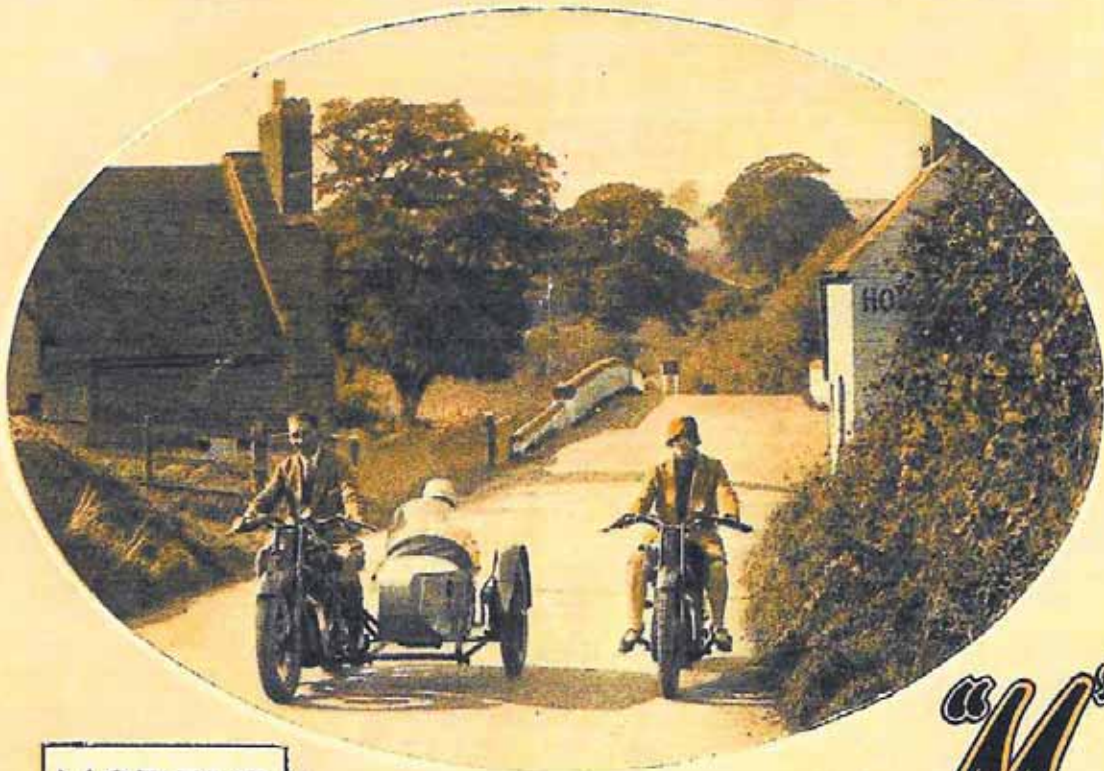


ADVANCE EXPORT LIST.

A.J.S.

Motor Cycles



MODELS

2·48 H.P.

3·49 H.P.

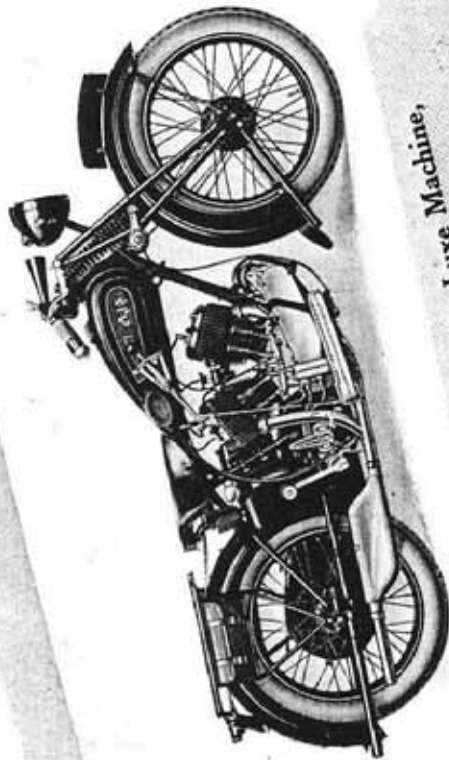
4·98 H.P.

9·96 H.P.

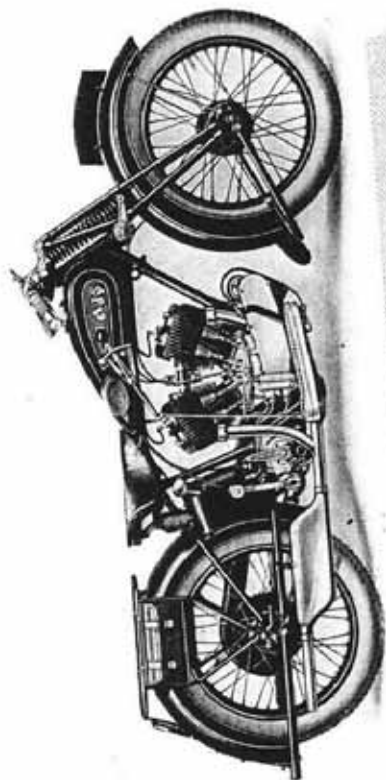
Series "M"

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

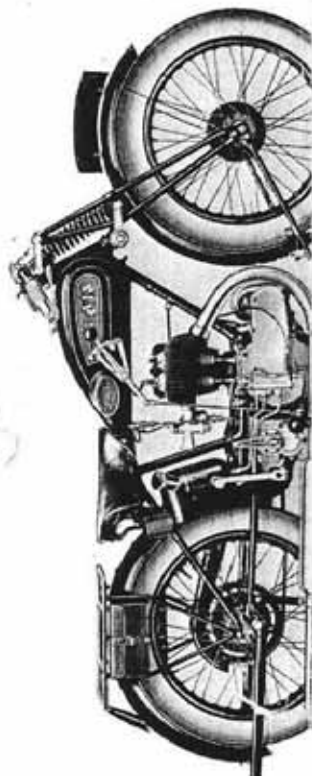
A.J.S. Motor Cycles



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



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



THE A.J.S. 3.49 h.p. DE LUXE TOURING MACHINE,
model M3

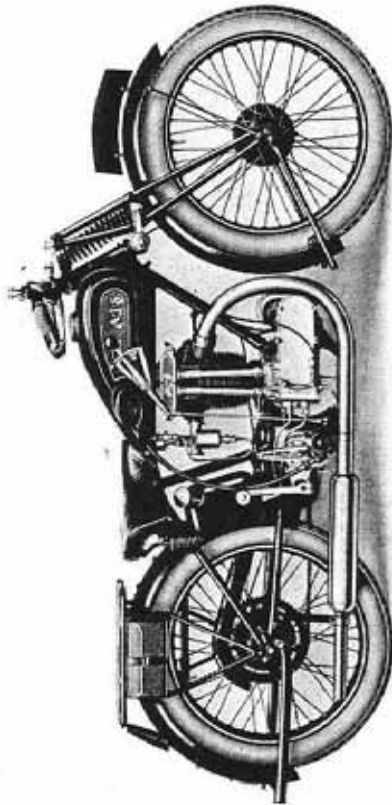
THE A.J.S. 9.96 h.p. MODEL M2.
 Engine—A.J.S. Design and Manufacture. Bore and Stroke, 996 c.c. capacity. Feed to Cylinder Base. Detachable Hand-Controlled Clutch. Improved Front and interchangeable Wheels, 26 inches. Tyres, Special wide Front and Rear Grip Control. Internal expanding Fully Enclosed All-Chain Transmission Terry Seizing-Seat Saddle, Lucas Magde Speedometer mounted in Tank (Smith's

THE A.J.S. 9.96 h.p. STANDARD MACHINE, MODEL M2.

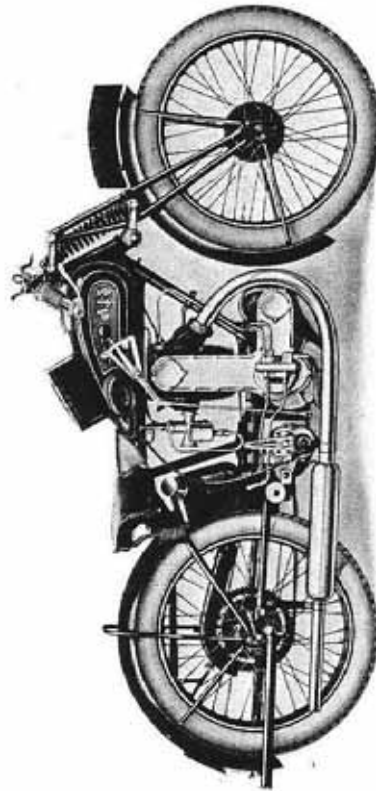
Engine—A.J.S. Design and Manufacture. Bore and Stroke, 996 c.c. capacity. Feed to Cylinder Base. Detachable Hand-Controlled Clutch. Improved Front and interchangeable Wheels, 26 inches. Tyres, Special wide Front and Rear Grip Control. Internal expanding Fully Enclosed All-Chain Transmission Terry Seizing-Seat Saddle, Lucas Magde Speedometer mounted in Tank (Smith's

THE A.J.S. 3.49 h.p. DE LUXE TOURING MACHINE, model M3

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



**The A.J.S. 3.49 h.p. Overhead Valve Machine,
Model M 6 (Single-Port).**



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

(We reserve the right to modify or deviate from the above Specifications and Prices without notice.)

Bore and Stroke, 349 c.c. capacity), Dry Sump Lubrication with Auxiliary Feed to Cylinder Base, Detachable Head, Aluminium Piston, Roller Bearing to Big End of Connecting Rod, A.J.S. Three-Speed Countershaft Gear, Hand-Controlled Clutch, Improved Footstarter, A.J.S. Patent quick detachable Rear Wheel, 26 x 3.25 Wired-on Avon Heavy Non-Skid Tyres, Improved design Front Forks, Adjustable Handlebars, with Steering Damper (Touring Pattern) Amal Carburettor with Twist Grip Control, Footboards, Solid Rubber, Internal expanding Front and Rear Brakes, Quick Adjustable, All-Chain Transmission ("Hans Renold") with Shock Absorber, Terry Spring-Seat Saddle, Lucas Magneto, Speedometer mounted in Tank (Smith's Non-Trip).

**THE A.J.S. 3.49 h.p. DE LUXE SPORTING MACHINE,
MODEL M 4.**

Engine—A.J.S. Design and Manufacture, Single Cylinder (74 x 81 m.m. Bore and Stroke, 349 c.c. capacity), Dry Sump Lubrication with Auxiliary Feed to Cylinder Base, Detachable Head, Aluminium Piston, Roller Bearing to Big End of Connecting Rod, A.J.S. Three-Speed Countershaft Gear, Hand-Controlled Clutch, Improved Footstarter, A.J.S. Patent quick detachable Rear Wheel, 26 x 3.25 Wired-on Avon Heavy Non-Skid Tyres, Improved design Front Forks, Adjustable Handlebars, with Steering Damper (semi T.T. type), Amal Carburettor with Twist Grip Control, Footrests, adjustable to any position, Internal expanding Front and Rear Brakes, Quick Adjustable, All-Chain Transmission ("Hans Renold") with Shock Absorber, Terry Spring Seat Saddle, Lucas Magneto, Speedometer mounted in Tank (Smith's Non-Trip).

**THE A.J.S. 3.49 h.p. STANDARD SPORTING MACHINE,
MODEL M 5.**

Engine—A.J.S. Design and Manufacture, Single Cylinder (74 x 81 m.m. Bore and Stroke, 349 c.c. capacity), Dry Sump Lubrication with Auxiliary Feed to Cylinder Base, Detachable Head, Aluminium Piston, Roller Bearing to Big End of Connecting Rod, A.J.S. Three-Speed Countershaft Gear, Hand-Controlled Clutch, Improved Footstarter, A.J.S. Patent quick detachable Rear Wheel, 26 x 3.25 Wired-on Avon Heavy Non-Skid Tyres, Improved design Front Forks, Adjustable Handlebars (semi T.T. type), Amal Carburettor with Twist Grip Control, Footrests, adjustable to any position, Internal expanding Front and Rear Brakes, Quick Adjustable, All-Chain Transmission ("Hans Renold") with Shock Absorber, Terry Spring-Seat Saddle, Lucas Magneto.

**THE A.J.S. 3.49 h.p. OVERHEAD VALVE MACHINE,
MODEL M 6.**

Engine—A.J.S. Design and Manufacture, Overhead Valves, Entirely enclosed Rocker Gear and Push Rods, Single Cylinder (74 x 81 m.m. Bore and Stroke, 349 c.c. capacity), Dry Sump Lubrication with Auxiliary Feed to Cylinder Base, Detachable Head, Aluminium Piston, Roller Bearing to Big End of Connecting Rod, A.J.S. Three-Speed Countershaft Gear, Hand-Controlled Clutch, Improved Footstarter, A.J.S. Patent quick detachable Rear Wheel, 26 x 3.25 Wired-on Avon Heavy Non-Skid Tyres, Improved design Front Forks, Adjustable Handlebars, with Steering Damper (semi T.T. type), Amal Carburettor with Twist Grip Control, Footrests, adjustable to any position, Internal expanding Front and Rear Brakes, Quick Adjustable, All-Chain Transmission ("Hans Renold") with Shock Absorber, Terry Spring-Seat Saddle, Lucas Magneto, Speedometer mounted in Tank (Smith's Non-Trip), Narrow racing type Mudguards, This machine can be fitted with Two-Port Exhaust at an extra charge.

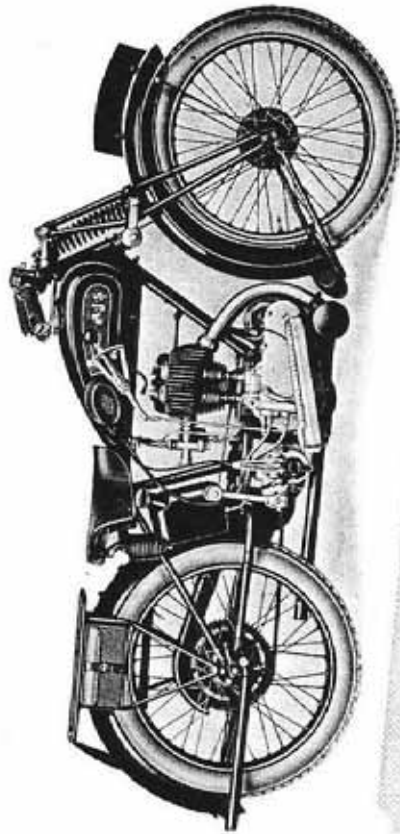
Extra for "Magdyno" Lighting Set (Solo with Rear Lamp) — £

Extra for "Magdyno" Lighting Set (Combination) — £

Extra for Spare Wheel and Brackets, without Tyre — £



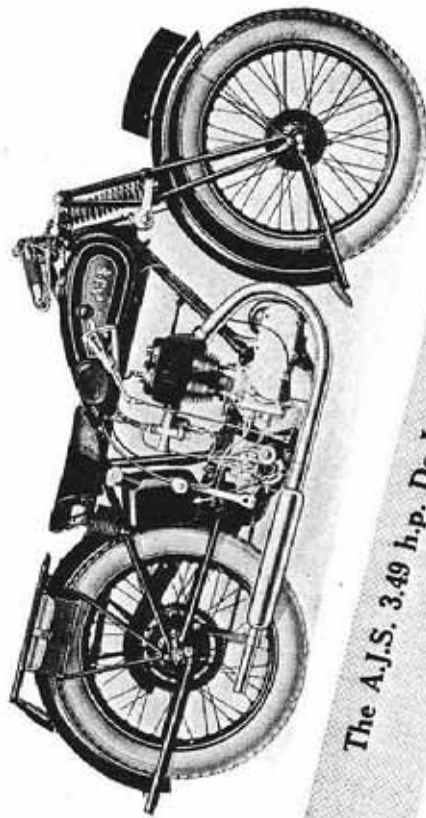
1929 Models. Series M.



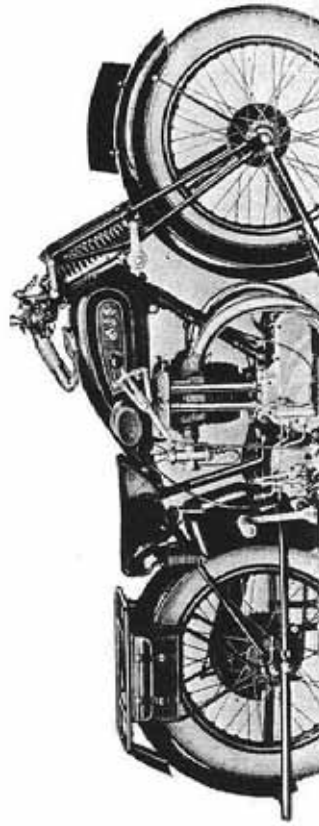
The A.J.S. 3.49 h.p. De Luxe Touring Machine,
Model M3.

LUXE MACHINE, M1. Twin Cylinder (84 x 90 m.m. bore and stroke) with Auxiliary Sump Lubrication with Auxiliary Aluminium Pistons. Roller Bearings. Three-Speed Countershaft Gear. Starter. A.J.S. Patent quick detachable design Front Forks. Adjustable .50 Wired-on Avon Heavy Non-slick and Rear Brakes. Quick Adjustable. Hans Renold (") with Shock Absorber. Electric Lighting Set. Electric Horn. (Non-Trip).

THE A.J.S. 3.49 h.p. OVERHEAD CAMSHAFT MACHINE, MODEL M7.
Engine—A.J.S. Design and Manufacture. Single Cylinder (74 x 81 m.m. bore and stroke, 349 c.c. capacity). Overhead Valves operated by Chain driven Camshaft with patent Tensioning Device and Reaction Damper. Detachable Head. Aluminium Piston. Roller Bearings to Big End of Connecting Rod. Ball Races to Main Shafts. Ball Bearing Timing Shafts. Dry Sump Lubrication with Auxiliary Feed to Cylinder Base. A.J.S. Three-Speed Countershaft Gear. Hand-Controlled Clutch. Rear Wheel fitted with specially Light Hub. 26 x 3.00 Wired-on Avon Heavy Non-Slick Tyres. Improved design Front Forks. Adjustable Handlebars, with Seoring Damper (J.T. type). Amal Carburettor with Twist Grip Control. Internal expanding Front and Rear Brakes. Quick Adjustable. All-Chain Transmission ("Hans Renold") with Shock Absorber. Terry Spring-Seat Saddle. Lucas Magneto. Speedometer mounted in Tank (Smith's Non-Trip).



The A.J.S. 3.49 h.p. De Luxe Sporting Machine,
Model M4.



enclosed Rocker Gear and Van Valves. Single Cylinder 104×70 m.m. Bore and Stroke, 498 c.c. capacity). Detachable Head. Aluminium Piston. Roller Bearing to Big End Connecting Rod. Dry Sump Lubrication with Auxiliary Feed to Cylinder Base. A.J.S. Three-Speed Countershaft Gear. Hand-Controlled Clutch. Improved Footstarter. A.J.S. Patent quick detachable Rear Wheel. 26×3.50 Wired-on Avon Heavy Non-Skid Tyres. Adjustable Handlebars, with Steering Damper (semi T.T. pattern). Amal Carburettor with Twist-Grip Control. Internal expanding Front and Rear Brakes. Quick Adjustable. All-Chain Transmission ("Hans Renold") with Shock Absorber. Terry Spring-Seat Saddle. Lucas Magneto. Speedometer mounted in Tank (Smith's Non-Trip). The Two-Port Exhaust (as illustrated) can be fitted at an extra charge.

THE A.J.S. 4.98 h.p. DE LUXE SIDE-VALVE TOURING MACHINE, MODEL M 9.

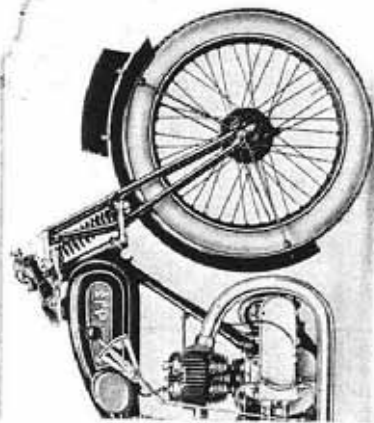
Engine—A.J.S. Design and Manufacture. Side-by-side Valves. Single Cylinder $(84 \times 90$ m.m. Bore and Stroke, 498 c.c. capacity). Detachable Head. Aluminium Piston. Roller Bearing to Big End Connecting Rod. Dry Sump Lubrication with Auxiliary Feed to Cylinder Base. A.J.S. Three-Speed Countershaft Gear. Hand-Controlled Clutch. Improved Footstarter. A.J.S. Patent quick detachable Rear Wheel. 26×3.50 Wired-on Avon Heavy Non-Skid Tyres. Adjustable Handlebars, with Steering Damper (semi T.T. pattern). Amal Carburettor with Twist-Grip Control. Internal expanding Front and Rear Brakes. Quick Adjustable. All-Chain Transmission ("Hans Renold") with Shock Absorber. Terry Spring-Seat Saddle. Lucas Magneto. Speedometer mounted in Tank (Smith's Non-Trip).

THE A.J.S. 4.98 h.p. OVERHEAD CAMSHAFT MACHINE, MODEL M 10.

Engine—A.J.S. Design and Manufacture. Single Cylinder. $(84 \times 90$ m.m. Bore and Stroke, 498 c.c. capacity). Overhead Valves operated by Chain-driven Camshaft with patent Tensioning Device and Reaction Damper. Detachable Head. Aluminium Piston. Roller Bearings to Big End Connecting Rod. Ball Races to Main Shafts. Ball Bearing Timing Shafts. Dry Sump Lubrication with Auxiliary Feed to Cylinder Base. A.J.S. Three-Speed Countershaft Gear. Hand-Controlled Clutch. Rear Wheel fitted with specially Light Hub. 26×3.50 Wired-on Avon Heavy Non-Skid Tyres. Improved design Front Forks. Adjustable Handlebars, with Steering Damper (T.T. type). Amal Carburettor with Twist-Grip Control. Internal expanding Front and Rear Brakes. Quick Adjustable. All-Chain Transmission ("Hans Renold") with Shock Absorber. Terry Spring-Seat Saddle. Lucas Magneto. Speedometer mounted in Tank (Smith's Non-Trip).

THE A.J.S. 2.48 h.p. LIGHTWEIGHT MACHINE, MODEL M 12.

Engine—A.J.S. Design and Manufacture. Side-by-side Valves. Single Cylinder $(65 \times 75$ m.m. Bore and Stroke, 248 c.c. capacity). Detachable Head. Aluminium Piston. Roller Bearing to Big End Connecting Rod. Dry Sump Lubrication with Auxiliary Feed to Cylinder Base. A.J.S. Three-Speed Countershaft Gear. Hand-Controlled Clutch. Improved Footstarter. 25×3.00 Wired-on Avon Heavy Non-Skid Tyres. Improved design Front Forks. Handlebars (semi T.T. pattern). Amal Carburettor with Twist-Grip Control. Internal expanding Front and Rear Brakes. Quick Adjustable. All-Chain Transmission ("Hans Renold") with Shock Absorber. Terry Spring-Seat Saddle. Lucas Magneto.



Lightweight Machine,
Model M 12.

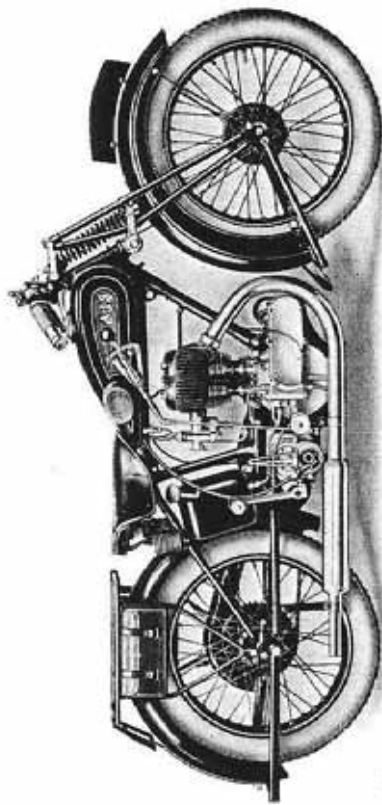
Extra for Tyre and Tube —
£

Extra for Speedometer on
Models M5 and M12 —
£

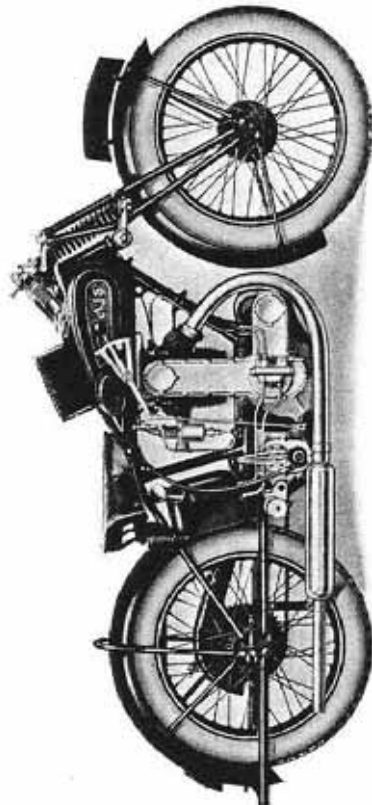
Extra for Hood —
£

Extra for Left Hand Side-
screen —

The A.J.S. 4.98 h.p. Overhead Valve Machine,
Model M 8 (Two-Port).



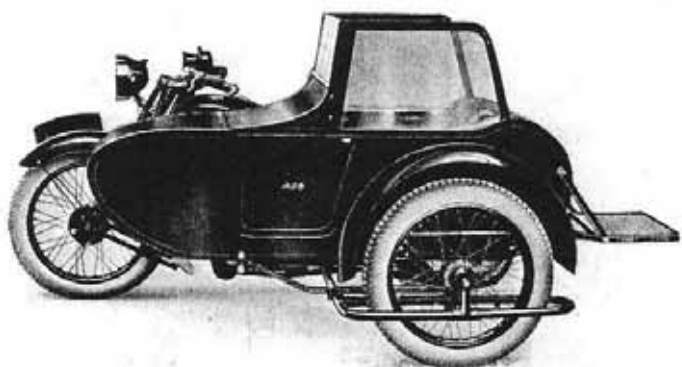
The A.J.S. 4.98 h.p. De Luxe Side-Valve Touring
Machine, Model M 9.



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

(We reserve the right to modify or deviate from the above Specifications and
Prices without notice.)

A.J.S. SIDECARS.



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

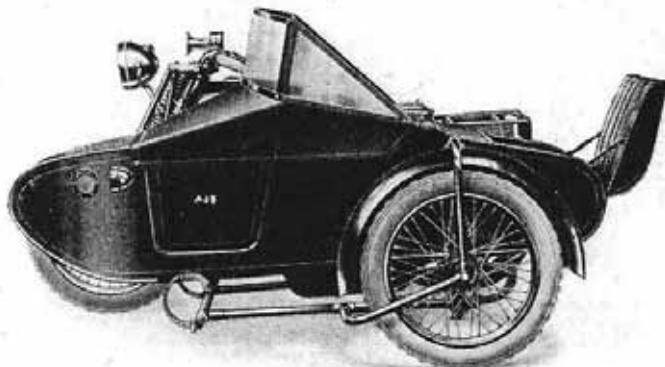
This is an entirely new type of body which we have introduced this season for use with our 9.96 h.p. Twin Cylinder Machine.

The body, although of touring pattern, nevertheless is well in keeping with the fine sporting lines of the machine, and will be found to be most comfortable. The body is covered with fabric, beautifully upholstered, seat and back fitted with springs. Equipment includes Windscreen, Sidescreens, Storm-proof Apron, Sidecar Stand, Luggage Carrier.

The wheel of this Sidecar is instantly detachable and interchangeable with that of the Model M1 Machine.

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

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



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

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

This type of body can be fitted to our Lightweight Chassis, the 4.98 h.p. or the 9.96 h.p.

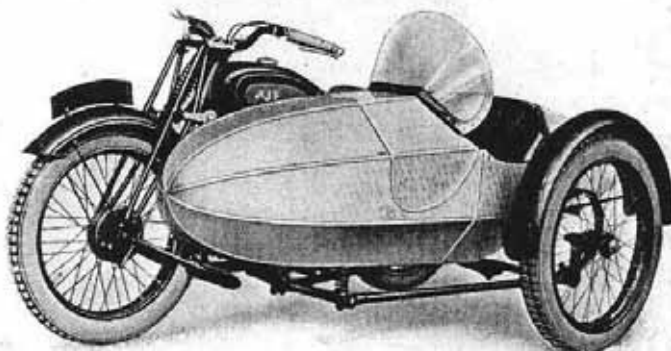


THE A.J.S. SUPER-SPORTS SIDECAR, TYPE MC 21

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

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

This body is available for fitting on our Lightweight Chassis, the 4.98 h.p., or 9.96 h.p.



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

A particularly attractive design of body which we introduced in 1928. It features the graceful lines of a launch, at the same time combining the sporting appearance and comfort of a touring sidecar.

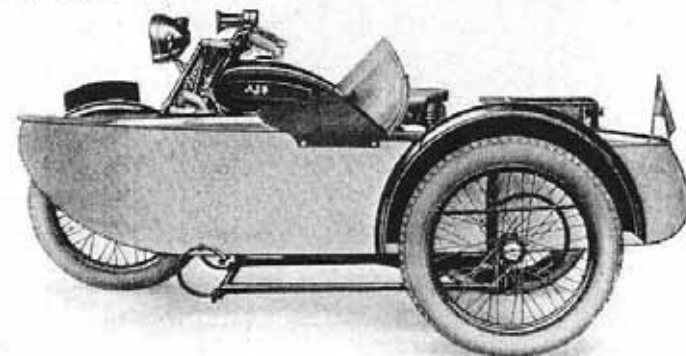
The body is finished in durable, weather-proof, aluminium fabric with handsome frosted effect.

The "decking" on top of the body is of well-seasoned best-quality oak, polished and secured with nickel-plated screws, giving a most attractive appearance.

The upholstery is of finest quality leather cloth, cushion well padded and sprung, with a low and comfortable seating position.

A nickel-plated cowl gives a realistic effect to the "bows," whilst a pennant mast is fixed to the stern.

This body can be fitted on our Lightweight Chassis, 4.98 h.p. or 9.96 h.p.



In addition to the models illustrated above, we also list many other types of Bodies for pleasure and commercial purposes.

(We reserve the right to modify or deviate from the above Specifications and Prices without notice.)

A few Important Successes attained in Speed Events during 1928.

BRITISH ISLES.

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

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

IRELAND

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

SCOTLAND.

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

GERMANY.

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

BELGIUM.

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

AUSTRIA.

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

CZECHO-SLOVAKIA.

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

HOLLAND.

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

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

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

A few Important Successes during 1928—*continued.*

EGYPT.			
Edku 100 mile High-Speed Trial	Mr. T. Rosetti	4.98 h.p. s/c. A.J.S.	FIRST.
" " " "	Mr. A. Herman	4.98 h.p. A.J.S.	SECOND
JUGO SLAVIA.			
International Track Race at Zagreb Cernomerec	Mr. Stuzz	— A.J.S.	FIRST
AMERICA.			
Somers Hill Climb-Somers, N.Y.	Mr. Zottle	3.49 h.p. A.J.S.	FIRST.
FRANCE.			
Des Alpilles Hill Climb	Mr. L. Vache	4.98 h.p. s/c. A.J.S.	FIRST.
La Lanterne Hill Climb	Mr. H. Dawson	— A.J.S.	FIRST, and Fastest Time of Day
Riva Bella Hill Climb	Mr. H. Dawson	4.98 h.p. A.J.S.	FIRST, and Fastest Time of Day.
Domaine Rothschild Hill Climb	Mr. H. Dawson	4.98 h.p. A.J.S.	FIRST.
SWEDEN.			
International Hill Climb, Farittsbaken Holmstad	Mr. H. Sonderup	3.49 h.p. A.J.S.	FIRST.
CHINA.			
Dairen M.C.C. Races	—	4.98 h.p. A.J.S.	FOUR FIRST PLACES.

Important A.J.S. Successes in Reliability, 1928.

BRITISH ISLES.			
LONDON-EXETER TRIAL ... ..	...	A.J.S. gained Five Gold Medals.	
LEICESTER-CARDIFF TRIAL ... ..	...	A.J.S. gained Three Silver Cups.	
COLMORE CUP TRIAL ... ..	...	A.J.S. gained Three Gold Medals, Three Silver Medals.	
VICTORY CUP TRIAL ... ..	...	A.J.S. gained Olia Cup, Two Gold and Three Silver Medals.	
SIX DAYS STOCK MACHINE TRIAL ... ..	...	A.J.S. gained Team Prize, and Three Gold Medals.	
LONDON-LANDS END TRIAL ... ..	...	A.J.S. gained Six Gold and Two Silver Medals.	
CORK "TWENTY" RELIABILITY TRIAL ... ..	...	A.J.S. gained Four First Class Awards.	
LONDON-EDINBURGH TRIAL ... ..	...	A.J.S. gained Three Gold Medals.	
SCOTTISH SIX DAYS TRIAL ... ..	...	A.J.S. gained Special Merit Award, One Silver Cup, and One Gold Medal.	
KICKHAM MEMORIAL TRIAL ... ..	...	A.J.S. gained Kickham Memorial Trophy.	
INTERNATIONAL SIX DAYS TRIAL ... ..	...	A.J.S. gained Five Gold Medals, and Member of Team winning International Silver Vase.	
CHINA.			
Hong-Kong 100 miles Reliability Trial ... ..	...	A.J.S. gained PREMIER AWARD, and Two Cups for Best Performance of the Day.	
INDIA.			
Western India A.A. Bombay-Nasik-Poona Endurance Run, 264 miles ... ..	...	A.J.S. gained FIRST, SECOND, and THIRD PLACES.	
GERMANY.			
British Army of the Rhine Reliability Trial ... ..	...	A.J.S. gained FIRST PLACE, and made Best Performance of the Day.	
AUSTRALIA.			
24 Hours Reliability Trial, Adelaide ... ..	...	A.J.S. gained TEAM PRIZE, finishing without loss of marks.	