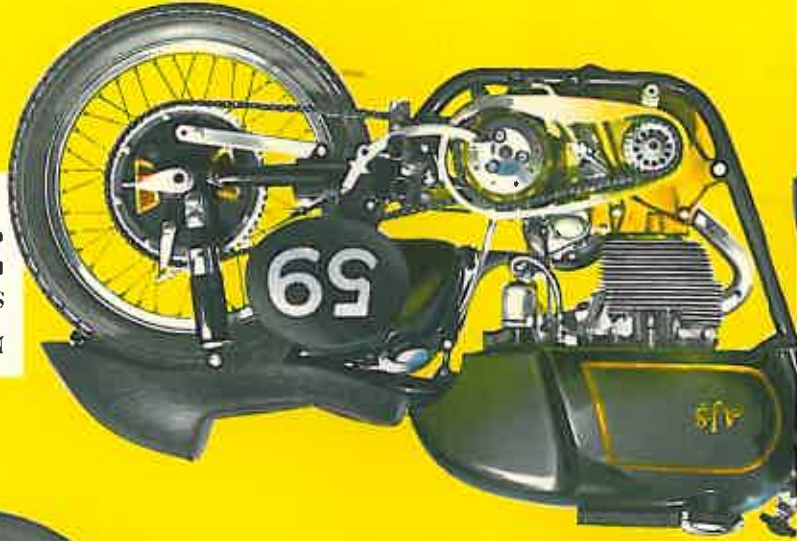
Standard finish



Standard finish

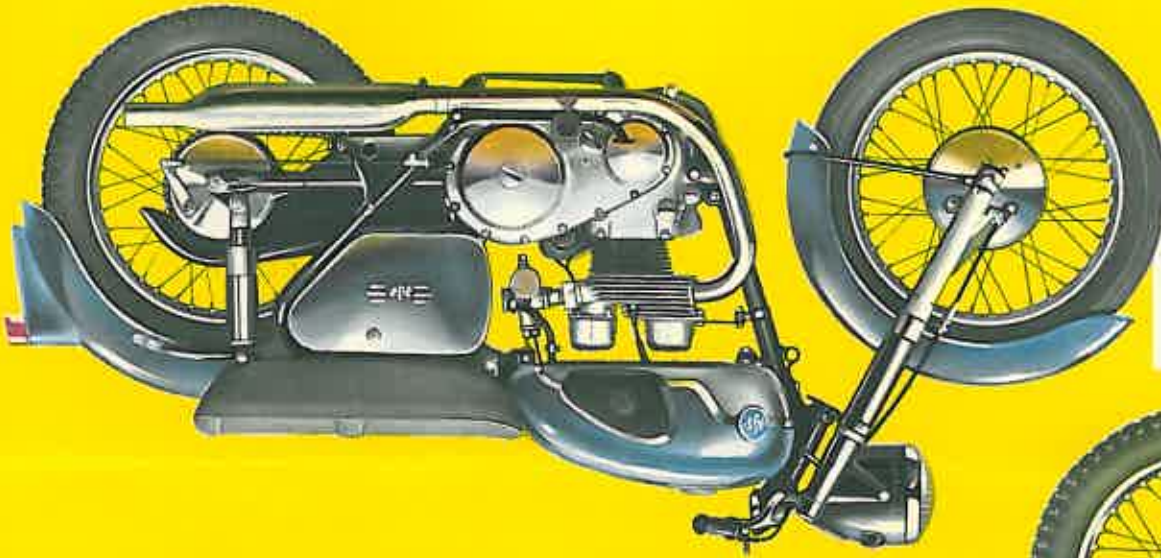
The new large capacity edition of the road going Sportswin that has  
rapidly established an impregnable position among knowledgeable  
enthusiasts. A gleaming highspeed thoroughbred capable of a perform-  
ance that is limited only by road conditions.

# SUCCESS



**MODEL 7R 350 c.c. O.H.C.**  
Still further improved and capable of an even better performance, the 1959 Model 7R is undoubtedly the best and most reliable 350 c.c. production racer in the world.  
Standard finish

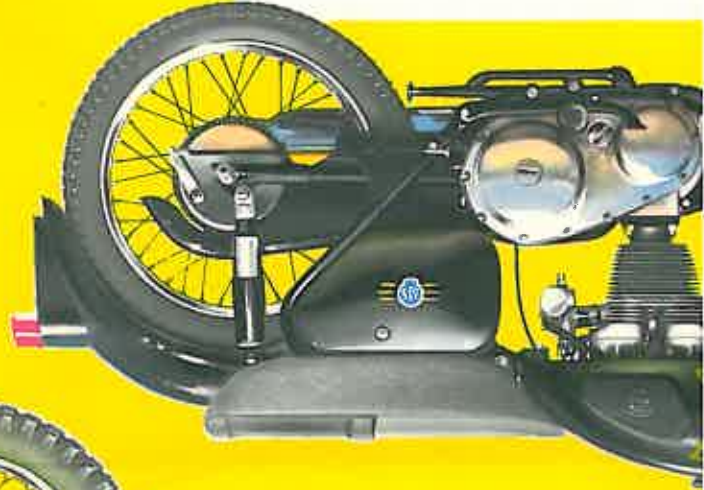
**MODEL 20 500 c.c. O.H.V. TWIN**  
Improved styling, deep section one piece mudguards, a new and attractive large capacity petrol tank and a built in high output A/C generator, will still further increase interest in this high performance model of outstanding technical interest and established popularity.  
Optional extra two-tone finish



# ENSURE SUCCESS

but the feel and performance of a big machine running Model 16 is the obvious answer. Equally for daily transport or a strenuous Continental undoubtedly the premier 350 c.c. motorcycle. Standard finish

O.H.V.



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MODEL 20 500 c.c. O.H.V. TWIN



MODEL 7R 350 c.c. Still further improved the 1959 Model 7R is c.c. production racer







# Range for

## MODEL 14 CS 250 cc. O.H.V.

The 250 cc. Scrambler that the sporting world has been waiting for. Extremely robust and capable of a performance normally associated with machines of much larger capacity, this new model should rapidly achieve supremacy in the lightweight class.

Standard finish

Standard finish



## MODEL 31CSR 650 cc. O.H.V.

The new large capacity edition of the Scrambler has been rapidly established an impregnable reputation among speed enthusiasts. A gleaming high speed machine that is limited only by road conditions.

Standard





# The Quality



## **MODEL 14 250 c.c. O.H.V.**

The ultra modern lightweight that has everything, looks, handling, styling, finish, economy and a performance that is unsurpassed in the entire 250 c.c. field.

Standard finish

## **MODEL 31 650 c.c. O.H.V. TWIN**

This sleek new 650 c.c. Vertical Twin is the distinguished senior member of the A.J.S. stable. Utterly tireless it provides a performance that is unsurpassed in the field of standard road-going motor-cycles. With the exception of the engine dimensions, the basic specification is similar to the Model 20.

Standard finish



**MODEL 31 650 c.c. O.H.V. TWIN**

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Standard finish



**MODEL 20CS and CSR 500 c.c. O.H.V. TWINS**

Of particular appeal to riders interested in 500 c.c. class competition the CS Scramble version consists of a high output twin cy engine fitted to the normal scramble frame and to the same specification. The CSR version is identical except that it is eq with standard wheels and tyres and the new large capacity petro

Standard finish

**MODEL 31 DE LUXE 650 c.c. O.H.V. TWIN**

Trickling at a top gear 10 m.p.h. in heavy traffic or consuming open-road miles with consummate ease, the De Luxe 650 c.c. A.J.S. epitomizes all that is finest in modern motor cycling. The basic specification of this model is identical to the 20 De Luxe with the exception of the engine dimensions.

Optional extra two-tone finish



Trickling at a top gear 10 m.p.h. in heavy traffic or consuming open-road miles with consummate ease, the De Luxe 650 c.c. A.J.S. epitomizes all that is finest in modern motor cycling. The basic specification of this model is identical to the 20 De Luxe with the exception of the engine dimensions.

Optional extra two-tone finish



#### MODEL 20 DE LUXE 500 c.c. O.H.V. TWIN

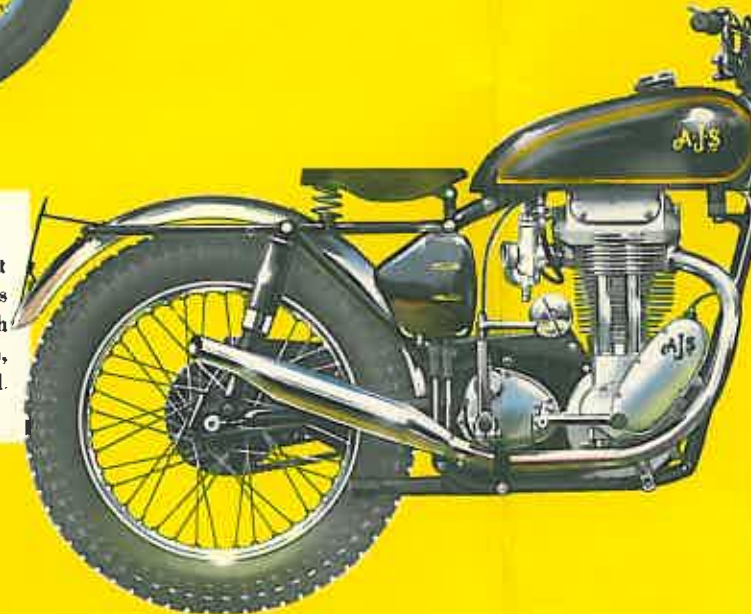
The styling, mudguard and petrol tank improvements that apply to the standard Model 20 apply also to the de luxe version plus magneto ignition, separate dynamo, quickly detachable rear wheel and chromium plated tank panels.

Standard finish

#### MODEL 16C 350 c.c. O.H.V.

The model that has won the 'Scottish Six Days Trial', the most difficult and strenuous trial in the world, on six postwar occasions and again in 1958, requires no introduction. Lighter and much improved as a result of experience gained during the past season, the Model 16C is without doubt the finest Trials machine produced.

Standard finish



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Re



thing, looks, handling,  
that is unsurpassed in





### O.H.V. TWINS

ed in 500 c.c. class competitions,  
f a high output twin cylinder  
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finish



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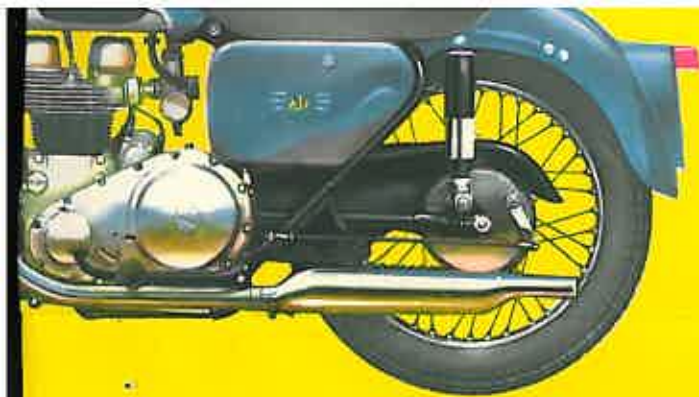
### MODEL 18 500 c.c. O.H.V.

This is the heavyweight single cylinder thoroughbred. At its best when working to capacity with two up or with a sidecar attached, the robust and tireless Model 18 is justly famous for its ability to cover phenomenal mileages with negligible mechanical attention.

Chrome tank panels optional extra



the robust and tireless Model 18 is justly famous for its ability to cover phenomenal mileages with negligible mechanical attention.  
Chrome tank panels optional extra



**MODEL 16 350 c.c. O.H.V.**

When economy counts but the feel and performance of a big machine is desired, the fully sprung Model 16 is the obvious answer. Equally at home when used for daily transport or a strenuous Continental tour, the Model 16 is undoubtedly the premier 350 c.c. motorcycle.

Standard finish

**TWIN**

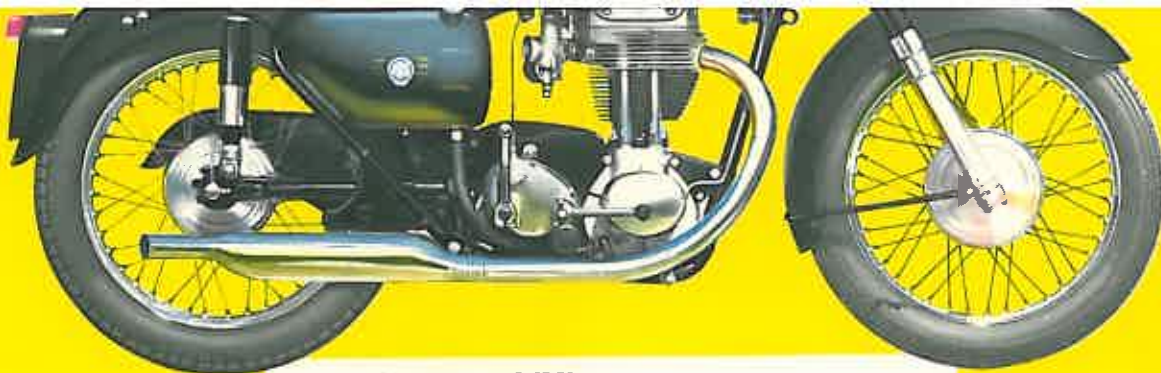
Improvements that apply to the deluxe version plus magneto ignition and a chain drive rear wheel and



A J C AND ENGINE

## O.H.V. TWINS

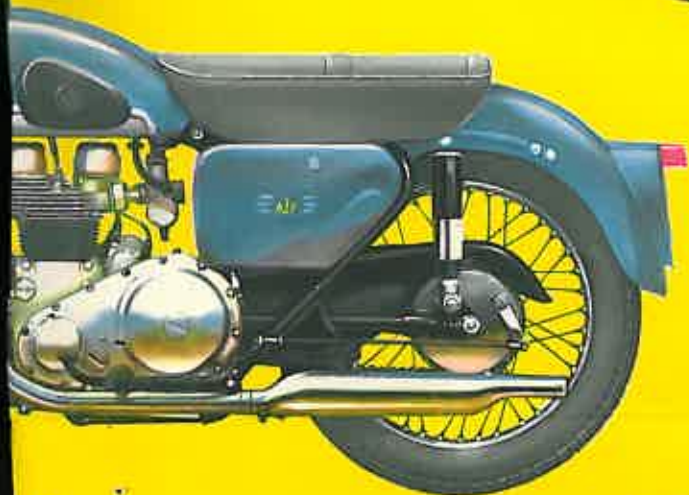
ed in 500 c.c. class competitions,  
of a high output twin cylinder  
new frame and to the same basic  
tical except that it is equipped  
the new large capacity petrol tank.  
finish



### MODEL 18 500 c.c. O.H.V.

This is the heavyweight single cylinder thoroughbred. At its best when working to capacity with two up or with a sidecar attached, the robust and tireless Model 18 is justly famous for its ability to cover phenomenal mileages with negligible mechanical attention.

Chrome tank panels optional extra



## TWIN

Improvements that apply to  
the version plus magneto  
shable rear wheel and



### MODEL 16 350 c.c. O.H.V.

When economy counts but the feel and performance of a big machine is desired, the fully sprung Model 16 is the obvious answer. Equally





The Race Bred  
Motorcycle

PLYMOUTH. MILLBAY ROAD Phone 63018

P. PIKE & CO. LTD.

# 1959 MODELS & PRICES

MODEL		BASIC PRICE			PURCHASE TAX			TOTAL PRICE		
		£	s.	d.	£	s.	d.	£	s.	d.
14	STANDARD 250 c.c. SINGLE	157	10	0	38	19	8	196	9	8
14	As above with rear chaincase	160	0	0	39	12	0	199	12	0
14CS	SCRAMBLER 250 c.c. SINGLE	168	0	0	41	11	7	209	11	7
16	STANDARD 350 c.c. SINGLE	185	10	0	45	18	3	231	8	3
16C	TRIALS 350 c.c. SINGLE	195	0	0	48	5	3	243	5	3
16CS	SCRAMBLER 350 c.c. SINGLE	198	0	0	49	0	0	247	0	0
18	STANDARD 500 c.c. SINGLE	196	0	0	48	10	2	244	10	2
18CS	SCRAMBLER 500 c.c. SINGLE	215	0	0	53	4	3	268	4	3
20	STANDARD 500 c.c. TWIN	216	10	0	53	11	8	270	11	8
20	DeLUXE 500 c.c. TWIN	225	0	0	55	13	9	280	13	9
20CS	SCRAMBLER 500 c.c. TWIN	234	0	0	57	18	4	291	18	4
20CSR	SPORTSTWIN 500 c.c. ROAD	234	0	0	57	18	4	291	18	4
31	STANDARD 650 c.c. TWIN	220	10	0	54	11	6	275	11	6
31	DeLUXE 650 c.c. TWIN	229	0	0	56	12	7	285	12	7
31CS	SCRAMBLER 650 c.c. TWIN	238	0	0	58	16	0	296	16	0
31CSR	SPORTSTWIN 650 c.c. ROAD	238	0	0	58	16	0	296	16	0
7R	RACING 350 c.c. SINGLE	335	0	0	82	18	3	417	18	3
	*Lighting Extra									
	LIGHTING MODEL 14CS	6	0	0	1	9	9	7	9	9
	LIGHTING COMPETITION SINGLES	10	0	0	2	9	6	12	9	6

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guarantee printed in our current catalogue.

Prices and specifications are subject  
to variation without notice

Issued  
SEPTEMBER,  
1958

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