

# A.J.S.

3-SPEED  
COUNTERSHAFT-GEARED  
CHAIN DRIVEN

## MOTOR CYCLES

1924

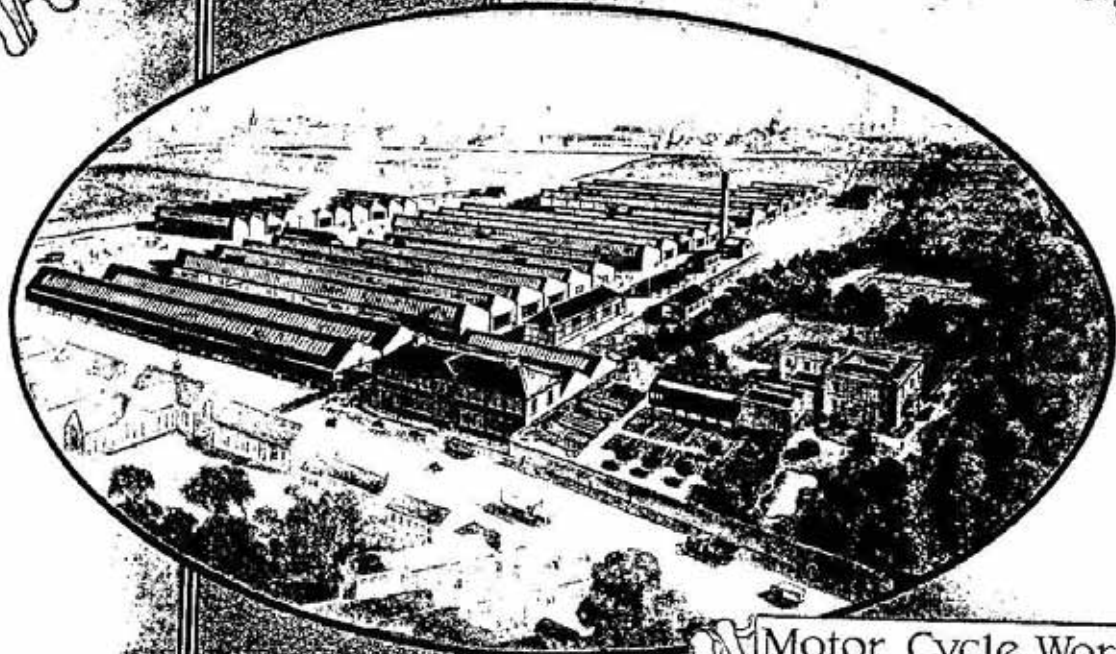
### NOTICE.

Pending publication of a detailed 1925 Catalogue, this 1924 issue should be read in conjunction with our current Preliminary List, as giving fuller information in respect of details where no change has taken place in design, &c.

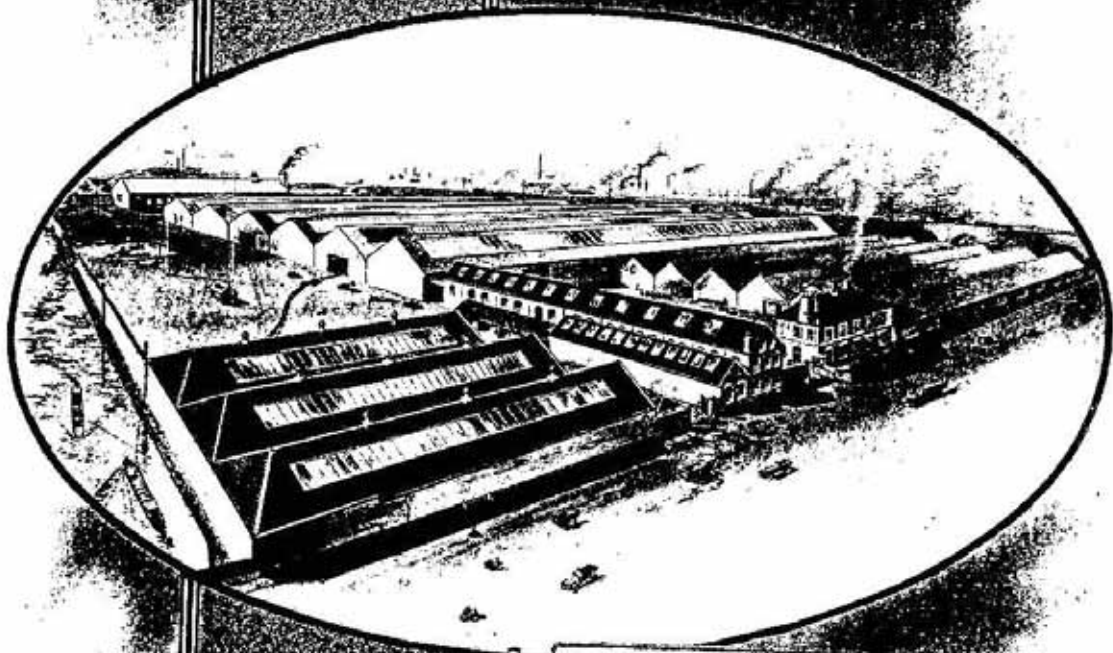
For 1925 season the various models are all known by the prefix letter "E," and the following relative table will enable the respective 1924 models to be traced in the 1925 list:-

<u>1924.</u>				<u>1925.</u>
D	...	...	...	E1
D1	...	...	...	E2
B	...	...	...	E3
B1	...	...	...	E4
B3	...	...	...	E6
B5	..	...	...	E5

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



Motor Cycle Works



Sidecar, Chassis & Body Works

Manufactured throughout by  
**A. J. STEVENS & CO. (1914) LTD.,**  
WOLVERHAMPTON.

Telegrams: "Hopit. Wolverhampton."  
Codes: A.B.C. 5th Edition.  
A.B.C. 6th Edition.  
Bentley's  
Marconi International  
Telephone: 1160 Wolverhampton (3 lines).

## **ERRATA.**

PAGES 10, 11, 16 & 18.

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The price, under the sub-heading "Lubrication," appearing on the pages above mentioned, with reference to the fitting of Mechanical Lubrication, should read 35/- instead of £1.

A. J. STEVENS & CO. (1914) Ltd.

## FOREWORD.

WITH the issue of this Catalogue we enter upon our 22nd year in the motor cycle industry, and we justly claim that the position now occupied by the A.J.S. is unrivalled. We have always aimed at producing nothing but the best, and the design and workmanship which made A.J.S. Motor Cycles of the past so wonderfully reliable and efficient, is to be found to an even greater extent in the models of the present day.

The history of the A.J.S. is one of continued success, and its popularity is proved by the numbers to be seen on the roads. Throughout the British Isles, and, in fact, throughout the world wherever roads exist, the A.J.S. is to be found, giving pleasure, satisfaction and service.

### SUCCESS IN COMPETITIONS.

As in previous years, A.J.S. Motor Cycles have performed with conspicuous success in trials and competitions at home and abroad. A detailed list of some of the more important of these events will be found at the end of this Catalogue; but mention may be made of the following:--

In the French Grand Prix Race, the 2½ h.p. A.J.S., ridden by Mr. F. A. Longman, won the 350 c.c. class; whilst another success was achieved in the Italian Grand Prix of Nations, held on the celebrated Monza Track, when Signor E. Gnesa, riding a 2½ h.p. A.J.S., again carried off premier honours in the 350 c.c. class; and another A.J.S., ridden by Mr. C. W. Hough, came in seventh. Many successes in 1923 have also been recorded by A.J.S. Motor Cycles in South Africa, Australia, New Zealand, Switzerland, Germany, Japan, etc.

Amongst prominent reliability trials in which the A.J.S. has performed with marked success are the Scottish Six Days' Reliability Trials, in which the 7 h.p. A.J.S. Team won the Manufacturers' (Sidecar) Team Prize; in addition to other A.J.S. machines gaining 3 Silver Cups, 2 Gold Medals, 1 Silver Medal, and 1 Bronze Medal. In the A.C.U. Stock Machine Trial, 3 Certificates of Merit, the highest possible awards, were gained by A.J.S. machines. In the Victory Cup Trial, the Duke Cup and Gold Medal, for best performance by a 350 c.c. machine, fell to the A.J.S.; and 5 Silver Medals were also gained in this event by other A.J.S. Motor Cycles. In the London—Land's End Trial Four Gold Medals were awarded the A.J.S.; whilst the London—Edinburgh Trial gave further proof of their reliability by winning 5 Gold Medals. Another success which was

## Foreword—continued.

achieved by the 7 h.p. A.J.S. Passenger Combination was the Sangster Trophy Trial, in which the Premier Award for Best Performance of the Day was won. In the Birmingham—Holyhead and back, 24 hours Trial, a 2½ h.p. won the Gowch Trophy and Gold Medal, for Best Performance in the 350 c.c. class. Other important successes gained by the 2½ h.p. model were the winning of the Premier Award in the Alec Ross Trophy Trial, also the Sutton Cup (the Premier Award) for Best Solo Performance; and the Hooper Rose Bowl for Best Sidecar Performance in the Sutton & North Birmingham Trial. This latter award was gained by a 2½ h.p. A.J.S. and Sidecar.

In the 1923 A.C.U. Six Days' Trials, the 2½ h.p. A.J.S. and Sidecar completed this most difficult course, and was awarded a Gold Medal, the Highest Possible Award.

## Models for 1924.

The range of A.J.S. models offered for 1924 covers the whole field of motor cycling. In this Catalogue will be found the right machine for your particular needs. If you wish to possess the finest Sidecar Combination made—a turnout which is in every sense of the word, de-luxe—the 7 h.p. model "D" Passenger Outfit is the model for you to choose. If you require a Sidecar Combination, embodying all the well-known A.J.S. features, but less luxurious in equipment, the new 7 h.p. model "D1" exactly fills the bill. In conjunction with models "D" and "D1" we can supply Two-Seater Sidecar bodies, which enable an extra passenger to travel with comfort and safety. We should also like to draw the attention of our readers to the Lightweight Sidecars specially designed and built by us, for use with the 2½ h.p. A.J.S. machines. These combinations have proved themselves to be wonderfully efficient.

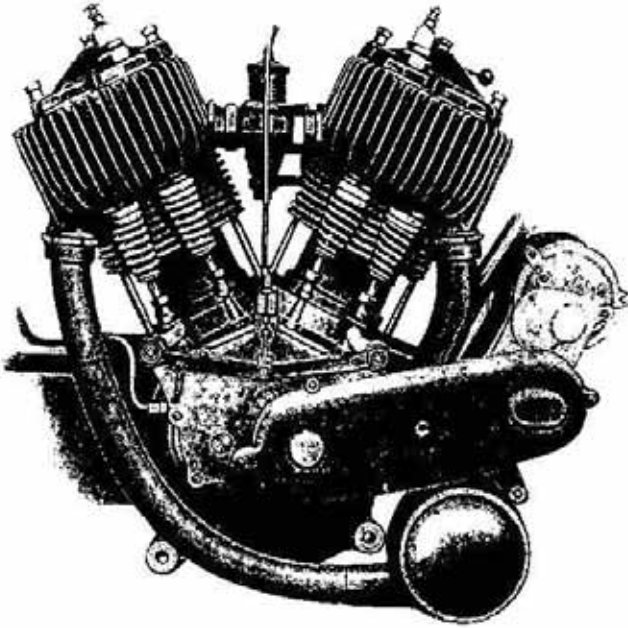
The 2½ h.p. A.J.S. models are without a rival in their respective classes. The great popularity of these machines is due to their superfine quality and never-failing service year in and year out. The fame which has attended the 2½ h.p. A.J.S. in the Tourist Trophy Races and other leading speed events is so well known that but brief reference is necessary. This model has won the Junior Tourist Trophy Race on Four Successive occasions, and the Senior Race once. All over the world it has figured prominently, as reference to the abbreviated list of results will prove.

A.J.S. Motor Cycles and Sidecars are designed and manufactured throughout by us in our factories specially built for the purpose, equipped with the latest and best machinery, and staffed by the finest craftsmen in the world—British Workmen.

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

February, 1924.

# Constructional Features of the 7 h.p. **A.J.S.** Motor Cycle.



## The 7 h.p. Engine.

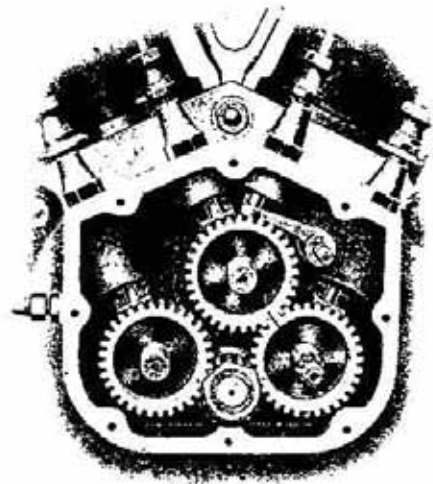
This is the Celebrated Twin Cylinder A.J.S. Engine, manufactured throughout in our own works. It is fitted with Detachable Heads, Roller Bearings to the big ends of the Connecting Rods, Aluminium Pistons, Large Diameter Valves and Adjustable Tappets. The Cylinders are held on to the Crankcase by our well-known system of Bridge Pieces and Holding-down Bolts. This allows easy removal of the Cylinders, and further, no fracture of the skirt of the Barrel can take place when tightening down. A special design of Joint is employed between the Head and Barrel whereby it is impossible for leakage to take place.

The Connecting Rods are mounted side by side on the Crank Pin and not forked as in usual Twin Cylinder practice. The most scrupulous care is exercised in the manufacture of all working parts, and especially is this noticeable in the Timing Gear and Tappet operation.

## The Timing Gear.

Simplicity of design is again a feature of this portion of the A.J.S. Engine. Only three Cam Wheels are used, and direct lift to the Tappets and Valves is employed except in the case of the Front Inlet Tappet, which is actuated through a Rocker Arm driven off the Inlet Double Cam Wheel. The A.J.S. Engine is noted for its Flexibility, Power, Absence of Vibration and Silence.

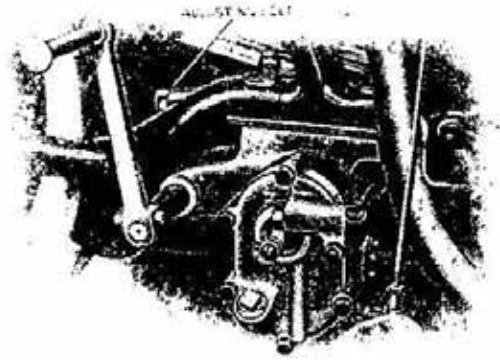
**LUBRICATION.** This is by hand-operated Pump giving a direct feed under pressure to the Engine.



*Arrangement of Timing Gear, 7 h.p. A.J.S.*

## The A.J.S. Three-Speed Countershaft Gear

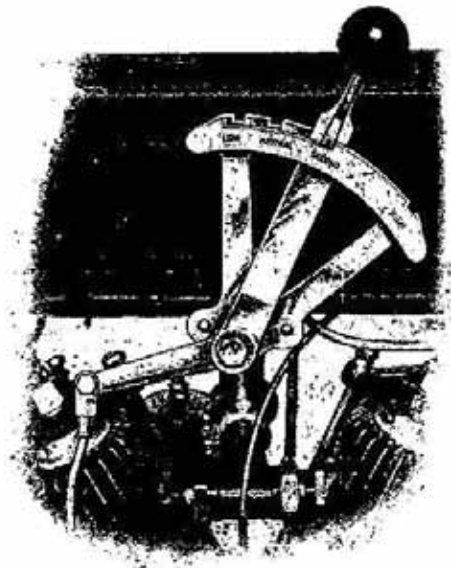
Our own manufacture throughout, constructed on car principles and made with the greatest accuracy. Top and bottom gears are engaged by dogs and the middle gear by sliding pinion. The shafts and gears are robust, and will withstand any driving strain. Ball Bearings are employed throughout, and the whole mechanism runs in oil. The Gear Box is fitted with an oil sump which periodically requires replenishing, this latter operation being the only attention it requires. As regards strength and indestructibility, if there is one part of the A.J.S. machine more than another which allows the rider to forget its existence it is this unit. The Gear Box is fitted with Foot-starter with enclosed mechanism.



*A.J.S. Gear Box in position*

## The A.J.S. Patent Change-Speed Lever

The Gear Change Lever is mounted on a bracket on the lower tank tube and operates through a specially constructed Quadrant, the design of which provides a positive stop for each gear. With this system it is impossible to over-run the middle gear. The Gear Change is strongly constructed and very easy to change.

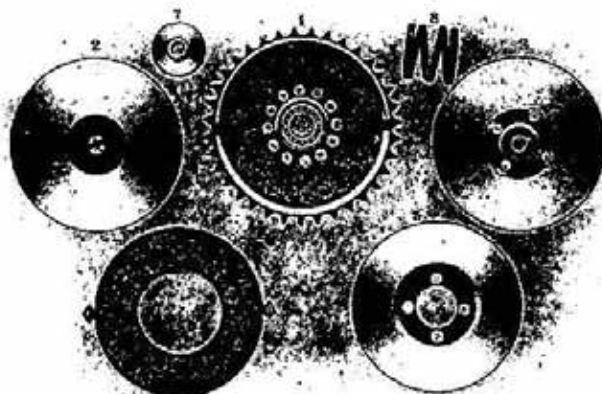


*A.J.S. Patent Change-Speed Lever*

## The A.J.S. Clutch

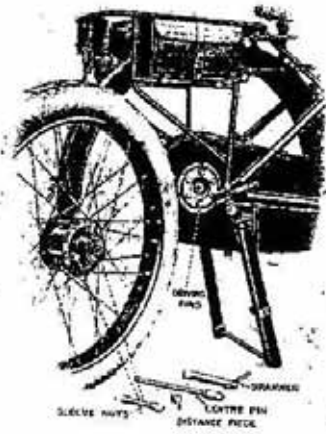
Our Free Engine Clutch is mounted on an extension of the Gear Box Primary Shaft and is of the Multiple Plate Type with Cork Inserts. Engagement and release is effected by means of a rod operating inside the Hollow Main Shaft against a Cross-Key, which thrusts back the Sliding Plate and Spring. This is controlled by Bowden cable and lever from the left handlebar. The Clutch is simplicity itself and its wearing qualities unequalled.

The appended illustration shows the construction of the Clutch.



*A.J.S. 7 HP. CLUTCH PARTS.*

- 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 (driven by No. 3)
- 6 Ball Bearing on which No. 1 revolves when clutch is disengaged
- 7 Clutch Spring Adjusting Nut
- 8 Clutch Spring



*Back Detachable Wheel Removed*

## The A.J.S. Quick Detachable and Interchangeable Wheels.

One of the greatest boons incorporated in the A.J.S. is our Patent Quick Detachable and Interchangeable Wheel System. This provides for instant replacement and interchangeability with any wheel on the outfit, an advantage which will be fully appreciated by every rider. Our system is superior altogether to any other form of detachable wheel, inasmuch

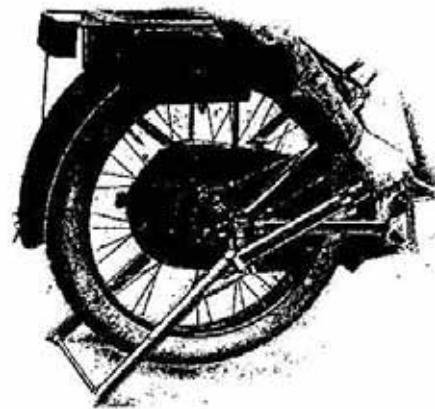


*Showing Front Wheel detached and its Interchangeability with Rear Wheel*

as there is no "Dog Drive" with ultimate "Back Lash" after wear; and NO friction or strain. The A.J.S. Detachable Wheel is held in place by three Sleeve Bolts and a Centre Pin, and when locked up is absolutely rigid and solid with the driving sprocket. The whole of the transmission, brake shoes, etc., is left in place when the wheel is withdrawn, and in the case of the front wheel, if fitted with our speedometer drive, this fitment is likewise left untouched when this wheel is removed.

## The A.J.S. Rear Stand.

An important feature, and one that will be appreciated by all riders, is our "Protected" Design of Rear Stand. This Stand entirely abolishes the old fatiguing procedure necessary to jack-up the machine. No herculean efforts are now required to haul up the dead weight of the motor cycle, the action being easily performed with the aid of a neat Lever, which is part of the Stand. The Lever is hinged, and when not in use is folded back parallel with the Stand.



No. 1

*A.J.S. Patent Rear Stand, showing how Lever is brought into operation*



No. 2

*The movement completed and Wheel raised clear of ground*

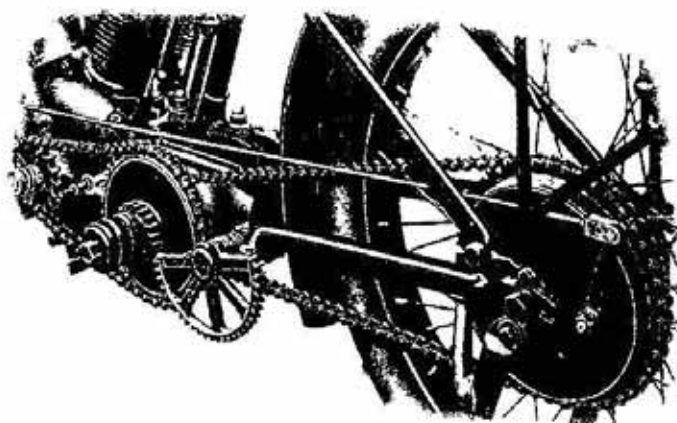
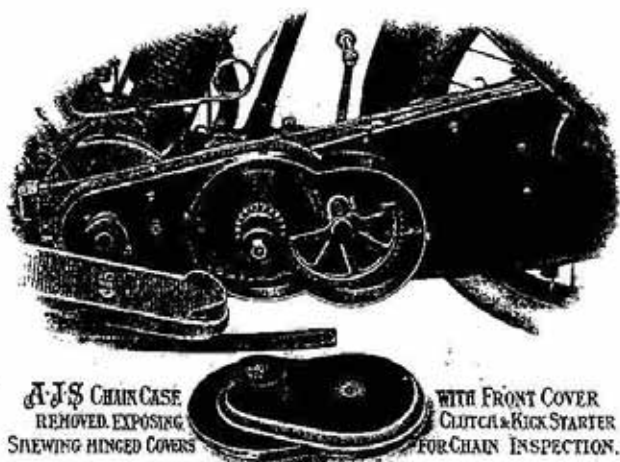
Illustration No. 1 shows the Lever unclipped and the Stand let down, whilst the rider is about to pull the Lever over, which instantly commences to raise the machine.

Illustration No. 2 depicts the lifting movement completed and the back wheel raised clear of the ground. No more simple method of raising a heavy combination has been devised. To lower the machine the operations are simply reversed.



## Transmission.

All-Chain Transmission throughout, Hans Renold chains being employed. A Shock Absorber is fitted to the engine shaft which effectually damps out all harshness or shock on the chains, resulting in exceptional sweetness and smooth running.



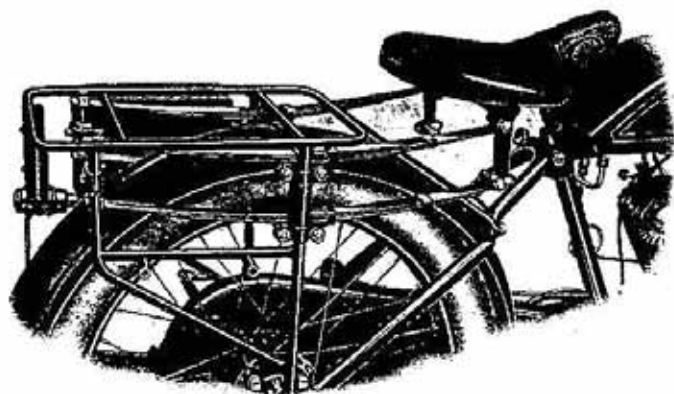
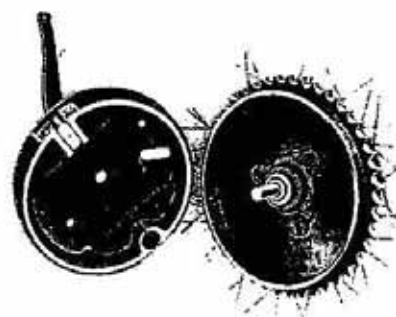
*A.J.S. Transmission. Chaincases removed.*  
This view also shows the large Diameter Brake Drum

## The A.J.S. All-Enclosed Weather-proof Chaincases

Totally Enclosed Transmission is provided by the A.J.S. Chain Cases, and while affording adequate protection to the Transmission, Gears and Starting Mechanism, it in no way affects the general accessibility of those parts contained within the cases and which require periodical inspection, such as chains, etc. The illustration shows the easy accessibility of the Clutch and Foot-starter mechanism by the removal of the inspection cover. Hinged doors are also provided in the cases for testing the chain tension.

## The A.J.S. Internal Expanding Brakes

The Internal Expanding Brakes form one of the finest Standard features of the control mechanism of A.J.S. machines, by reason of the absolute safety which they provide for the rider. The Brake Drums are of large diameter and the operating mechanism stoutly constructed, following the best car practice. The accompanying illustration is almost self-explanatory of the design and construction. The Rear Brake is operated by rod, and the front by Bowden Cable.

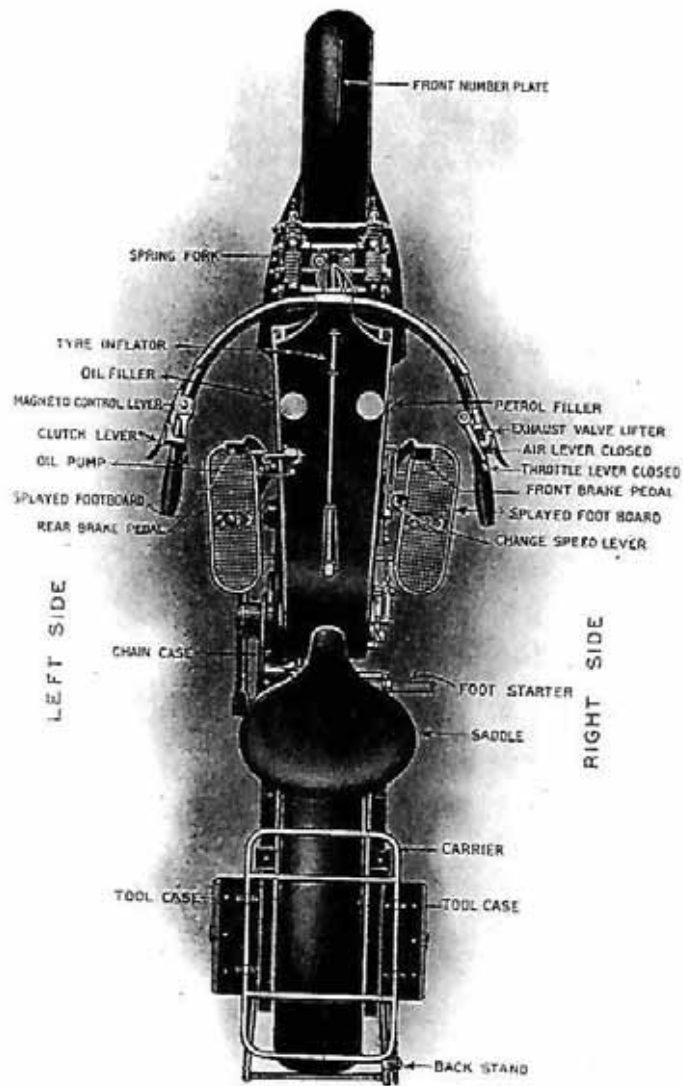


*The Brooks Cantilever Saddle.*  
In this view the tool cases have been removed to show method of attaching springs to carrier

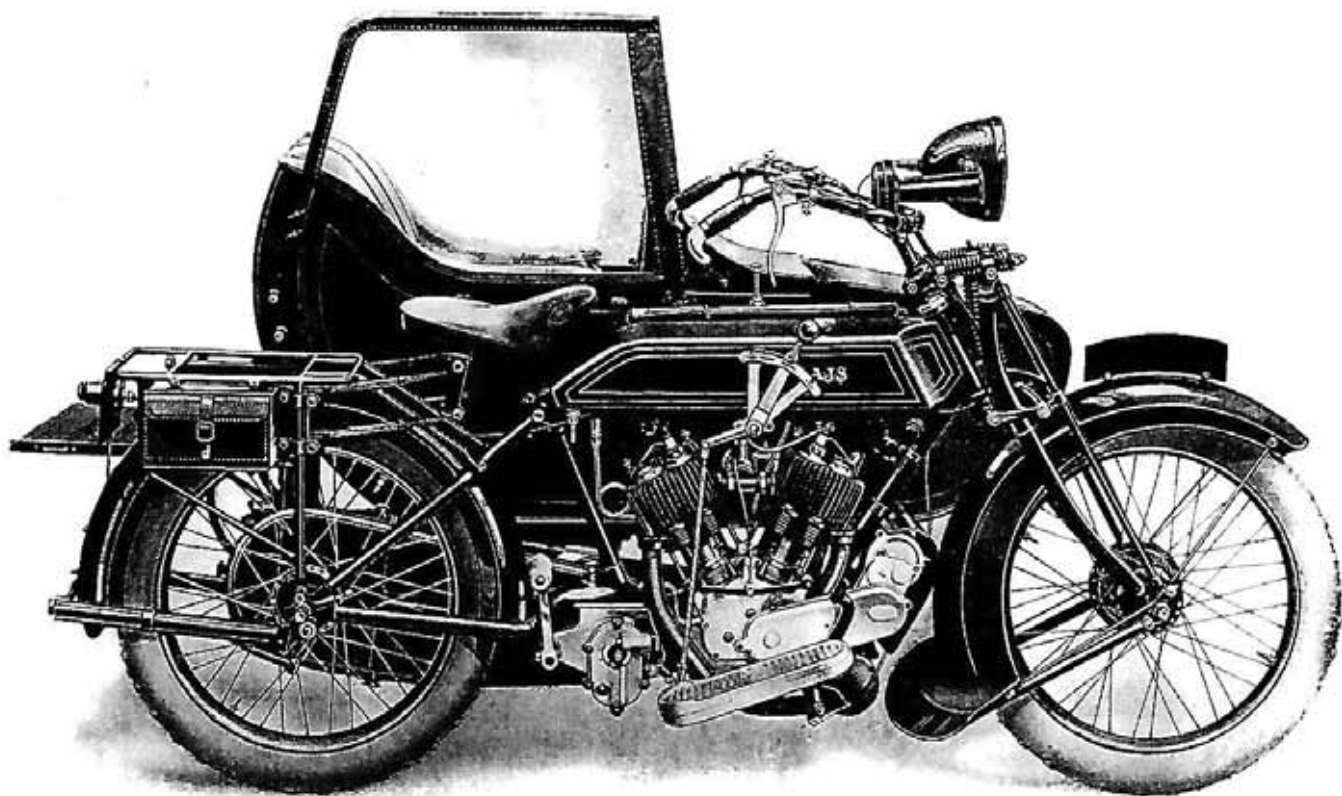
## The Brooks Cantilever Saddle

This fitment is undoubtedly the most luxurious Saddle on the market. As will be seen from the illustration the saddle springs consist of two sets of leaf springs, suitably anchored to the stays of the carrier. The springs are compensating and are pivoted in the centre. Micrometer adjustment is provided for regulating the spring tension to suit any rider's weight. The seat is beautifully shaped and padded, and the angle or tilt can be altered to suit individual rider's tastes. As a complete insulation against shock, this saddle cannot be excelled, as it is sensitive to the slightest road inequalities.

# PLAN **A.J.S.** VIEW.



7 h.p. A.J.S.



## The A.J.S. 7 h.p. de Luxe Passenger Combination, Model D.

Fitted with Lucas Electric Lighting Set, All-Chain Drive, 3-Speed Gear, Hand-controlled Clutch, Foot-Starter, Internal Expanding Front and Rear Brakes, Quick Detachable, Interchangeable Wheels.

### SPECIFICATION—MOTOR CYCLE.

<b>Engine</b>	Twin Cylinder (74 x 93 m.m. Bore and Stroke, 800 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, Adjustable Valve Tappets, Large efficient Silencer.	<b>Brakes</b>	Back and Front internal expanding pattern. Extremely powerful and smooth acting. Back operated by Foot Pedal on left-hand side of machine. Front by Pedal on right-hand side.
<b>Carburettor</b>	A.M.A.C. Two Lever.	<b>Forks</b>	"Brampton" Patent "Biflex," built to our special instructions.
<b>Frame</b>	Scientifically constructed of Straight Tubing throughout.	<b>Footboards</b>	Protected design, with deep Rubber Tread and Heel Rest, made entirely of Rubber.
<b>Tank</b>	Saddle Pattern, Supported from below on brazed on brackets. Fitted with Large Fillers for Petrol and Oil, Petrol Injectors to Cylinders. Capacity—Petrol, 2½ gals. Oil, 1 qt.	<b>Stands</b>	Fitted to both wheels. The Rear Stand is our patent design.
<b>Lubrication</b>	Semi-automatic Hand Pump. (Mechanical Lubrication can be fitted to order at £1 extra).	<b>Carrier</b>	Steel tube, oxy-acetylene welded. Fitted with Pannier Bags with steel outer cases.
<b>Ignition</b>	Lucas "Magdyno," enclosed type. Handlebar Control. Vernier Timing Adjustment.	<b>Tools</b>	A Tool Roll with full kit of best quality Tools is provided.
<b>Chains</b>	"Hans Renold" extra strong Motor Cycle. ½ in. pitch x ½ in. wide.	<b>Starting</b>	Improved Design Foot-Starter, fitted with Rubber Covered Pedal. Entirely enclosed mechanism.
<b>Chain Cases</b>	Weather proof entirely enclosing Chains.	<b>Saddle</b>	The Brooks' B 600 laminated leaf spring, anti-vibratory. Large Pan Seat.
<b>Gear Box</b>	Our renowned Three-speed Bottom Bracket Gear. Ball Bearings throughout. Operation by our Patent Gate Change-speed Lever. Gear Ratios, 5, 9, 16 to 1.	<b>Finish</b>	Finest Black Enamel, four coats, on Special Rust Preventive process, including the Handlebars.
<b>Clutch</b>	Patent Multiple Plate, with Cork Inserts. Hand controlled by Lever on left Handlebar.	<b>Horn</b>	Electric.
<b>Wheels</b>	A.J.S. Patent. Both wheels are interchangeable and can be detached instantly.	<b>Lighting</b>	Lucas "Magdyno" Electric Lighting Set, complete with Accumulator, Head, Side and Tail Lamps and Switch Box.
<b>Tyres</b>	Back and Front fitted with 700 x 80 m.m. Heavy Non-Skid Dunlop Tyres.	<b>Registration</b>	Plates fitted ready for Painting.
<b>Mudguards</b>	The Front Mudguard is of special design, giving perfect protection in the worst weather. Back Guard is 7 in. wide. Both are fitted with Valance and Gutter.	<b>Measurements</b>	Wheel Base, 4 ft. 9 in. Ground Clearance, 6 in.
		<b>Weight</b>	Approx. 336 lbs.

### SPECIFICATION—SIDECAR.

<b>Body</b>	Constructed of steel panelling. Beautifully upholstered. Seat and back fitted with springs. The standard equipment includes Storm-proof Apron, Wind Screen, Side Screen, Sidecar Stand and Lamp.	<b>Tyre</b>	700 x 80 m.m. Heavy Dunlop Non-skid
<b>Chassis</b>	Special underslung type, the design of which enables a very spacious body to be fitted. Ground clearance, full 6 in.	<b>Mudguard</b>	5 in. wide and fitted with Side-Shield, completely protecting the passenger against mud and dirt
<b>Wheel</b>	Instantly detachable and interchangeable with wheels of Motor Cycle.	<b>Luggage Carrier</b>	Strongly made of metal. Very spacious, and is integral with the body.
		<b>Colour</b>	Our standard colour is Black, from which no deviation can be made

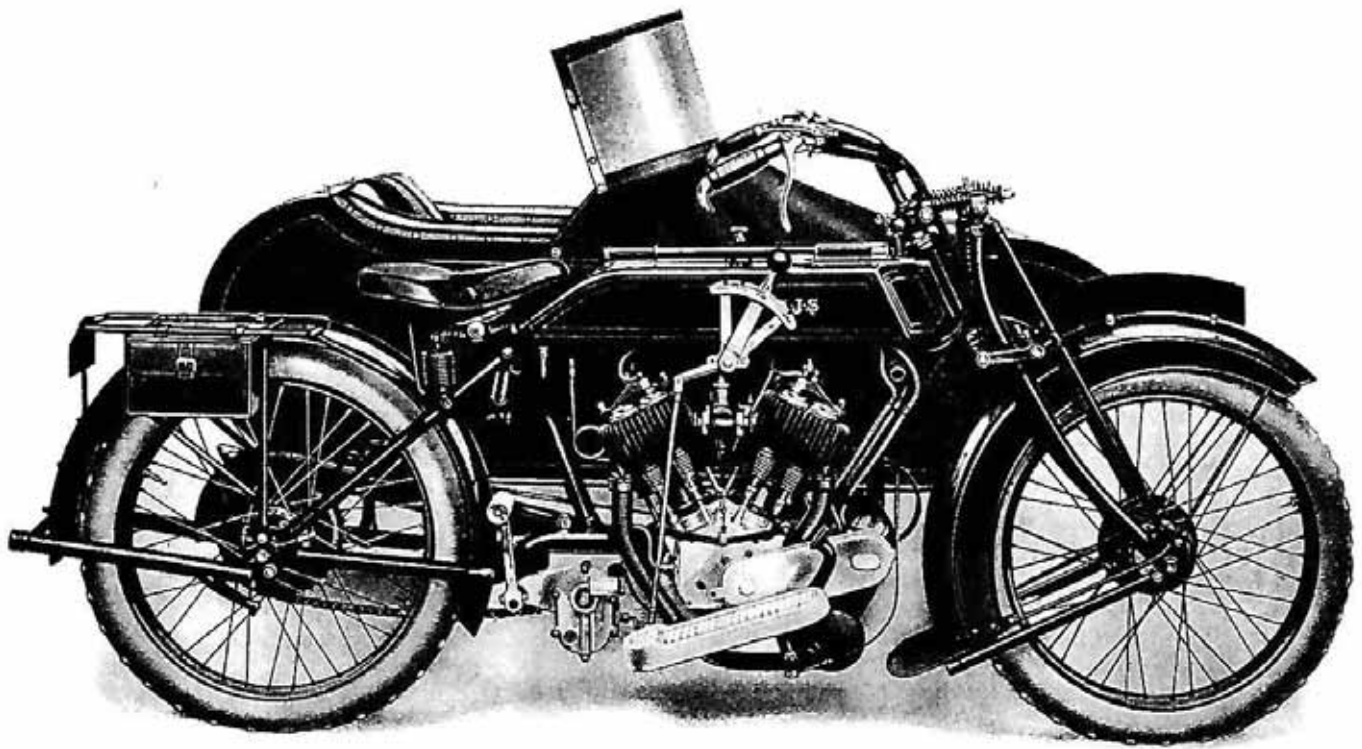
PRICE £125 : 0 : 0

If fitted with D1 Sidecar  
(see next page) Price £115 : 0 : 0

For List of Accessories see page 19.

All Prices in this List include Carriage (goods train) to any Station in the United Kingdom.

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



## The A.J.S. 7 h.p. Passenger Combination Model D1.

Fitted with All-Chain Drive, Three-Speed Gear, Hand-Controlled Clutch, Foot-Starter, Internal Expanding Front and Rear Brakes, Quick Detachable Interchangeable Wheels to Motor Cycle.

### SPECIFICATION—MOTOR CYCLE.

<b>Engine</b>	Twin Cylinder (74×93 m/m Bore and Stroke, 800 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. Adjustable Valve Tappets. Large Efficient Silencer.	<b>Wheels</b>	A.J.S. Patent. Both Wheels of the Motor Cycle are interchangeable and can be detached instantly.
<b>Carburettor</b>	A.M.A.C. Two Lever.	<b>Tyres</b>	Back and Front fitted 700 × 80 m/m Heavy Non-skid Dunlop Tyres.
<b>Frame</b>	Scientifically Constructed of Straight Tubing throughout.	<b>Mudguards</b>	Special design, giving adequate protection.
<b>Tank</b>	Saddle Pattern. Supported from below on brazed-on brackets. Fitted with Large Fillers for petrol and oil. Petrol Injectors to Cylinders. Capacity: Petrol 2½ gallons, Oil 1 quart.	<b>Brakes</b>	Back and Front Internal Expanding pattern. Extremely powerful and smooth acting. Back operated by foot pedal on left-hand side of machine. Front by pedal on right-hand side.
<b>Lubrication</b>	Semi-Automatic Hand Pump. (Mechanical Lubrication can be fitted to order at £1 extra.)	<b>Forks</b>	Brampton Patent "Biflex," built to our special instructions.
<b>Ignition</b>	Lucas Magneto, enclosed type. Handlebar Control. Vernier Timing Adjustment.	<b>Footboards</b>	Protected design, with deep Rubber Tread and Heel Rest, made entirely of rubber.
<b>Chains</b>	Best Quality Extra Strong Motor Cycle, ½ in. pitch × ⅜ in. wide.	<b>Stands</b>	Fitted to both wheels.
<b>Chain Guards</b>	Semi-enclosed type, giving easy access to the Transmission.	<b>Carrier</b>	Steel tube, oxy-acetylene welded. Fitted with Pannier Bags with steel outer cases.
<b>Gear Box</b>	Our renowned Three-Speed Bottom Bracket Gear. Ball Bearings throughout. Operation by our Patent Gate Change-Speed Lever. Gear Ratios 5, 9, 16 to 1.	<b>Tools</b>	A Tool Roll, with full kit of best quality Tools is provided.
<b>Clutch</b>	Patent Multiple Plate, with Cork Inserts. Hand-controlled by lever on the left handlebar.	<b>Starting</b>	Improved design Foot-Starter, fitted with rubber-covered pedal.
		<b>Finish</b>	Finest Black Enamel, on special rust preventive process, including the Handlebars.
		<b>Registration</b>	Plates fitted ready for painting.
		<b>Measurements</b>	Wheel base 4 ft. 9 in. Ground clearance 5 in.
		<b>Weight</b>	Approx. 316 lbs.

### SPECIFICATION—SIDECAR.

<b>Body</b>	Constructed of steel panelling. Beautifully upholstered. Seat and back fitted with springs. The back of the seat is hinged, giving easy access to spacious locker at rear of body.	<b>Suspension</b>	Laminated Cee Leaf Springs, back and front.
<b>Chassis</b>	Special Under-slung Type, with duplex axle tubes.	<b>Tyre</b>	700 × 80 m/m Heavy Dunlop Non-Skid.
		<b>Mudguard</b>	Fitted with side shield completely protecting the passenger against mud and dirt.
		<b>Colour</b>	Our standard colour is Black, from which no deviation can be made.

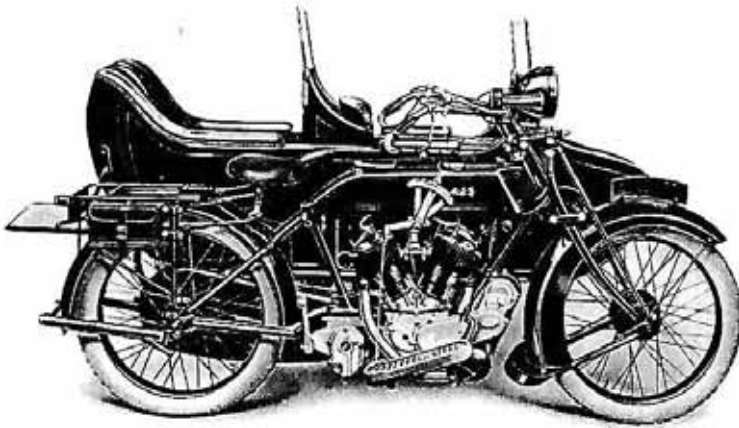
**PRICE** £95 : 0 : 0

For List of Accessories see page 19.

All Prices in this List include Carriage (goods train) to any Station in the United Kingdom.

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

## The A.J.S. 7 h.p. Two-Seater Sidecar Combination.



*The A.J.S. Double-Seated Sidecar.*

The A.J.S. Two-Seater Combination has met with great success, and very effectively solves the problem of accommodating a second passenger. It has been extensively tested, and we confidently recommend it as an ideal Double-Seater vehicle. This is illustrated herewith. In general appearance it bears a strong resemblance to our single-seater, and it will be readily agreed that the fitting of the extra seat has been effected without sacrifice of appearance. The extra seat is placed in front and is a permanent fitting, being hinged to the right-hand side of the body so that it can be folded back when entrance is being made. When seated the passenger has ample room, and the back rest is formed by the front portion of the dash of the rear seat, which is shaped and padded. It makes an ideal seat and is very comfortable. Access to either



*Showing extra Seat in position.*

front or rear is gained via a single door by lifting up the dash of the rear seat, as depicted in one of the illustrations.

The double-seater body has been extensively tested, and we can confidently recommend it.

The body is shown on our 1923 chassis, but can also be fitted quite easily to our earlier type of chassis, the only alteration being that a full four-leaf spring is employed in lieu of the three-leaf spring used on the single-seater.

The overall length is 6 ft. 6 in. Two Windscreens and two Aprons are fitted.

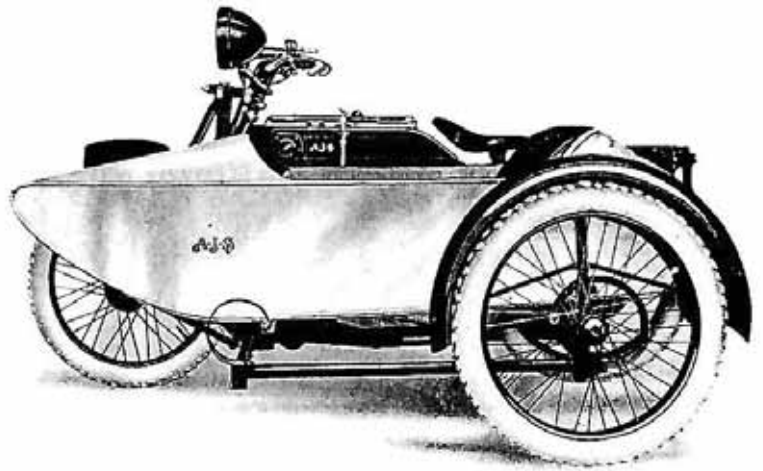


*Showing Seat folded back and the dash raised.*

This Two-Seater Sidecar can be fitted in place of the single-seater on the 7 h.p. Model D at an extra of £5, and on the 7 h.p. Model D1 at an extra of £15. Extra for Hood, £3 15s. 0d. Hood Side Curtains complete, £2 10s. 0d. The two-seater chassis is fitted with detachable wheel.

## The A.J.S. 7 h.p. Sports Sidecar.

This illustration shows our Aluminium Sports Sidecar attached to the 7 h.p. machine. It will be readily agreed that the appearance of this outfit is most attractive and "racy." The body is coach built, frame of best quality timber and covered with aluminium panels with special "frosted" finish. It is roomy and comfortable, fitted with spring back, etc., and upholstered in fine quality material. A large locker is situated at the rear. The chassis is of great strength with duplex axle tubes. Cee spring suspension is provided at front and rear. The hub is our own design, of large dimensions, with a wheel spindle  $\frac{7}{8}$  in. tapering to  $\frac{3}{4}$  in. A mudguard  $5\frac{1}{2}$  in. wide is fitted.



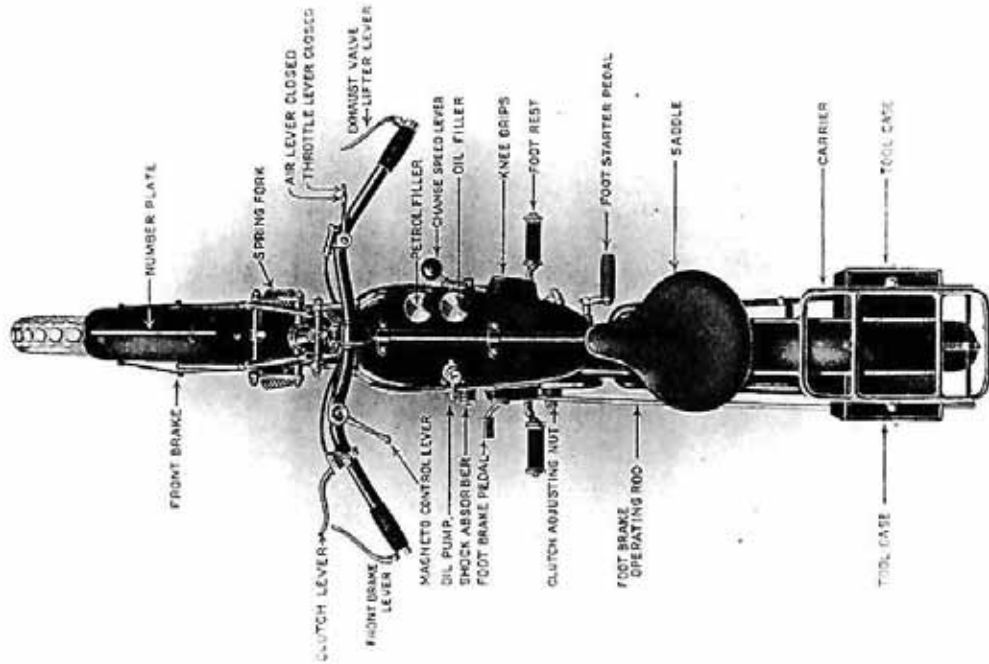
*Aluminium Sports Sidecar, as illustrated.*  
 Fitted to Model D 7 h.p. machine. PRICE £115 : 0 : 0  
 " " Model D1 7 h.p. machine. PRICE £95 : 0 : 0

All Prices in this List include Carriage (goods train) to any Station in the United Kingdom.

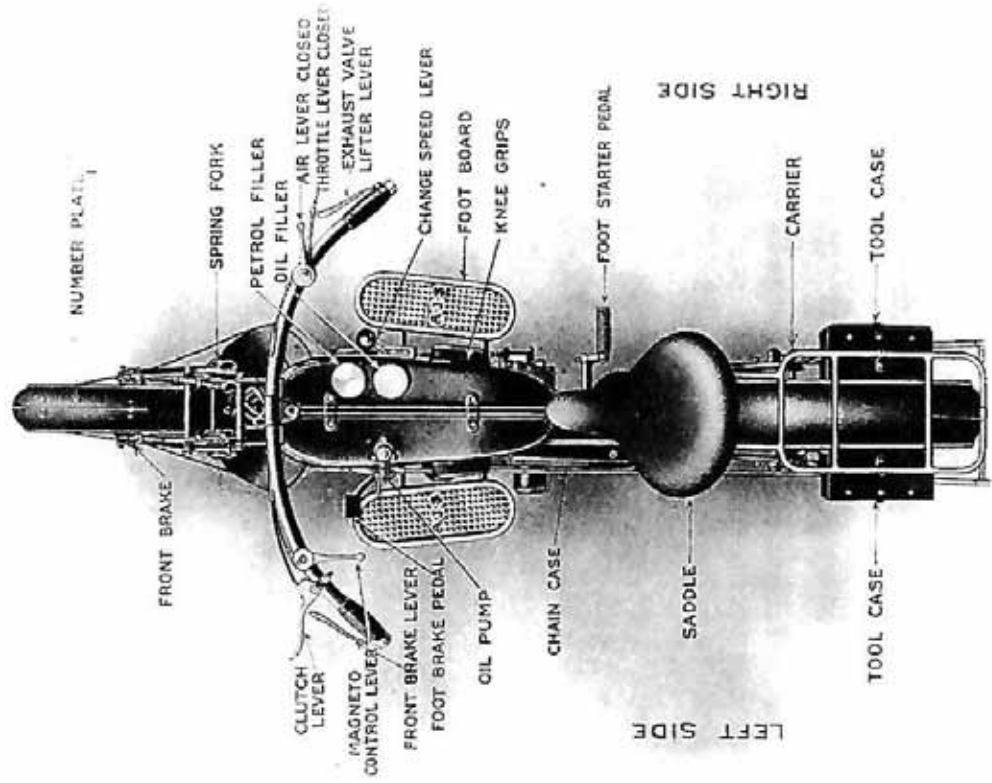
# A.J.S.

PLAN

VIEWS.



A.J.S. 2 3/4 H.P. O.H.V. MODEL B3.

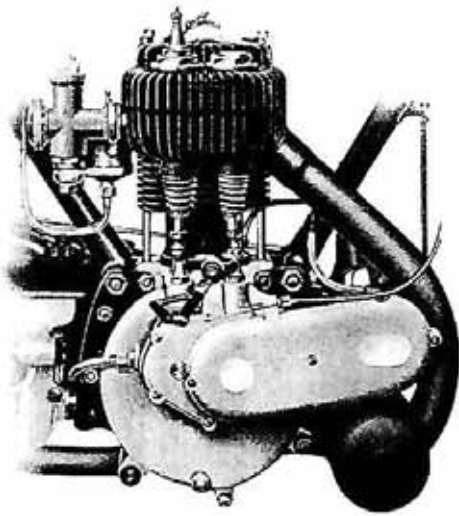


A.J.S. 2 3/4 H.P. TOURING MODEL B.

# Constructional Features of the 2½ h.p. A.J.S. Motor Cycles.

## 2½ h.p. A.J.S. Engine.

### Side-by-Side Valve Model.



A.J.S. 2½ h.p. Engine.  
Side-by-Side Valve Model.

This Engine is characterised by the usual A.J.S. design and scrupulous care in construction, and like the Twin Cylinder, it is of our own manufacture. The Head is detachable from the Cylinder Barrel, after our usual practice; a special designed joint being employed, whereby leakage cannot possibly take place. Roller Bearings are fitted to the big end of the Connecting Rod, and the Piston is of Aluminium. Large diameter Valves and Ports are fitted. The Cylinder Head and Barrel are held in place by a Bridge Piece and holding down Bolts, the same as that employed on the Twin Cylinder Engine.

The design of the Timing Gear is of the simplest possible kind, as will be seen by the illustration. No Toggles are employed to lift the valves, consequently fewer working parts are necessary, thus reducing wear and affording quieter running. Lubrication is by hand operated pump, giving a direct feed under pressure to the engine. The illustration shewing the Vernier timing adjustment is common to all A.J.S. Models. A full description of this is not possible here, but this method of fitting the chain sprocket to the magneto entirely prevents the possibility of the timing moving, when resetting after dismantling.

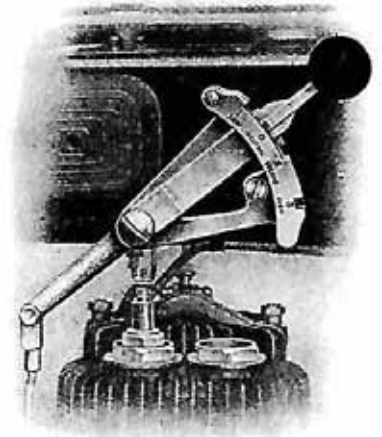


Magneto Timing Vernier Adjustment.

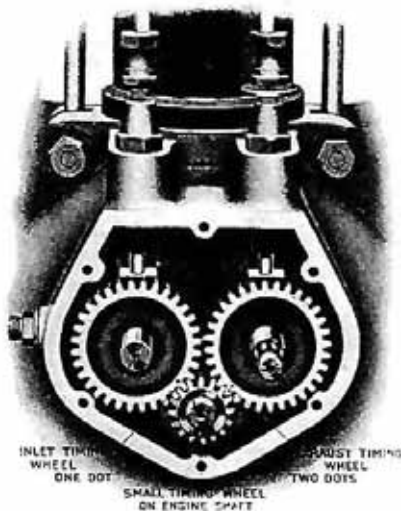
## The Patent Change Speed

### Lever and Clutch.

The Change Speed Lever is a facsimile of the type employed on the 7 h.p. machine, and it is identical in operation. It is strongly constructed. The Quadrant is designed so that a positive stop is provided for each gear when changing up or down. With the A.J.S. Gate Change it is impossible to over-run the middle gear.



The A.J.S. Patent Change Speed Lever.



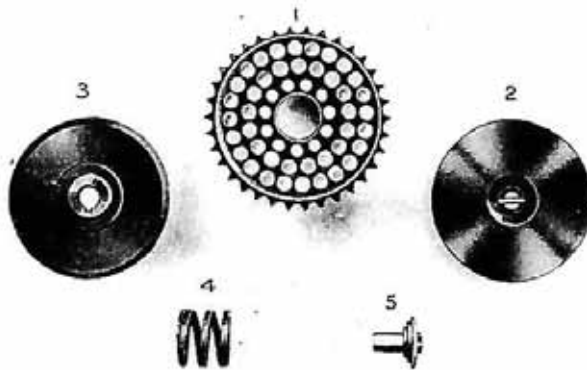
INLET TIMING WHEEL ONE DOT  
EXHAUST TIMING WHEEL TWO DOTS  
SMALL TIMING WHEEL ON ENGINE SPATE

Arrangement of Timing Gear, 2½ h.p. A.J.S. Engine.

### Clutch.

The construction of this part is on the well-known A.J.S. principle. It is simplicity itself, and its wearing qualities are unequalled. It consists of but five working parts, shewn on the illustrations on this page. The operation is controlled by a lever on the left handle-bar. The Clutch requires no attention beyond occasional adjustment of the Bowden Cable, in order to take up any slack.

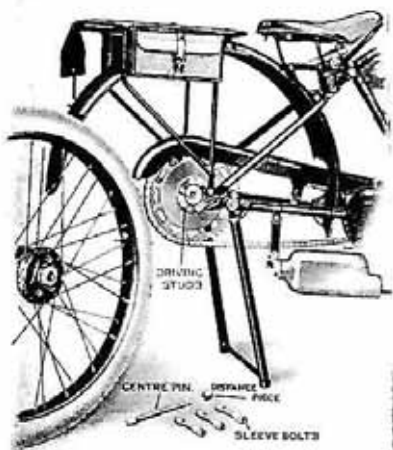
1. Clutch Sprocket fitted with Cork Insets.
3. Fixed Plate.
4. Clutch Spring.



2. Sliding Plate (note key in centre which passes through main Gear Box Shaft).
5. Clutch Spring Adjusting Nut.

The Clutch Parts are assembled in the following order—3, 1, 2, 4 and 5.

## Detachable Wheels.



Rear Wheel Detached.

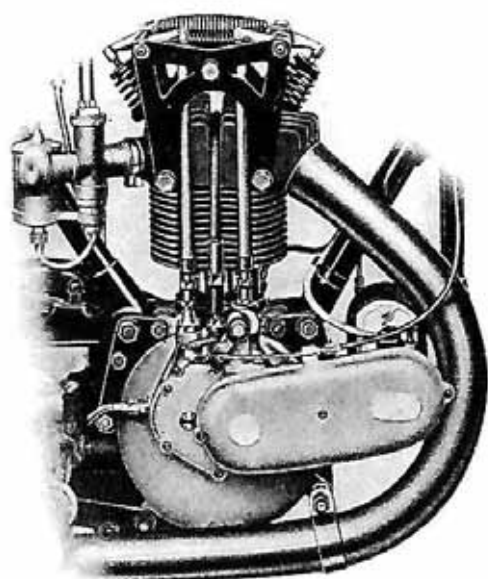
In the case of the A.J.S. 2½ h.p. models the Rear Wheel only is of the patent Quick-Detachable type. The method of fitting is the same as on the larger models, namely, by three Sleeve Bolts and one Centre Pin. When the wheel is detached the Brake Drum and Transmission remain undisturbed.

The Front Wheel is removed by unscrewing the cable adjuster and the anchor plate pin, and when the spindle nuts are slackened the wheel will fall out on the fork ends. It is not interchangeable with the Rear Wheel.

The view of the Front Wheel shows clearly the excellent Front Brake, which is most efficient in operation. Speaking of this Brake, "Motor Cycling," on Dec. 5th, 1923, said, "Another noteworthy feature is the extraordinarily efficient Front Brake; for we were able to let the machine run, and then pull up on the steepest part of Brooklands Test Hill, by applying the Front Brake alone." "The A.J.S. was, in fact, one of the best-braked vehicles we have ever driven and was easily the best of a number of cars and motor cycles tested on the level, it being possible to pull up in 26 yards from a speed of 40 m.p.h."



Front Wheel Detached.

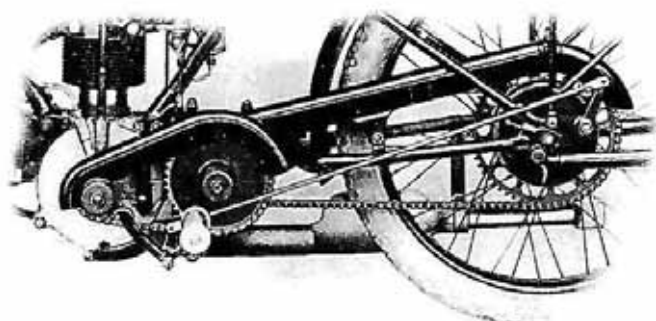


A.J.S. 2½ h.p. Overhead Valve Engine.

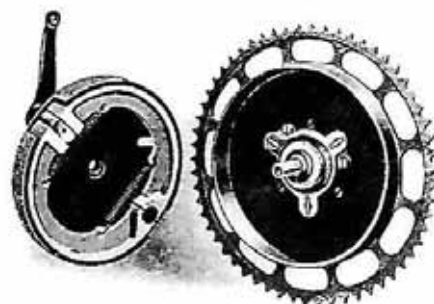
## The 2½ h.p. A.J.S. O.H.V. Engine.

This Engine is the outcome of our long experience and research in connection with the Tourist Trophy Races and other important speed events. It is undoubtedly the most efficient 2½ h.p. engine designed, and marks a big step forward in advancement. The Overhead Valves and Ports are of large diameter, the former being tulip-shaped, giving great strength. They are set in the head at an angle of 44 degrees to the vertical. The Inlet and Exhaust Ports are both on the right-hand side of the Cylinder. The Detachable Head and Cylinder are held down by a single "U"-shaped strap, anchored to the Crank-case by right and left-hand Sleeve Nuts. The Overhead Rockers operating the Valves have very large bearing surfaces, which are lubricated by impregnated graphite. The Rockers are carried upon Brackets bolted to the Cylinder, thus allowing a free air passage round the whole of the Head. Long tubular Push Rods are employed for lifting the Rockers, and the return is supplemented by an auxiliary Coil Spring attached to a stud on the Exhaust and Inlet Rockers.

A special Aluminium Alloy Piston is employed, having four narrow rings at the top. The Gudgeon Pin is held in position by a Split Cotter, which passes through one of the Piston Bosses. The Connecting Rod is of H. Section, machined all over, and combines lightness with great strength. The big end is mounted upon Roller Bearings, but Plain Bearings are fitted to the little end.



Transmission System, also showing the position of the Rear Brake Pedal and Operating Rod as fitted to Models B 1, B 3 and B 5.



The Large Diameter Brake Drum and Expanding Shoes.

## Transmission System, etc.

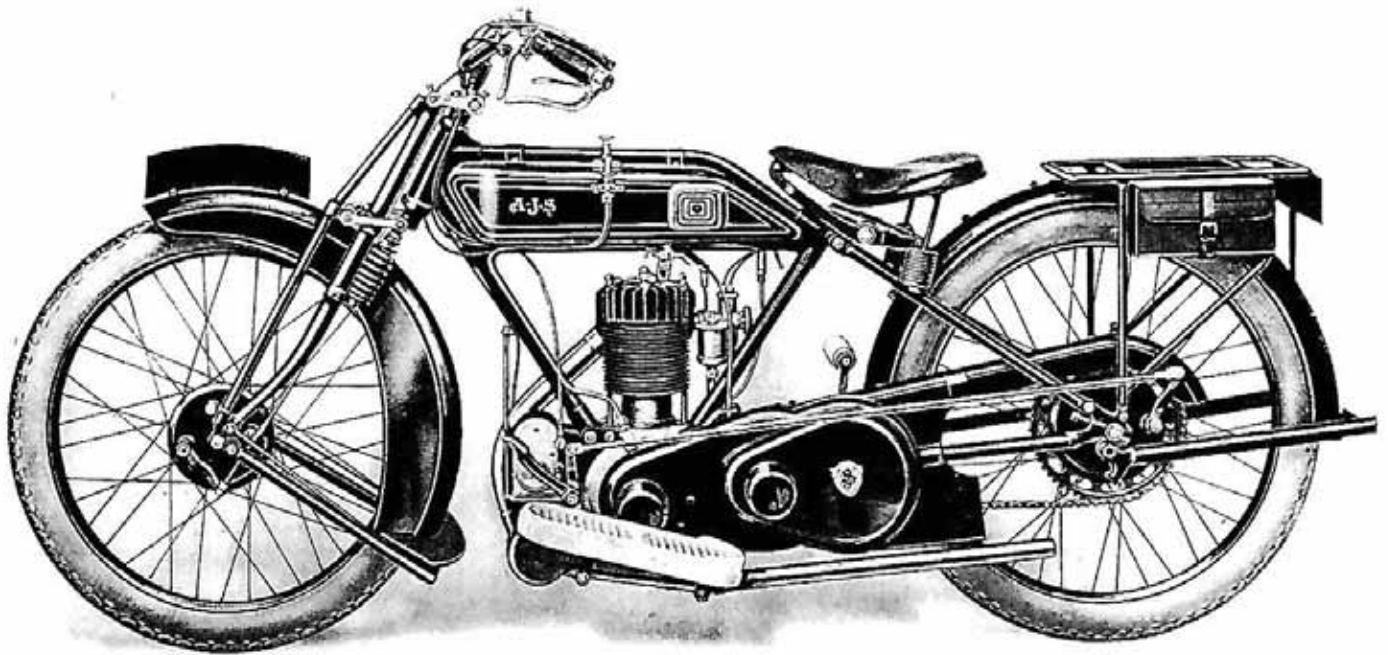
All chain Transmission is employed, the Primary and Secondary Drives being clearly shown in the above illustration. The Engine Shaft Sprocket is provided with a Shock Absorber, which damps out any harshness or shock on the chains, effecting not only longer life for the Transmission and other working parts, but giving increased comfort to the rider.

The accessible position of the Rear Brake Pedal is shown in this illustration.

## The Large Diameter Brake Drum, etc.

This view shows the robust construction of the Internal Expanding Rear Brake, as fitted to the 2½ h.p. A.J.S. models. The Front Brake mentioned above is of identical design, although not so large in diameter. These two Brakes provide the rider with absolute control over the machine at all times.





## The A.J.S. 2 $\frac{1}{4}$ h.p. Touring Model B.

Fitted with All-Chain Drive, Three-Speed Gear, Hand-controlled Clutch, Foot-Starter, Quick Detachable Rear Wheel, Internal Expanding Front and Rear Brakes.

### SPECIFICATION.

Engine	Single Cylinder (74 x 81 m.m. Bore and Stroke, 349 c.c. capacity), fitted with Detachable Head, Aluminium Piston, Roller Bearing to Big End of Connecting Rod. Large Mechanically Operated Valves. Adjustable Valve Tappets. Efficient Cooling.	Mudguards	Improved Design, affording excellent protection.
Carburettor	A.M.A.C. Two-lever.	Brakes	Front and Rear Internal Expanding Type. Rear Brake operated by Pedal on left hand side of the machine, Front by lever on Handlebar. Both are extremely powerful and smooth acting.
Frame	Scientifically Constructed. Lightness with Strength.	Forks	Made by the A.J.S. under Drew's Patent Nos. 819 A.D. 1906 and 20050 A.D. 1913, fitted with Shock Absorbers, and all links adjustable for taking up side play.
Tank	Improved Design. 1 $\frac{1}{2}$ gal Petrol. 1 qt. Oil.	Handlebars	Touring Pattern.
Lubrication	Semi-automatic Hand Pump. (Mechanical Lubrication can be fitted to order at £1 extra).	Footboards	"Protected" Design of Solid Rubber.
Ignition	"Lucas" Magneto. Handlebar Controlled.	Stands	Strong "Kick-up" Type fitted to Front and Rear Wheels.
Chains	"Hans Renold" $\frac{1}{2}$ in. Pitch x $\frac{5}{16}$ in. wide. A Shock Absorber is fitted to the Engine Shaft.	Carrier	Built of Steel Tubing, with Welded Flush Joints.
Chain Guards	Semi-enclosed Type, giving easy access to the Transmission.	Tool Cases	Two Pannier Bags, with Full Kit of Tools.
Gear Box	A.J.S. Countershaft Three-Speed Gear, fitted throughout with Ball Bearings, Operated by our Patent Gate Change Lever. Ratios 5 $\frac{1}{2}$ , 9 $\frac{1}{3}$ , and 14 to 1.	Starting	Improved Design Foot Starter fitted with Rubber Covered Pedal, gives very easy starting.
Clutch	Hand-Controlled, with Cork Inserts.	Saddle	Brooks' B150 Special.
Wheels	Rear A.J.S. Patent Quick Detachable.	Finish	Finest Black Enamel, Four Coats on our Special Rust Preventive Process, including the Handle-bars, only a few parts are Nickel-plated.
Tyres	650 x 65 m.m. Hutchinson Heavy Rubber Studded.	Measurements	Wheel Base 4 ft. 5 $\frac{1}{2}$ inches. Height of Saddle 28 inches. Ground Clearance 5 inches.
		Weight	Approx. 214 lbs.

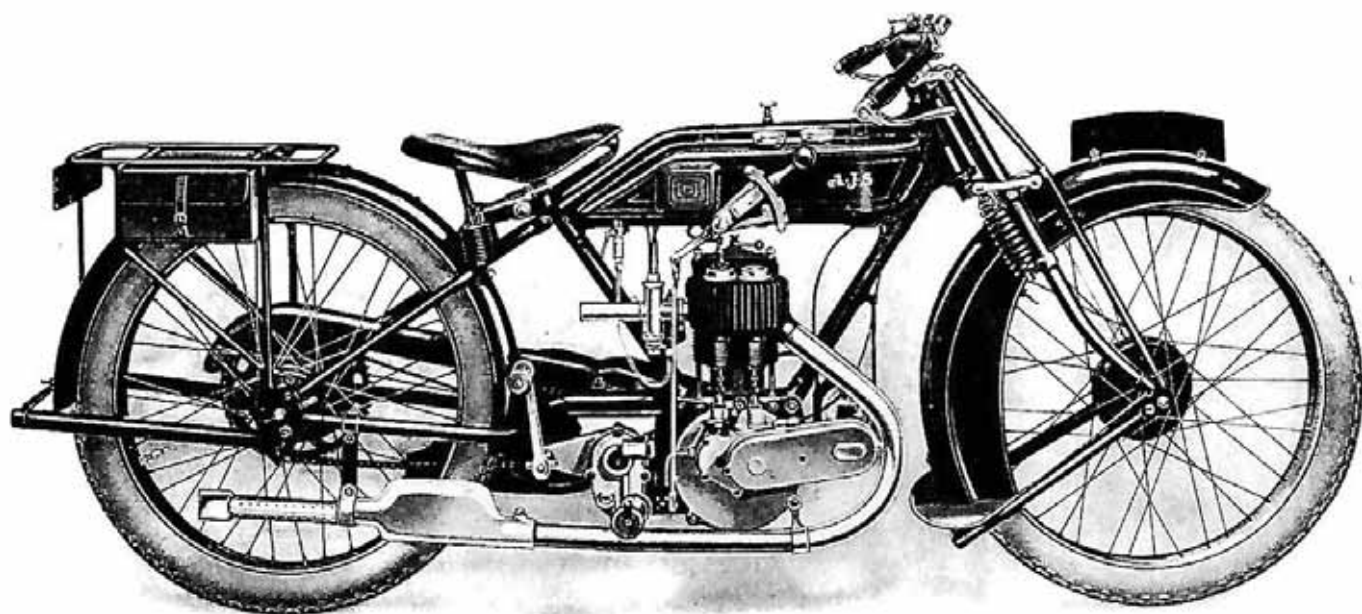
PRICE £62:0:0

For List of Accessories see page 19.

Note.—THE BROOKS' CANTILEVER SADDLE CAN BE FITTED TO THE ABOVE MODEL, AT AN EXTRA CHARGE.

All Prices in this List include Carriage (goods train) to any Station in the United Kingdom.

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



## The A.J.S. 2 $\frac{1}{4}$ h.p. Sporting, Model B1.

Fitted with All-Chain Drive, Three-Speed Gear, Hand-Controlled Clutch, Foot-Starter, Quick Detachable Rear Wheel, Internal Expanding Front and Rear Brakes.

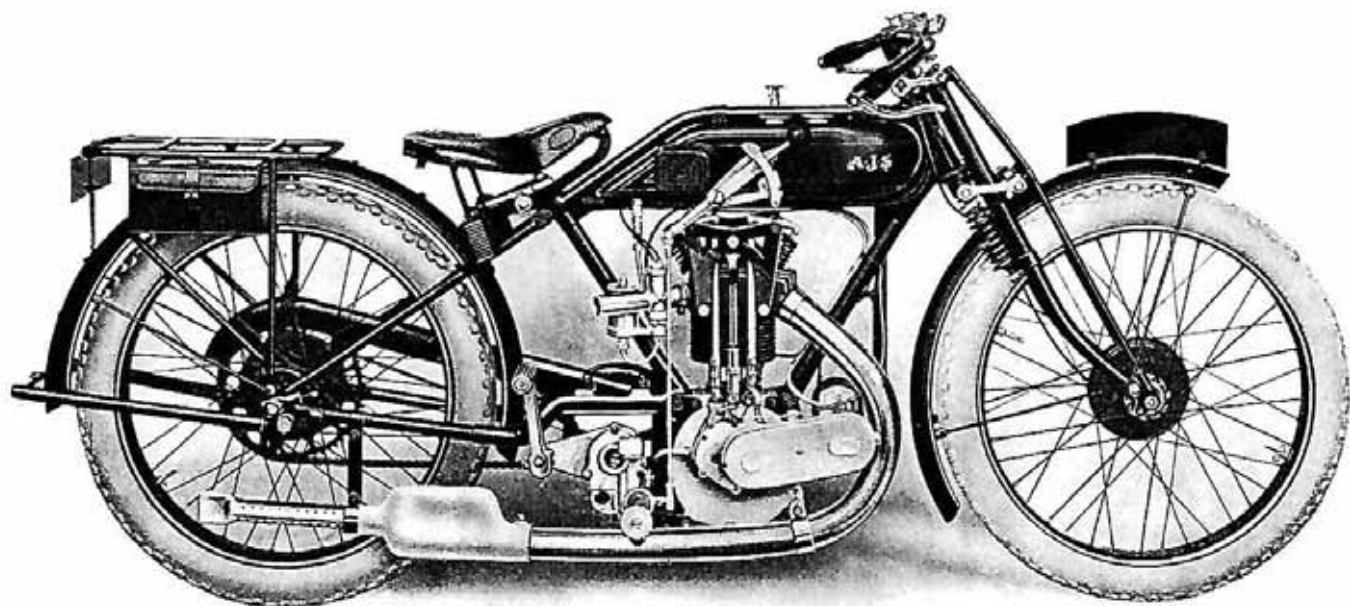
The general Specification of this Model as regards equipment is the same as Model B on Page 16

This Sporting Model has specially tuned Engine, Large Diameter Exhaust Pipe, Semi T.T. Handlebars and Footrests.

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

PRICE £62:0:0

For List of Accessories see page 19.



## The A.J.S. 2 $\frac{1}{4}$ h.p. Overhead Valve, T.T. Model B3.

Fitted with All-Chain Drive, Three-Speed Gear, Hand-Controlled Clutch, Foot-Starter, Quick Detachable Rear Wheel, Internal Expanding Front and Rear Brakes.

The general Specification of this Model as regards equipment is the same as Model B1 other than the Engine, which is fitted with Overhead Valves, Close Ratio Gear Box, giving 5.52, 6.78, and 10.3 to 1, with a 21 Tooth Sprocket, Racing Type Mudguards and Chain Cases. SPEED APPROXIMATELY 70 M.P.H.

PRICE £65:0:0

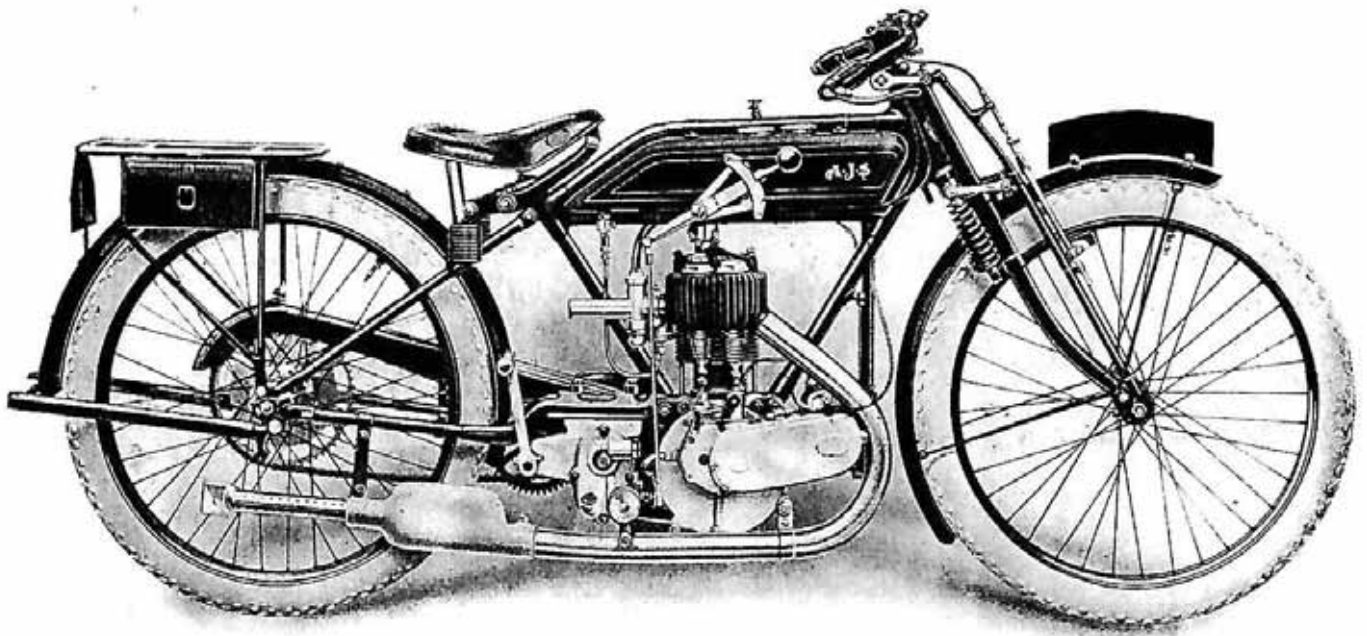
For List of Accessories see page 19.

Note.—If Foot-Starter is fitted to the Special O.H.V. Model an extra charge of £2 will be made.

The above Model can also be supplied without Foot Starter and rear carrier, and with special high compression piston for sprint work.

All Prices in this List include Carriage (goods train) to any Station in the United Kingdom.

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



## The A.J.S. 2 $\frac{1}{4}$ h.p. Sporting Model B 5.

Fitted with All-Chain Drive, Three-Speed Gear, Hand-Controlled Clutch,  
Foot-Starter, Internal Expanding Rear Brake.

### SPECIFICATION.

<b>Engine</b>	A.J.S. Design and Manufacture (74×81 m.m. Bore and Stroke, 349 c.c. capacity) fitted with Detachable Head. Aluminium Piston. Roller Bearing to Big End of Connecting Rod. Large Mechanically Operated Valves. Adjustable Valve Tappets. Efficient Cooling. Fitted with Large Diameter Exhaust Pipe and Aluminium Expansion Chamber.	<b>Wheels</b>	26 in. × 2 $\frac{1}{2}$ in. Flat Base Rims, fitted with Large Diameter Wide Hubs.
<b>Carburetter</b>	A.M.A.C. Two Lever.	<b>Tyres</b>	26 in. × 2 $\frac{1}{2}$ in. Hutchinson Heavy Rubber Studded
<b>Frame</b>	Scientifically Constructed. Lightness with Strength.	<b>Brakes</b>	Rear Brake A.J.S. Internal Expanding Type. Front Brake, Bowden Pull-up Pattern.
<b>Tank</b>	Improved Design. Fitted with Large Petrol and Oil Caps. 1 $\frac{1}{2}$ gal. Petrol. 1 qt. Oil.	<b>Forks</b>	Made by the A.J.S. under Drew's Patent Nos. 819 A.D. 1906 and 20050 A.D. 1913, fitted with Shock Absorbers, and all links adjustable for taking up side play.
<b>Lubrication</b>	Semi-Automatic Hand Pump. (Mechanical Lubrication can be fitted to order at £1 extra.)	<b>Handlebars</b>	Semi-T.T. Racing Type.
<b>Ignition</b>	Lucas Magneto. Handlebar controlled.	<b>Footrests</b>	Adjustable, allowing the rider to procure the most suitable riding position.
<b>Chains</b>	Best Quality $\frac{1}{2}$ in. Pitch × $\frac{5}{16}$ in. wide. A Shock Absorber is fitted to the Engine Shaft.	<b>Carrier</b>	Built of Steel Tubing, with Welded Flush Joints.
<b>Chain Guards</b>	The top half only of the Chain is covered, giving easy access to the Sprockets and Transmission.	<b>Tool Cases</b>	Two Pannier Bags, with Full Kit of Tools.
<b>Gear Box</b>	A.J.S. Countershaft Three-Speed Gear, fitted throughout with Ball Bearings. Operation by our Patent Gate Change Lever. Ratios 5.5, 9.3 and 14 to 1.	<b>Starting</b>	Improved Design Foot-Starter. Gives very easy starting.
<b>Clutch</b>	Hand-Controlled with Cork Inserts.	<b>Finish</b>	Black Enamel—only a few parts are Nickel-plated.
		<b>Measurements</b>	Wheel Base, 4 ft. 5 $\frac{1}{2}$ inches. Height of Saddle from ground, 28 inches. Ground Clearance, 5 inches.

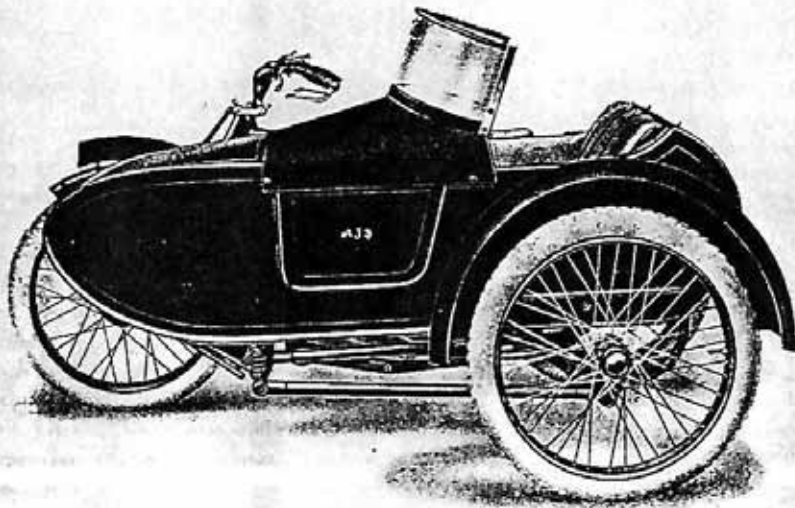
**PRICE** £52 : 0 : 0

For List of Accessories see page 19.

All Prices in this List include Carriage (goods train) to any Station in the United Kingdom.

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

## The A.J.S. Lightweight Touring Sidecar

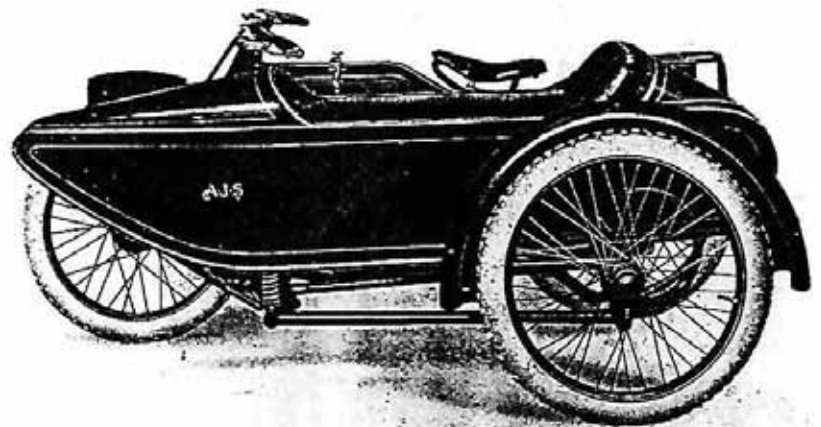


For several seasons now the A.J.S. Lightweight Sidecar has been listed for use in conjunction with our 2½ h.p. motor cycle, and has given the greatest satisfaction. For next season detail improvements have been incorporated, making this undoubtedly the most attractive lightweight touring body on the market. The rear is now fitted with a spacious locker, the back of the seat being hinged to give access to this. The body is coach built, covered with steel panelling, and has been designed with every allowance for the passenger's comfort. Upholstery is of best quality, and the suspension is by coe springs at the rear and by coil at the front.

*Lightweight Touring Sidecar, as illustrated*

Fitted to Model B5 2½ h.p. machine.	PRICE £87 : 0 : 0
- - Models B and B1 2½ h.p. machines	PRICE £77 : 0 : 0
- - Model B3 T.T. machine.	PRICE £80 : 0 : 0

## The A.J.S. Lightweight Sporting Sidecar



This Sidecar is similar in design and equipment to that shown fitted to our 7 h.p. machine, illustrated on page 12. Instead, however, of being in aluminium, the body is of steel panels, coach painted and finished black. The chassis upon which this is mounted is the same as that employed with our Lightweight Touring Sidecar. If desired, the "frosted" aluminium body can be fitted to this lightweight chassis.

*Lightweight Sports Sidecar, as illustrated*

Fitted to Model B5 2½ h.p. machine.	PRICE £87 : 0 : 0
- - Model B and B1 2½ h.p. machines.	PRICE £77 : 0 : 0
- - Model B3 T.T. machine.	PRICE £80 : 0 : 0

Screens for Aluminium or painted Sports Sidecar, £1 10s. 0d.

### For 7 h.p. Combination.

Spare Wheel and Tyre	- - -	£6 5 0
Spare Wheel Waterproof Cover	- - -	£1 5 0
Hood for Single Seater Sidecar	- - -	£3 0 0
Left-hand Side Screen for Single or Two Seater Sidecar	- - -	£1 5 0
Right-hand Side Screen for Two Seater Sidecar only	- - -	£1 10 0
Hood Side Curtain	- - -	£0 12 0
Hood for Two Seater Sidecar	- - -	£3 15 0
Side Curtains for Two Seater Sidecar	- - -	£2 10 0
Hood Cover	- - -	£0 12 0
Magdyno Lighting Set, if fitted to Model D1	- - -	£14 0 0
Lucas Acetylene Head Lamp and Generator, No. 462, for Model D1	- - -	£3 15 0
Lucas Acetylene Rear Lamp and Generator, No. 344 for Model D1	- - -	£0 13 0
Lucas Bulb Horn, No. 60, for Model D1	- - -	£0 15 6

### ACCESSORIES.

#### For 2½ h.p. Models.

Lucas Acetylene Head Lamp and Generator, No. 341	£2 7 6
Lucas Acetylene Sidecar Lamp and Generator, No. 354	£1 2 6
Lucas Bulb Horn, No. 63	£0 10 6
(Lucas Dynamo Electric Lighting for all 2½ h.p. Models	£10 0 0 extra)

#### Accessories common to either type of machine.

Cowey Speedometer, with Trip	- - -	£4 15 0
" " " " less Trip	- - -	£4 5 0
The Bonnicksen Isochronous Speedometer, with Trip	- - -	£5 0 0
" " " " " " less Trip	- - -	£4 10 0

The above prices for Accessories apply only when fitted by us to new machines prior to delivery.

The above prices are subject to alteration without notice, and goods will be invoiced at prices ruling at time of delivery.

(We reserve the right to deviate from the above Specifications without notice.)

## Some Outstanding Performances made by A.J.S. Motor Cycles in Trials and Competitions during 1923.



Photograph from "The Motor Cycle."

Mr. H. F. HARRIS, 2½ h.p. A.J.S.  
Second in the 1923 Junior T.T. Race.

**THE IRISH TEMPLE "50" ROAD RACE, July 21st.**  
First, Mr. H. Chambers, 2½ h.p. A.J.S., and Third, Mr. J. Freeman, 2½ h.p. A.J.S.

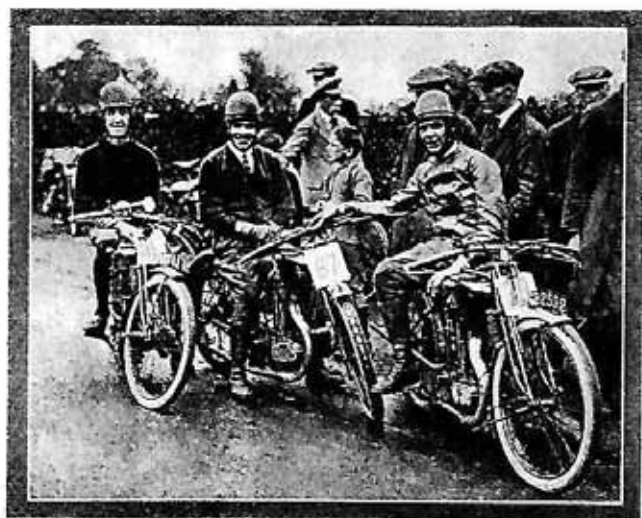
**B.M.C.R.C. RACE MEETING, BROOKLANDS, May 5th.** 2½ h.p. A.J.S.  
First in the 350 c.c. Three-Lap Sidecars, and First in the Three-Lap Private Owners' Race

**LOUGHBORO' AND DISTRICT M.C.C. HILL CLIMB, May 19th.**  
Eight Firsts gained by 2½ h.p. A.J.S. Machines.

**FALKIRK AND DISTRICT M.C.C. HILL CLIMB, May 26th.** 2½ h.p. A.J.S. Machines secured Nine First Places.

**HAWICK AND DISTRICT M.C.C. HILL CLIMB, June 23rd.** Four Firsts, One Second, and Fastest Time of the Day fell to the 2½ h.p. A.J.S.

**LIVERPOOL M.C.C. RACE MEETING, June 23rd.** 2½ h.p. A.J.S. Machines gained Six Firsts and Three Seconds.



Photograph from "The Motor World."

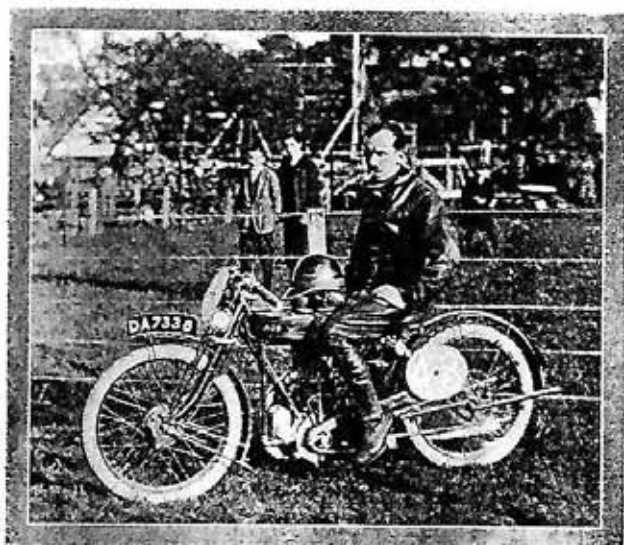
Three well-known Scottish riders of A.J.S. Machines.  
Mr. G. KELLY. Mr. J. DEAS, JUN. Mr. J. STIRLING.  
Winner of the 350 c.c.  
Scottish Speed Championship.

The 2½ h.p. Model in Speed Events.  
United Kingdom.

**JUNIOR TOURIST TROPHY RACE, ISLE OF MAN, June 11th.** Second, Mr. H. F. Harris, and Sixth, Mr. F. A. Longman.

In the 1923 Junior T.T. the A.J.S. established a record for the course by making the Fastest Lap ever accomplished. This was set up by Mr. J. H. Simpson, who covered the 37½ miles on his first lap from a standing start in 38 minutes, at the remarkable average speed of 59.59 miles per hour.

**SCOTTISH SPEED CHAMPIONSHIP, July 21st (350 c.c. class).** First, Mr. J. Deas, Jun., and Third, Mr. J. Stirling, on 2½ h.p. A.J.S.'s.



Mr. J. H. SIMPSON  
who put up the fastest lap ever recorded in the Junior T.T. Race on his 2½ h.p. A.J.S. From a Standing Start he covered the course of 37½ miles at an Average Speed of 59½ miles per hour.

**EAST MIDLAND CENTRE A.C.U. SPEED TRIALS, June 30th.**  
Four Firsts and Three Seconds gained by 2½ h.p. A.J.S. Machines.

**SOUTH EASTERN CENTRE A.C.U. BROOKLANDS MEETING, June 30th.** Three-Lap Handicap (350 c.c. Class) won by the 2½ h.p. A.J.S.

**WORCESTERSHIRE M.C.C. OPEN SPEED TRIALS, July 12th.**  
The 2½ h.p. A.J.S. won Seven Firsts and Four Seconds.

**SUTTON AND NORTH BIRMINGHAM M.C.C. HILL CLIMB, July 14th.** Six First Places and Four Second Places gained by the 2½ h.p. A.J.S.

**SCOTTISH WESTERN M.C.C. SPEED TRIALS, July 28th.** Seven Firsts, Six Seconds and Six Thirds won by the 2½ h.p. A.J.S.

**SCOTTISH A.C.U. OPEN HILL CLIMB, August 4th.** 2½ h.p. A.J.S. Machines gained Two Firsts, Two Seconds and Two Thirds.

## Successes Abroad achieved by the 2½ h.p. A.J.S.

**THE FRENCH GRAND PRIX, June 24th.** First place in the 350 c.c. class won by Mr. F. A. Longman on his 2½ h.p. A.J.S. Distance 230 miles. Time 4 hrs. 1 min. 29½ secs. Average Speed 56.7 miles per hour.

**THE ITALIAN GRAND PRIX OF NATIONS, Sept. 8th.** First place in the 350 c.c. class, won by Signor E. Gnesa, 2½ h.p. A.J.S., also Seventh, Mr. C. W. Hough, 2½ h.p. A.J.S. Winner's time 3 hrs. 42 min. 50½ sec. Distance 250 miles. Average Speed 67.3 miles per hour.



*Photograph from "The Motor Cycle"*

Mr. F. A. LONGMAN, 2½ h.p. A.J.S.  
Winner of the 350 cc. Class, French Grand Prix



Signor ERNESTO GNESA  
Winner of the 350 c.c. Class in the Italian Grand Prix of Nations, with his 2½ h.p. A.J.S.

**INTERNATIONAL RACES AT EVIAN, SWITZERLAND.** The 2½ h.p. A.J.S. secured First Place in the Flying Kilo and also won the 350 c.c. Class in the Hill Climb.

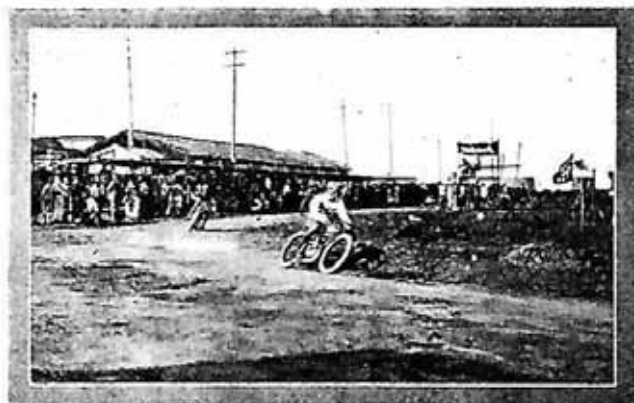
**HILL CLIMB AT FAUCILLE, SWITZERLAND** July 24th. The 2½ h.p. A.J.S. gained First and Second Places in the 350 c.c. Classes.

**RACES AT THOUNE, SWITZERLAND, July 2nd.** 350 c.c. Class won by the 2½ h.p. A.J.S.

**HILL CLIMB AT NEUCHATEL-CHAUMONT, SWITZERLAND, July 29th.** The 2½ h.p. A.J.S. secured First and Second Places in the 350 c.c. Amateur Classes, and First, Second and Third Places in the Expert, Classes, also making Fastest Time of the Day, beating all previous records for the hill.



Mr. HERBERT CHAMBERS  
A prominent Irish exponent of the 2½ h.p. A.J.S. and winner of numerous Speed Events.



Mr. K. TADA  
Winner of the Victory Race, July 7th, 1925, at Shinkoyasu, Yokohama, on his 2½ h.p. A.J.S.

**HILL CLIMB IN SILESIA, June 17th.** The 2½ h.p. A.J.S. beat all comers, including Cars up to 80 h.p., and established a record for the hill.

**VICTORY RACES AT SHINKOYASU, YOKOHAMA, JAPAN, July 7th.** 2½ h.p. A.J.S. First.

**NATAL M.C.C. (S. AFRICA) RACE MEETING, June 31st.** A.J.S. 2½ h.p. Machines secured Two Firsts and Three Seconds.

**NATAL M.C.C. RACE MEETING, July 29th.** One First and One Second won by the 2½ h.p. A.J.S.

**BENONI M.C.C. (S. AFRICA) 88 MILES HANDICAP TRIAL, Sept. 23rd.** The 2½ h.p. A.J.S. secured First Place and Fastest Lap, also Fourth Position.



Mr. D. A. SCOTT, 2½ h.p. A.J.S.  
Winner of the 350 c.c. Solo Championship in the  
Rand (S.A.) Speed Trials, Dec. 9th, 1923.

NATAL M.C.C. CLAIRWOOD RACE MEETING, Oct. 20th. Five-Lap Solo Handicap, 2½ h.p. A.J.S. FIRST. Twelve-Lap Solo Handicap, 2½ h.p. A.J.S. First, winning the Natal Blue Riband. Another A.J.S. also occupied Third Place.

SOLO CHAMPIONSHIP OF THE RAND (350 c.c. Class), Dec. 9th. 2½ h.p. A.J.S. First and Third. In the Novices' Handicap 2½ h.p. A.J.S. Machines occupied First, Second, Sixth and Ninth positions.

SOLO CHAMPIONSHIP OF AUSTRALIA (under 400 c.c.), 1st January, 1924. Won by the 2½ h.p. A.J.S. Second and Fourth places also secured by 2½ h.p. A.J.S. Machines.

In the Solo Handicap (under 400 c.c.) A.J.S. 2½ h.p. Models again occupied First and Second places.

TRACK RACES AT BERLIN STADION, July 8th. 350 c.c. Class, 2½ h.p. A.J.S. First.

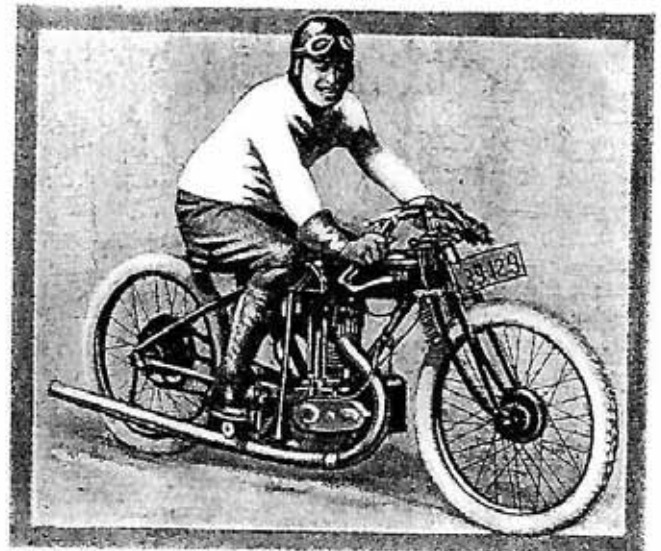
TRACK RACES AT COLOGNE, July 13th. 350 c.c. Class, 2½ h.p. A.J.S. First.

TRACK RACES AT BERLIN STADION, July 19th. 350 c.c. Class, 2½ h.p. A.J.S. First.

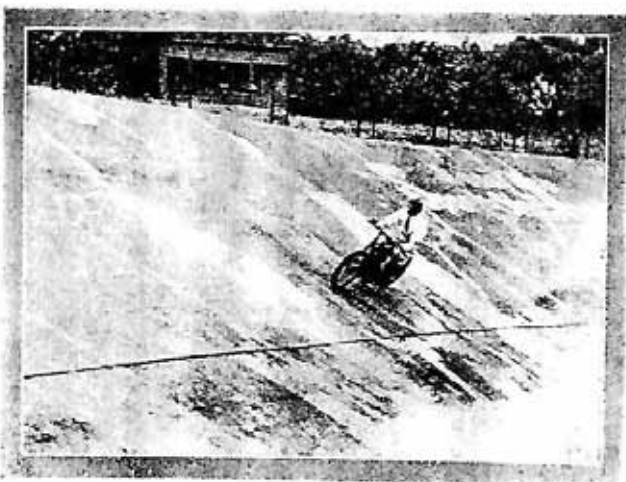
TRACK RACES AT COLOGNE, July 19th. 350 c.c. Class, 2½ h.p. A.J.S. First.

HILL CLIMB AT GUBELBACH, August 5th. 2½ h.p. A.J.S. won the "Wander" Prize for Best Average Performance.

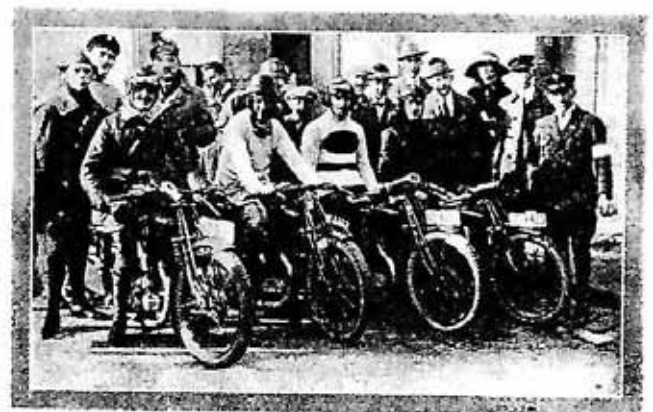
SPEED TRIALS AT COLOGNE, Sept. 2nd. 350 c.c. Class, 2½ h.p. A.J.S. First and Second.



Mr. T. O'DEA (New South Wales)  
Winner of the Solo Championship of Australia,  
riding a 2½ h.p. A.J.S.



Herr D. H. BANNERMAN, 2½ h.p. A.J.S.  
Winner of the 350 c.c. Class in the Cologne Speed Trials,  
July 13th, 1923.



A Group of A.J.S. Riders in the Cologne Speed Trials,  
September 2nd, 1923, in which Herr Petsold (right)  
gained 1st Place, and Herr Broglé 2nd Place.

A few Successes made in the United Kingdom by the 2½ h.p. and 7 h.p. A.J.S. Models in Important Reliability Trials of 1923.



Photograph from "Motor Cycling."

The A.J.S. 7 h.p. Team, Winners of the Manufacturers' Team Prize (Sidecars) in the Scottish Six Days' Trial.  
Left to Right  
A. F. DOWNIE. FRANK W. GILES. G. F. BALL.



Photograph from "Motor Cycling."

Mr FRANK W. GILES, 2½ h.p. A.J.S. and Sidecar on Beaufort Mountain, in the A.C.U. Six Days' Trial, in which he gained a Gold Medal.

**THE SCOTTISH SIX DAYS' TRIALS, May 7th—12th.** The 7 h.p. A.J.S. Team won the Manufacturers' Team Prize (Sidecars), and other awards gained by A.J.S. Machines in this Trial were:—Three Silver Cups, Two Gold Medals, One Silver Medal, and One Bronze Medal.

**THE A.C.U. STOCK MACHINE TRIAL, March 14th.** Three Certificates of Merit—The Highest Award—were obtained by A.J.S. Machines.

**THE COLMORE CUP TRIAL, Feb. 24th.** Three Gold Medals, One Gilt Centre Medal, and Two Silver Medals were won by A.J.S. Motor Cycles.

**THE VICTORY CUP TRIAL, March 17th.** The 2½ h.p. A.J.S. won the Duke Cup and Gold Medal for Best Performance by a 350 c.c. machine, and Five Silver Medals were also gained by A.J.S. Machines.

**LONDON-LAND'S END TRIAL, March 30th.** In this event Four Gold Medals and One Silver Medal were won by A.J.S. Motor Cycles.

**SANGSTER TROPHY TRIAL, March 31st.** The Premier Award—The Sangster Trophy—for Best Performance of the Day, was won by the 7 h.p. A.J.S. Combination.

**EDINBURGH AND DISTRICT M.C.C. ONE-DAY TRIAL, April 16th.** Six Gold Medals were won by A.J.S. Machines in this event.

**THE A.C.U. ENGLISH SIX DAYS' TRIALS, Aug. 30th—Sept. 5th.** A.J.S. Machines secured Four Gold Medals and One Silver Medal. An outstanding feature was the performance of a 2½ h.p. A.J.S. and Sidecar, which completed the course and gained the Highest Possible Award.

**M.C. AND A.C. BIRMINGHAM-HOLYHEAD AND BACK RELIABILITY TRIAL, July 6th—7th.** The 2½ h.p. A.J.S. secured the Gowch Trophy and Gold Medal for Best Performance in the 350 c.c. Class, and a Gold Medal was also gained by the 7 h.p. Combination.

**THE ALEC ROSS TROPHY TRIAL, May 12th.** The Premier Award and Gold Medal secured by the 2½ h.p. A.J.S.

**LONDON-EDINBURGH TRIAL, May 18th—19th.** Five Gold Medals awarded A.J.S. Motor Cycles.

**A.C.U. NORTHERN CENTRE, OPEN ONE-DAY TRIAL, May 26th.** The Barron Trophy and Gold Medal, won by the 2½ h.p. A.J.S. and Sidecar for the second year in succession. Other A.J.S. awards in this Trial were One Gold Medal, One Silver Medal and One Bronze Medal.

**NORTH-WEST LONDON M.C.C. PUBLIC SCHOOLS RELIABILITY CHAMPIONSHIP TRIAL.** The 2½ h.p. A.J.S. secured the Individual Championship.

**SUTTON AND NORTH BIRMINGHAM M.C.C. SUTTON CUP TRIAL, October 27th.** The Premier Award, The Sutton Cup for Best Solo Performance, won by the 2½ h.p. A.J.S., and the Hooper Rose Bowl, for Best Sidecar Performance, won by the 2½ h.p. A.J.S. and Sidecar.

As proof of the Wonderful Successes achieved by A.J.S. Motor Cycles during 1923, we append a List of Awards compiled from those results of which we have actual records. These must not be taken as representing all the Awards gained by the A.J.S. during 1923, because there must be many that have not come to our knowledge, but the overwhelming Successes by Private Owners is convincing proof that the A.J.S. is Unbeatable for Power, Speed, Reliability and Efficiency.

**372 First Places**

**166 Second Places**

**116 Third Places**

Out of this total Private Owners on Standard Machines have secured—

**294 First Places**

**137 Second Places**

**75 Third Places**

**78 Gold Medals**

**48 Silver Medals**

**49 Cups & Trophies**

**52 Gold Medals**

**31 Silver Medals**

**28 Cups & Trophies**



## Terms of Business.

### PAYMENT

One-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 time of delivery.

### CARRIAGE

Delivery free to any railway station in the United Kingdom per goods train. Crates are charged extra at cost price and not returnable.

### RAILWAY TRANSIT

All goods are sent per Goods Train except when otherwise ordered and are signed for by the Railway Company as being in good condition. All Machines should, on arrival, be carefully examined, and if damaged, signed for as such, and an immediate claim made on the carriers. The sale of all A.J.S. Motor Cycles, Side Cars, 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.

## The "A.J.S." Guarantee

Every care is taken in the manufacture of A.J.S. Motor Cycles; if, however, any part or parts shall be or become defective through faulty workmanship or material at any time within six months from the date of purchase, we hereby undertake to exchange or repair such part or parts subject to and in accordance with the following conditions:-

In the case of machines which have been used for "hiring out" purposes, or from which our trade mark 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, that all precautions that are usual and reasonable have been taken by us to secure excellence of materials and workmanship, 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 in the replacement of such part or parts will be charged for.

We undertake, subject to the conditions mentioned, to make good at any time within six months any defects in these respects. As motor cycles 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:

- I. 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.
- II. 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.

Any motor cycle sent to us to be plated, enamelled, or repaired, whether the repairs are required for the purpose of making good the defect before referred to or otherwise, 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 six months only from the time such work shall have been executed, and this guarantee is in lieu and in exclusion of any common law or statute warranty, 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.

### IMPORTANT NOTE re ALL MODELS FITTED WITH OVERHEAD VALVE ENGINES.

These machines are fitted with engines of very high efficiency, and may be subjected to abnormal strains and stresses because of such efficiency. The usual guarantee, therefore, does not apply to these engines. We do not guarantee any part of the engine, but should any trouble occur we will deal with such cases on their merits, if the parts concerned are returned to us for examination. **Other than the engine the machine is covered by the usual guarantee.**

## Conditions of Guarantee

If a defective part should be found in our motor cycles, or in any part replaced, it must be sent to us carriage paid, and accompanied by an intimation from the sender that he desires to have it repaired free of charge, under our guarantee, and he must also furnish us at the same time with the number of the signed Guarantee (see below), the number of the machine, the name of the agent from whom he purchased, and the date of the purchase, or the date when the alleged defective part was replaced, as the case may be.

Failing compliance with the above, no notice will be taken of anything which may arrive, but such articles will lie here at the risk of the senders, and this guarantee, and any implied guarantee shall not be enforceable.

**WE GUARANTEE ONLY THOSE MACHINES WHICH ARE BOUGHT EITHER FROM US OR FROM ONE OF OUR DULY AUTHORISED AGENTS, AND UNDER NO OTHER CONDITIONS.**

We do not guarantee the specialities of other firms, such as magnetos, carburettors, tyres, saddles, chains, lamps, tools, etc., or of any component part supplied to the order of the purchaser differing from our standard specification supplied with our motor cycles, or otherwise.

We give the above guarantee with our Motor Cycles instead of the guarantee implied by Statute, or otherwise, as to the quality and fitness of such machines for the purpose of motor cycling; any such implied guarantee being in all cases excluded.

A postcard is enclosed with each new A.J.S. Motor Cycle, which when duly filled in and returned to us, entitles the purchaser to a signed Guarantee for six months, and an Instruction Booklet. **Unless the purchaser is in possession of a numbered and signed Guarantee we do not undertake repairs or supply replacements under our Guarantee.**

## The Term "Agent"

is used in a complimentary sense only and those firms whom we style our agents are not authorised to advertise, incur any debts, or transact any business whatsoever on our account other than the sale of goods which they may purchase from us; nor are they authorised to give any warranty or make any representation on our behalf other than those contained in the above guarantee.

A. J. STEVENS & CO. (1914) LTD.