

The 1930

J.F.S.
*Special
Overhead
Camshaft
Models*

3.46HP & 4.95HP
MODELS R.7 & R.10

Manufactured throughout by
J. Stevens & Co. (1914) Ltd.
JLYFRHAMPTON, England.

A.J.S. 3.46 h.p. OVERHEAD CAMSHAFT MACHINE
MODEL R 7.

Engine. A.J.S. Design and Manufacture. Single Cylinder (70 x 90 mm. Bore and Stroke 46 c.c. capacity) fitted with Detachable Head, Aluminium Piston, Roller Bearings to Big End of Connecting Rod. Ball Bearings to Main Shafts and Timing Shaft. The Overhead Camshaft is driven by chain with patent tensioning device and reaction damper. "Binks" 2-jet with Twist Grip Control. Scientifically constructed, giving low Saddle Position.

Carburettor. Lucas Racing Magneto. Handlebar Control. Vernier Timing Adjustment. "Hans Renold." Front 3 in. x 3/10 in. wide. Rear 3 in. x .250 in. wide. A Shock Absorber is fitted in the Clutch.

Patrol Tank. 3 gallons, 3 pints.

Oil Tank. Fitted behind Saddle Down Tube. Capacity, 5 pints.

Lubrication. Dry Sump with Auxiliary Feed to Cylinder Wall.

Ignition. Lucas Racing Magneto. Handlebar Control. Vernier Timing Adjustment. "Hans Renold." Front 3 in. x 3/10 in. wide. A Shock Absorber is fitted in the Clutch.

Chains. Semi-enclosed type, giving easy access to the transmission.

Chain Guards. Three-Speed Camshaft. Gear fitted throughout with Ball Bearings. Operated by our Patent Gate Change Speed Lever. Close Ratios—4.56, 6.08, 12.936.

Gearbox. Hand-controlled with Cork Inserts. Both Front and Rear Hubs fitted with Patent Roller Bearings. Rear has specially light Hub and Brake Drum. Rear Wheel is not of the Quick Detachable type.

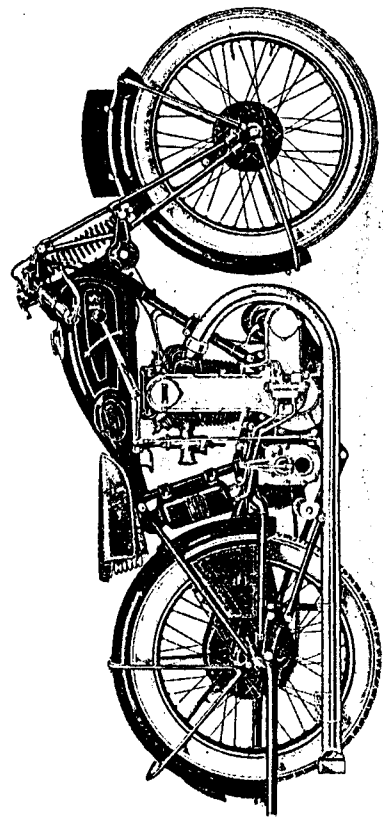
Clutch. Avon. Wired-on Heavy "Non-skid." Tyres. 26 x 300. Front ribbed. Rear studded. Adjustable.

Wheels. Mudguards. Front and Rear Internal Expanding. Footrests. Quick Adjustable. Rear Brake 9 ins. diameter, operated by Pedal on left hand side of Machine. Front 7 ins. diameter, operated by lever on Handlebar. Both are extremely powerful and smooth acting. Latest A.J.S. Design. Fitted with Shock Absorbers. All links are adjustable for taking up side play.

Forks. I.T.I. type with Steering Damper. Strong Kick-up type fitted to Rear Wheel. Lycett Patent. Chain Stays. Carried between Chain Stays. Tool Case. Wheel Base, 45 ins. Overall Length 290 ins.

Weight. 290 lbs.

Price - £77:0:0



A.J.S. 4.85 h.p. OVERHEAD CAMSHAFT MACHINE
MODEL R 10.

Engine. A.J.S. Design and Manufacture. Single Cylinder (79 x 101 mm. Bore and Stroke 495 c.c. capacity) fitted with Detachable Head, Aluminium Piston, Roller Bearings to Big End of Connecting Rod. Ball Bearings to Main Shafts and Timing Shaft. The Overhead Camshaft is driven by chain with patent tensioning device and reaction damper. "Binks" 2-jet with Twist Grip Control. Scientifically constructed, giving low Saddle Position.

Carburettor. Lucas Racing Magneto. Handlebar Control. Vernier Timing Adjustment. "Hans Renold." Front 3 in. x 3/10 in. wide. Rear 3 in. x .250 in. wide. A Shock Absorber is fitted in the Clutch.

Patrol Tank. 3 gallons, 6 pints.

Oil Tank. Fitted behind Saddle Down Tube. Capacity, 5 pints.

Lubrication. Dry Sump with Auxiliary Feed to Cylinder Wall.

Ignition. Lucas Racing Magneto. Handlebar Control. Vernier Timing Adjustment. "Hans Renold." Front 3 in. x 3/10 in. wide. A Shock Absorber is fitted in the Clutch.

Chains. Semi-enclosed type, giving easy access to the transmission.

Chain Guards. Three-Speed Camshaft. Gear fitted throughout with Ball Bearings. Operated by our Patent Gate Change Speed Lever. Close Ratios—4.56, 6.08, 10.944.

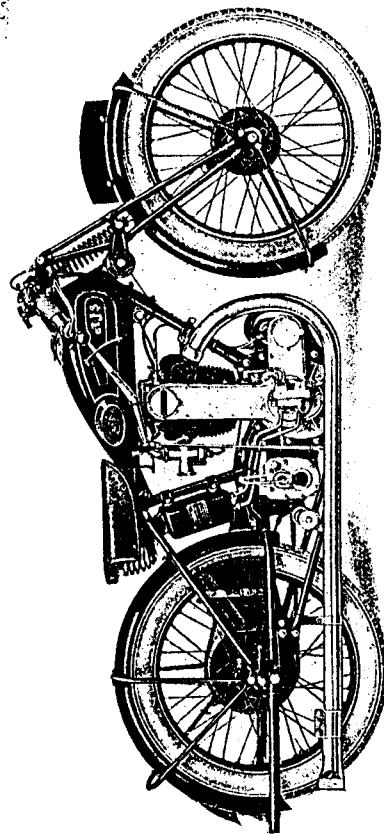
Gearbox. Hand-controlled with Cork Inserts. Both Front and Rear Hubs fitted with Patent Roller Bearings. Rear has specially light Hub and Brake Drum. Rear Wheel is not of the Quick Detachable type.

Clutch. Avon. Wired-on Heavy "Non-skid." Tyres. 27 x 3. Front ribbed. Rear studded. Adjustable.

Wheels. Mudguards. Front and Rear Internal Expanding. Footrests. Quick Adjustable. Rear Brake 9 ins. diameter, operated by Pedal on left hand side of Machine. Front 7 ins. diameter, operated by lever on Handlebar. Both are extremely powerful and smooth acting. Latest A.J.S. Design. Fitted with Shock Absorbers. All links are adjustable for taking up side play.

Forks. I.T.I. type with Steering Damper. Strong Kick-up type fitted to Rear Wheel. Lycett Patent. Chain Stays. Carried between Chain Stays. Tool Case. Wheel Base, 4 ft. 7 ins. Overall Length. Measurements. 7 ft. 0 in. 316 lbs.

Price - £85:0:0



THE two Camshaft Models described in this leaflet and which we are listing for 1930, are produced solely as racing machines and must not be confused with their prototypes of 1929, namely, Models M 7 and M 10, which were suitable for competition work, fast touring and general purposes. The 1930 R 7 and R 10 are supplied for serious high speed and racing work, and are the equivalents of Models M 7SR and M 10SR of 1929.

They are only being made in limited quantities and each machine is built and tested by our Racing Department.

We do not guarantee any speeds, but assurance is given that each Model leaving the works is prepared exactly as if it was to be used by our own riders in racing events.

The success which has attended our 1929 Camshaft Racing Machines emphatically proved their outstanding speed and reliability. Over 100 World's speed and endurance records were broken last year, in addition to the winning of such important events as the Grand Prix of Europe; the Austrian Grand Prix; the Ulster Grand Prix; the German T.I.; the Grand Prix de Brussels; Danish Grand Prix, etc., etc.

We do not fit footstarters nor electric lighting sets to the Models R 7 and R 10, as these fittings are rarely if ever required on purely racing machines.

Some 1929 Achievements. OVER 100 WORLD'S RECORDS.

A few of the more Important Records:

119.76 m.p.h. officially attained over the Flying Mile one way at Arpsjon, August 25th, 1929, thus proving the 300 c.c. A.J.S. to be the fastest single cylinder motor cycle in the World.

The A.J.S. has made more World's Speed Records in one season than any other motor cycle in the World.

500 c.c., 750 c.c. and 1,000 c.c. Solo Classes.

1,000 Miles covered in 12 hours at an average speed of 83.98 m.p.h., and last lap at 103 m.p.h.
101.26 m.p.h. averaged for Two Hours.
86.16 m.p.h. averaged for Eight Hours.
200 Miles covered at average speed of 101.23 m.p.h.

500 c.c. and 750 c.c. Solo Classes.

1 Kilo at 118.98 m.p.h.
1 Mile at 118.61 m.p.h.
5 Kilos at 117.23 m.p.h.
5 Miles at 117.80 m.p.h.
10 Kilos at 108.27 m.p.h. (Standing Star)
10 Miles at 110.22 m.p.h. (Standing Start)

600 c.c. and 1,000 c.c. Sidecar Classes.

500 Kilos at 74.81 m.p.h.
1,000 Kilos at 71.96 m.p.h.
500 Miles at 73.18 m.p.h.
Also 4, 5, 6, 7, 8 and 9 Hours.

350 c.c. Solo Class.

1 Mile covered at 106.76 m.p.h.
1 Kilo covered at 107.02 m.p.h.
200 Miles covered at 93.42 m.p.h.
5 Kilos covered at 107.019 m.p.h.
5 Miles at 106.926 m.p.h.
93.35 m.p.h. maintained for 2 Hours.
92.87 m.p.h. maintained for 3 Hours.

350 c.c. and Sidecar Class.

The 350 c.c. A.J.S. has beaten previous records made by machines up to 1,000 c.c. for 10, 11 and 12 Hours.

1 Hour at 84.06 m.p.h.
10 Hours at 66.69 m.p.h.
11 Hours at 66.60 m.p.h.
12 Hours at 66.70 m.p.h.
The distance covered in the latter record was just over 800 Miles.

100 Miles at 77.47 m.p.h.
200 Miles at 76.05 m.p.h.
500 Miles at 66.69 m.p.h.
1 Kilo at 90.71 m.p.h.
1 Mile at 90.45 m.p.h.
50 Kilos at 83.24 m.p.h.
50 Miles at 83.84 m.p.h.
100 Kilos at 84.01 m.p.h.

RACING EVENTS.

The longest road race in the world (Durban—Johannesburg) won by the A.J.S. Also second, eighth, ninth and thirteenth places. Winner of 200 Mile Race at Brooklands, 350 c.c. class. Winner of 200 Mile Sidecar Race at Brooklands, 350 c.c. class. Winner of Brooklands 500 c.c. Solo Championship. Winner of Brooklands 600 c.c. Sidecar Championship. Grand Prix of Europe, 350 c.c. class.—A.J.S. First, Second and Fourth. Grand Prix de Brussels won by 350 c.c. A.J.S., also Fastest Lap. 4 First Places gained by A.J.S. machines in important American Speed Events.

RACING EVENTS.

Australian T.T.—A.J.S. First and Second in the Senior Race, and Second in the Junior Race.
German T.T.—A.J.S. First in the 350 c.c. class, and Fastest Lap.
Junior T.T., I.O.M.—A.J.S. Second.
Ulster Grand Prix, 350 c.c. class.—A.J.S. First, Second and Fourth.
Danish Grand Prix.—A.J.S. First and Second.
Austrian Grand Prix, 350 c.c. class.—A.J.S. First.
Grand Prix of Europe, 350 c.c. class.—A.J.S. First, Second and Fourth.
Grand Prix de Brussels won by 350 c.c. A.J.S., also Fastest Lap.
4 First Places gained by A.J.S. machines in important American Speed Events.

