

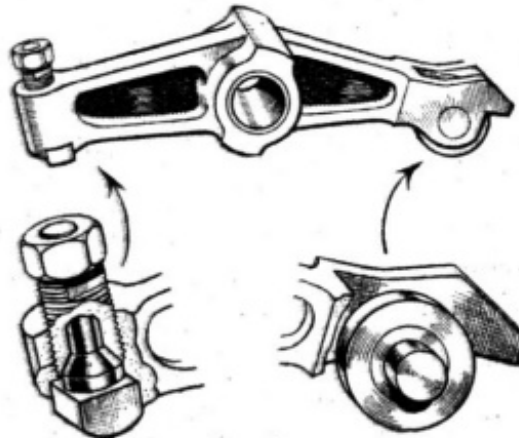
A.J.S. STAND 37

Machines of Many Types, Ranging from 250 c.c. Models to a Big Twin in Home and Export Forms: Sporting "Trophy" Models

A.J.S. MOTOR CYCLES, Plumstead Road, London, S.E.18.

"BIG-PORT 250" MODEL.—248 c.c.; single-cyl. o.h.v. A.J.S.; mech. lubrication; magneto ignition; oil-bath chain case; 4-speed gear with hand or foot control; fuel, 1¼ gals.; 26×3.25in. tyres. Price with electric lighting (solo), £48 7s. 6d.

ON Stand 37 enthusiasts are examining one of the most varied ranges in the Show, with a "big-port" 248 c.c. o.h.v. model at one end and a 990 s.v. twin



An ingenious type of rocker end that provides line contact on the valve stem thimble is fitted to the 1934 o.h.v. A.J.S. machines. The cam roller is bushed

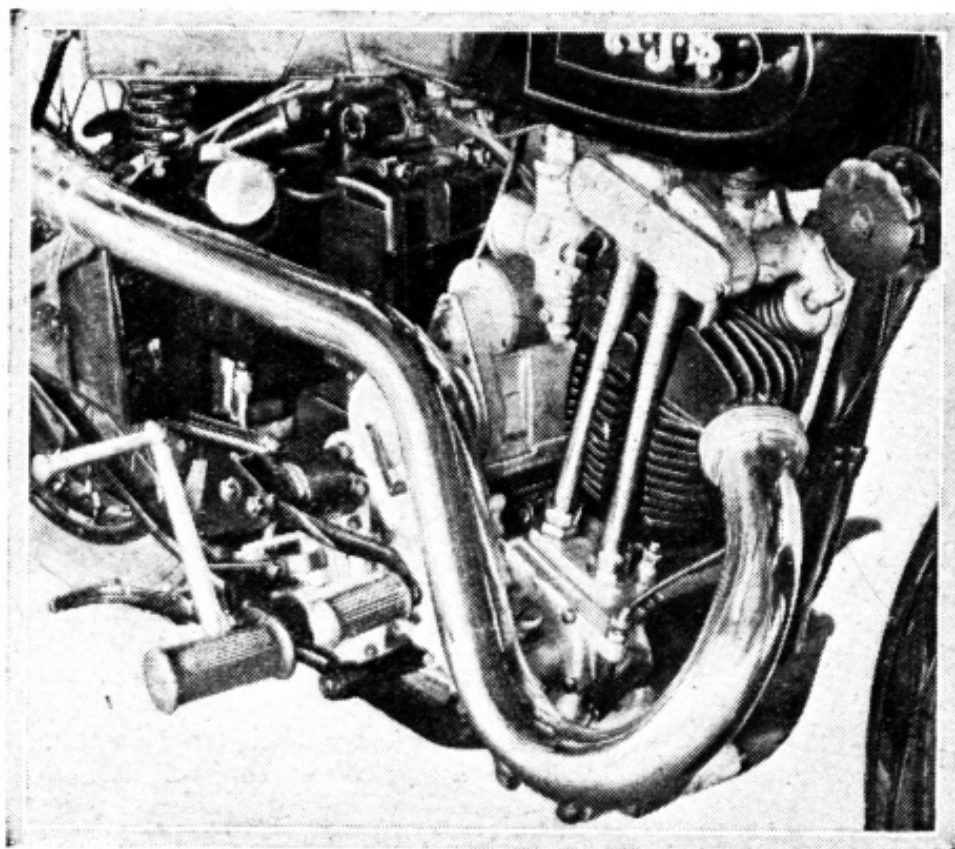
at the other. The former has a business-like little engine inclined in a sturdy diamond type frame. Actually it is the first of three models of its type, there being a big-port 348 c.c. model and another of 498 c.c.

The 348 c.c. side-valve engine of another model is housed in a frame similar to that of the 248 c.c. big-port machine.

There is also a two-port 348 c.c. o.h.v. machine which is in every sense a deluxe model, while a 498 c.c. model of the same type is also on view.

"TROPHY" COMPETITION MODEL.—495 c.c.; single-cyl. o.h.v. A.J.S.; sump lubrication; magneto ignition; oil-bath chain case; 4-speed gear with foot control; fuel, 2½ gals.; 26×3.25in. tyres; q. detach. interchangeable wheels. Price with electric lighting (solo), £75 17s. 6d.; sidecars from £17 17s.

There is something very appealing about the four overhead-camshaft models. Briefly, the 346 c.c. and 495 c.c. "camshaft" engines are obtainable in two forms—purely for racing or in general competition shape. The engines in their latest form have horizontal fin-



(Left)—How the components are arranged on the 498 c.c. "Big Port" model. Note the convenient position of the foot gear change

rear brake and clutch, the former having a ratchet. Another "export" feature is the left-hand gear change.

This machine, which, of course, is also to be seen with the more orthodox English-style equipment, appears with its 1934 engine, the detachable and deeply finned cylinder heads of which have been redesigned. It will be noticed that the position of the sparking plugs has been altered, with, it is claimed, a considerable increase in performance.

A noteworthy feature is a guard to protect the lower run of the rear chain, while there is now a four-speed gear box

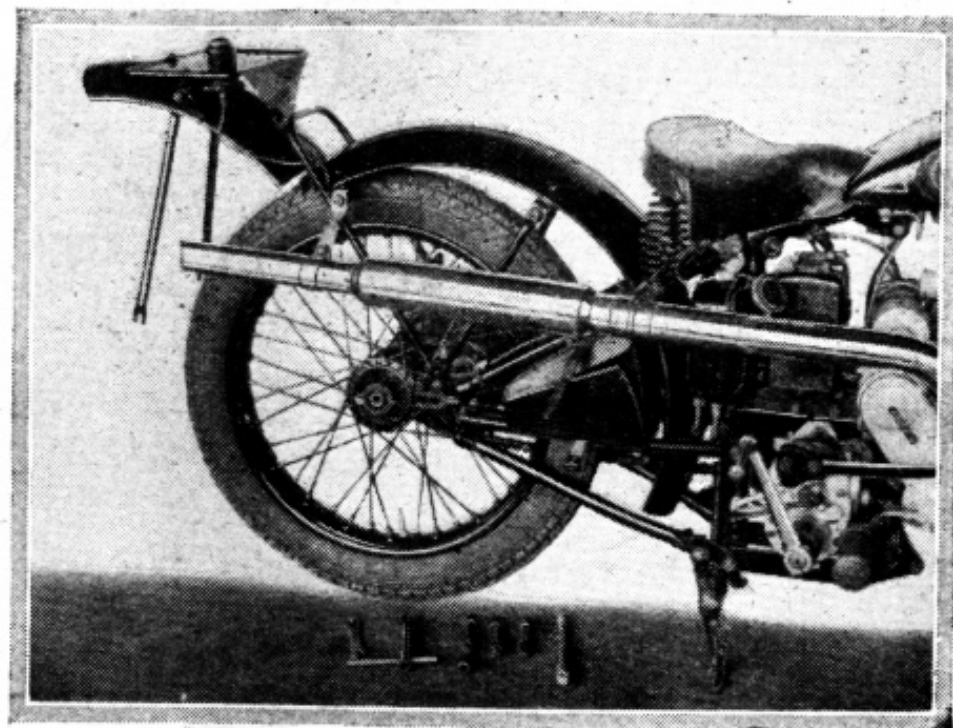
ning on the cylinder head, while a refinement is the individual adjustment feeds to the valve guides.

One model is on view with a revolution counter and a speedometer neatly mounted in front of the steering damper. The counter takes its drive from an extension of the magneto spindle.

"BIG TWIN" MODEL.—990 c.c.; vee-twin s.v. A.J.S.; sump lubrication; magneto ignition; oil-bath chain case; 4-speed gear with hand control; fuel, 3½ gals.; 27×4in. tyres; q. detach. interchangeable wheels. Price with electric lighting (solo), £70 17s. 6d.

Visions of police sirens are conjured up by the appearance of the 990 c.c. s.v.

(Right)—A hinged rear mudguard and a quickly detachable rear wheel are standard on the majority of A.J.S. productions



twin in its export form: long, upswept handlebars, footboards instead of foot-rests, and "push"-type pedals for the

and oil-bath primary chain case—the latter, incidentally, is a feature of all the A.J.S. models.