

**AJS**

**MOTOR CYCLES**

**1933**

# The HOME of the A.J.S.

1933

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*We offer an invitation to everyone who is interested in motor cycles to visit the Home of the A.J.S. This creates an opportunity for intending purchasers of A.J.S. machines to see how they are manufactured, and to inspect the models in which they are interested*

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*Should a visit to the factory be impossible, just write and ask us for the name and address of the nearest A.J.S. Dealer. He will be pleased to give any information in connection with our machines or the purchase of them.*

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**THE LARGEST FACTORY IN ENGLAND  
SOLELY DEVOTED TO THE  
MANUFACTURE OF MOTORCYCLES**



### MODELS AND PRICES:

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4	Model 33-12	2-48 H.P. O.H.V. "Big Port" 4-Speed Gearbox	£41 10 0
5	Model 33-5	3-49 H.P. Side Valve, 3-Speed Gearbox	£40 0 0
6	Model 33-B6	3-49 H.P. O.H.V. "Big Port" 4-Speed Gearbox	£42 5 0
7	Model 33-6	3-49 H.P. O.H.V. Two Port de luxe, 4-Speed Gearbox	£51 10 0
12	Model 33-7	3-46 H.P. O.H.C. "Trophy" 4-Speed Gearbox	£65 0 0
9	Model 33-B8	4-98 H.P. O.H.V. "Big Port" 4-Speed Gearbox	£49 10 0
10	Model 33-8	4-98 H.P. O.H.V. Two Port, 4-Speed Gearbox	£55 0 0
8	Model 33-9	4-98 H.P. Side Valve, 3-Speed Gearbox	£49 10 0
13	Model 33-10	4-95 H.P. O.H.C. "Trophy" 4-Speed Gearbox	£70 0 0
16	Model 33-2	Home 9-90 H.P. Side Valve Twin, 4-Speed Gearbox	£65 0 0
17	Model 33-2	Export " " " " " " " "	£65 0 0

*For Prices of Electric Lighting and other equipment see page 22.*

Telegrams—"ICANHOPIT, WOOLWICH"

Telephone—WOOLWICH 1010

PLUMSTEAD ROAD, LONDON, S.E. 18.



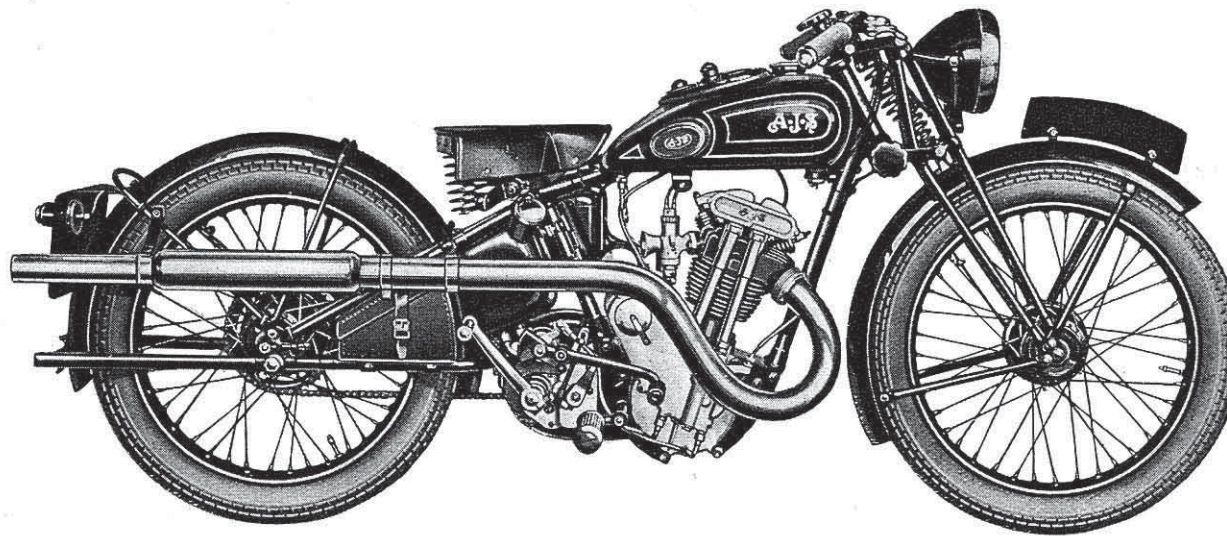
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**MODEL 33-12. 2.48 H.P. "BIG PORT" O.H.V.**

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**SPECIFICATION.**

**ENGINE**—Of "A.J.S." design and manufacture. Single cylinder overhead valves. Bore 65 m.m. Stroke 75 m.m. Capacity 248 c.c. Adjustable mechanical lubrication by gear-driven pump made integral with the magneto chain cover. Compression ration 6.25 to 1. Single port detachable cylinder head of efficient design, duplex valve springs, Duralumin rocker arms and tappet tubes. Four ring aluminium piston with fully floating gudgeon pin, roller bearings to big end, single row ball bearing-timing side mainshaft and double row ball bearing-driving mainshaft. Totally enclosed exhaust valve lifter mechanism. Inspection disc on magneto chain cover for inspecting chain tens on.

**GEAR BOX**—Four-speed gear made to "A.J.S." design. Ratio 5.8, 7.73, 11.36, 17.22. Enclosed foot starter mechanism.

**CLUTCH**—Simple single-plate clutch with cork inserts. Hand control of light tension. Both push rod and cable adjuster to clutch.

**TYRES**—25in. x 3in. "Firestone" Cord Tyres.

**WHEEL HUBS**—Adjustable taper roller bearings to both wheels.

**CARBURETTER**—"Amal" needle-type with throttle stop and twist grip control.

**HANDLEBARS**—Adjustable semi-sports with integral controls and steering damper control knob.

**FRONT FORKS**—Centre barrel spring type with adjustable links and hand adjustable shock absorber.

**FOOTRESTS**—Adjustable arms giving wide range position, rubber covered and of sturdy design.

**SADDLE**—"Lycett" flexible-top, adjustable up or down and forward and backward.

**BRAKES**—Internal expanding front and rear. Front 5½in. diameter, rear 5½in. diameter. Both fitted with hand adjusters. Very sensitive but smooth in action.

**TRANSMISSION**—"Coventry" chain, size ½in. x .305in. Primary drive running in oil bath. Efficient shock absorber fitted to engine shaft, also running in oil. Rear chain adequately protected by top half chain cover.

**STAND**—Clip-up rear stand.

**EQUIPMENT**—Complete kit of tools, including spanners for special adjustments and "Tecalmit" grease gun, also tyre inflator.

**PETROL TANK**—Finish: Usual "A.J.S." Black and Gold. Capacity 1½ gallons. Quick-Action filler cap.

**OIL TANK**—Capacity 3½ pints. Quick-action filler cap.

**PRICE**—To Standard Specification ... **£41 : 10 : 0** IJBRO.

*For Prices of Electric Lighting and other equipment see page 22.*

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**A.J.S.**

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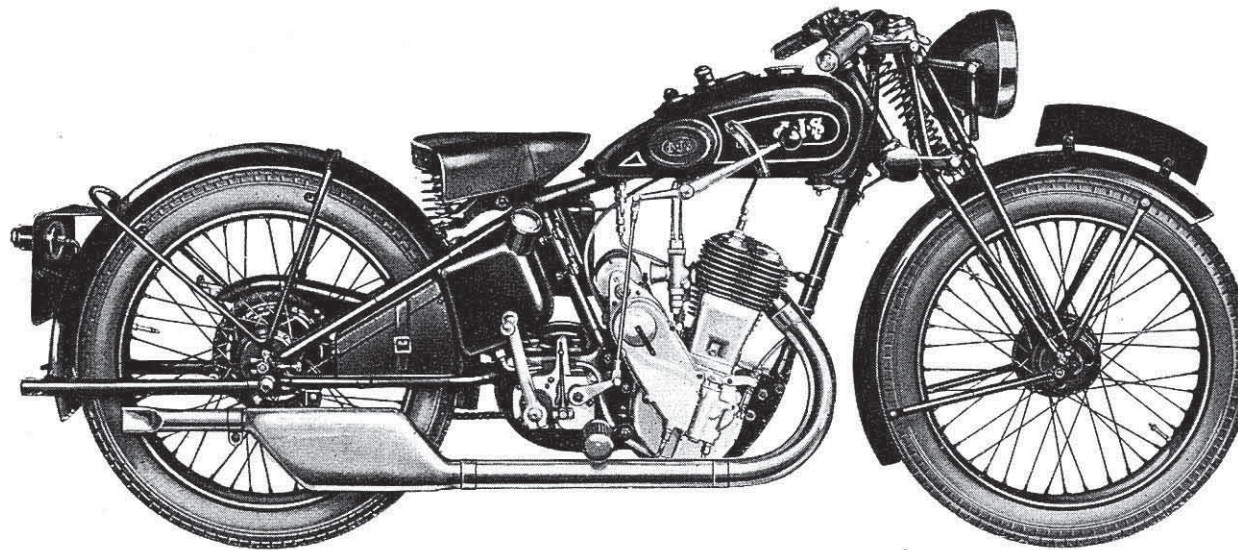
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**MODEL 33-5. 3.49 H.P. SIDE VALVE SPORTS**

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**SPECIFICATION.**

**ENGINE**—Of "A.J.S." design and manufacture. Single-cylinder. Side by Side valves. Bore 74 m.m. Stroke 81 m.m. Capacity 349 c.c. Adjustable mechanical lubrication by gear-driven pump made integral with the magneto chain cover. Four-ring aluminium piston with fully floating gudgeon pin, caged roller bearings to big end, single row ball bearing—timing side, double row ball bearing—driving side mainshaft. Totally enclosed tappet and valve gear and exhaust valve lifter mechanism. Inspection disc on magneto chain cover for inspecting chain tension.

**GEAR BOX**—Three-speed constant mesh gearbox made to "A.J.S." design. Ratios 5.8, 9 and 16 to 1 bottom. Enclosed foot starter mechanism.

**CLUTCH**—Simple single-plate clutch with cork inserts. Hand control of light tension. Both push rod and cable adjuster to clutch.

**TYRES**—25in. x 3in. "Firestone" Cord Tyres.

**WHEEL HUBS**—Adjustable taper roller bearings to both wheels.

**CARBURETTOR**—"Amal" needle-type with throttle stop and twist grip control.

**HANDLEBARS**—Adjustable semi-sports with integral controls and steering damper control knob.

**FRONT FORKS**—Centre barrel spring type with adjustable links and hand adjustable shock absorber.

**FOOTRESTS**—Adjustable arms giving wide range position, rubber covered and of sturdy design.

**SADDLE**—"Lycett" flexible-top, adjustable up or down and forward and backward.

**BRAKES**—Internal expanding front and rear. Front 5½in. diameter, rear 5½in. diameter. Both hand adjusted. Very sensitive but smooth in action.

**TRANSMISSION**—Coventry chain, size ½in. x .305in. Primary drive running in oil bath. Efficient shock absorber fitted to engine shaft, also running in oil. Rear chain adequately protected by top half chain cover.

**STAND**—Clip-up rear stand.

**EQUIPMENT**—Complete kit of tools, including spanners for special adjustments and "Tecalemit" grease gun, also tyre inflater.

**PETROL TANK**—Finish: Usual "A.J.S." Black and Gold. Capacity 1½ gallons. Quick-action filler cap.

**OIL TANK**—Capacity 3½ pints. Quick-action filler cap.

**PRICE**—To Standard Specification ... **£40 : 0 : 0** IJBUS.  
*For Prices of Electric Lighting and other equipment see page 22.*

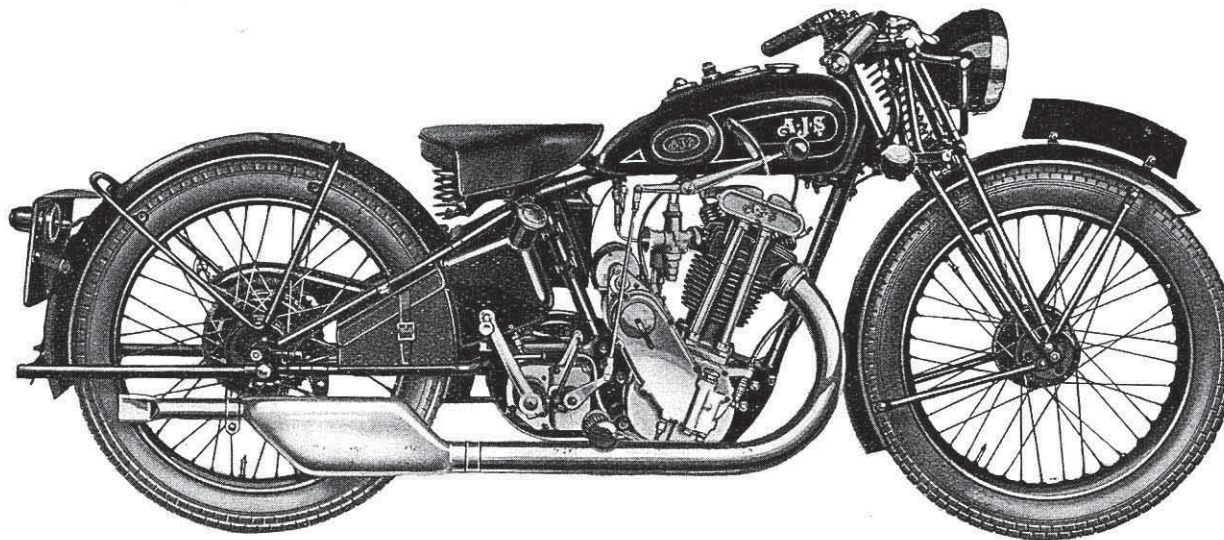
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**MODEL 33-B6. 3.49 H.P. "BIG PORT" O.H.V.**

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**SPECIFICATION.**

**ENGINE**—Of "A.J.S." design and manufacture. Single cylinder, overhead valves. Bore 74 m.m. Stroke 81 m.m. Capacity 349 c.c. Adjustable mechanical lubrication by gear-driven pump made integral with the magneto chain cover. Compression ratio 6.0 to 1. Single-port detachable cylinder head of efficient design, duplex valve springs, Duralumin rocker arms and tappet tubes. Forging aluminium piston with fully floating gudgeon pin, roller bearings to big end, single row ball bearing—timing side mainshaft. Double row ball bearing—driving side mainshaft. Totally enclosed exhaust valve lifter mechanism. Inspection disc on magneto chain cover for inspecting chain tension.

**GEAR BOX**—Four-speed gear made to "A.J.S." design. Ratios 5.25, 7.00, 10.29, 15.59. Enclosed foot starter mechanism.

**CLUTCH**—Simple single-plate clutch with cork inserts. Hand control of light tension. Both push rod and cable adjuster to clutch.

**TYRES**—25in. x 3in. "Firestone" Cord Tyres.

**WHEEL HUBS**—Adjustable taper roller bearings to both wheels.

**CARBURETTER**—"Amal" needle-type with throttle stop and twist grip control.

**HANDLEBARS**—Adjustable semi-sports with integral controls and steering damper control knob.

**FRONT FORKS**—Centre barrel spring type with adjustable links and hand adjustable shock absorber.

**FOOTRESTS**—Adjustable arms giving wide range position, rubber covered and of sturdy design.

**SADDLE**—"Lycett" flexible-top, adjustable up or down and forward and backward.

**BRAKES**—Internal expanding front and rear. Front 5½in. diameter, rear 5½in. diameter. Both fitted with hand adjusters. Very sensitive but smooth in action.

**TRANSMISSION**—Coventry chain, size ¼in. x .305in. Primary drive running in oil bath. Efficient shock absorber fitted to engine shaft, also running in oil. Rear chain adequately protected by top half chain cover.

**STAND**—Clip-up rear stand.

**EQUIPMENT**—Complete kit of tools, including spanners for special adjustments and "Tecalemit" grease gun, also tyre inflator.

**PETROL TANK**—Finish: Usual "A.J.S." Black and Gold. Capacity 1½ gallons. Quick-action filler cap.

**OIL TANK**—Capacity 3½ pints. Quick-action filler cap.

**PRICE**—To Standard Specification ... **£42 : 5 : 0** IJBWU.  
*For Prices of Electric Lighting and other equipment see page 22.*

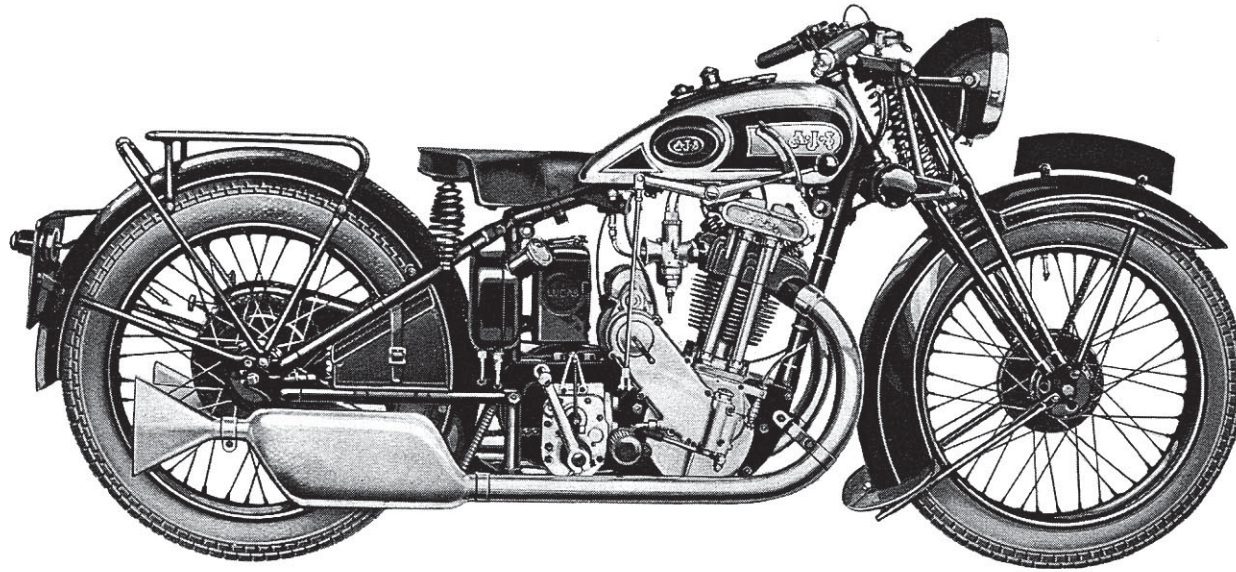
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**MODEL 33-6. 3.49 H.P. TWO PORT DE LUXE O.H.V.**

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**SPECIFICATION.**

**ENGINE**—Of "A.J.S." design and manufacture. Inclined single-cylinder, overhead valves, entirely enclosed rocker gear and tappet tubes. Bore 74 m.m. Stroke 81 m.m. Capacity 349 c.c. Adjustable mechanical lubrication by gear-driven pump made integral with the magneto chain cover. Compression ratio 6 to 1. Two-port detachable cylinder head of turbulent design, duplex valve springs, Duralumin rocker arms and tappet tubes. Four-ring aluminium piston with fully floating gudgeon pin, roller bearings to big end, single row ball bearing—timing side mainshaft and double row ball bearing—driving side mainshaft. Totally enclosed exhaust valve lifter mechanism. Inspection disc on magneto chain cover for inspecting chain tension.

**GEAR BOX**—Four-speed gear made to "A.J.S." design, with totally enclosed foot starter mechanism and speedometer drive. Ratios: Top 5.8, 7.0, 12.6 and 17.4 to 1 bottom.

**CLUTCH**—Multi-plate clutch with cork inserts running in oil, push rod and cable adjuster provided.

**FRAME**—Semi-cradle with duplex chain stays and torque tubes, sidecar lugs made integral.

**FRONT FORKS**—Centre barrel spring type, large smooth-action, adjustable links and hand adjustable shock absorber.

**HANDLEBARS**—Adjustable "Clean" type with integral controls, including twist grip and steering damper control knob.

**WHEELS**—Rear wheel, "A.J.S." patent, quickly detachable, with locking device on sleeve bolts. Adjustable taper roller bearings to both wheel hubs.

**TYRES**—26in. x 3.25in. "Firestone" Studded Cord.

**MUDGUARDS**—Rear hinged for quick wheel removal. Front fully valanced.

**CARBURETTER**—"Amal" needle-type with throttle stop and pilot jet.

**FOOTRESTS**—Footrest arms adjustable to wide range position, rubber covered and of sturdy design.

**BRAKES**—Front, 7in. diameter; Rear, 7in. diameter. Both internal expanding and finger-adjusted.

**TRANSMISSION**—"Coventry" chain, primary  $\frac{1}{2}$ in. x .305in., running in oil bath. Efficient shock absorber fitted to engine shaft, also running in oil. Rear chain "Coventry"  $\frac{1}{2}$ in. x .305in. fitted with efficient top half chain cover.

**SADDLE**—"Lycett" soft top with three-point suspension, adjustable backwards and forwards.

**STANDS**—Central spring-up, front—welded tubular steel bolted to front mudguard.

**PETROL TANK**—Chromium-plated and black panel finish. Capacity 2 gallons. Quick-action filler cap.

**OIL TANK**—Capacity  $\frac{1}{2}$  pints. Quick-action filler cap.

**REAR CARRIER**—Detachable, made of welded steel tubing.

**PRICE**—To Standard Specification ... **£51 : 10 : 0** IJBYW.  
*For Prices of Electric Lighting and other equipment see page 22.*

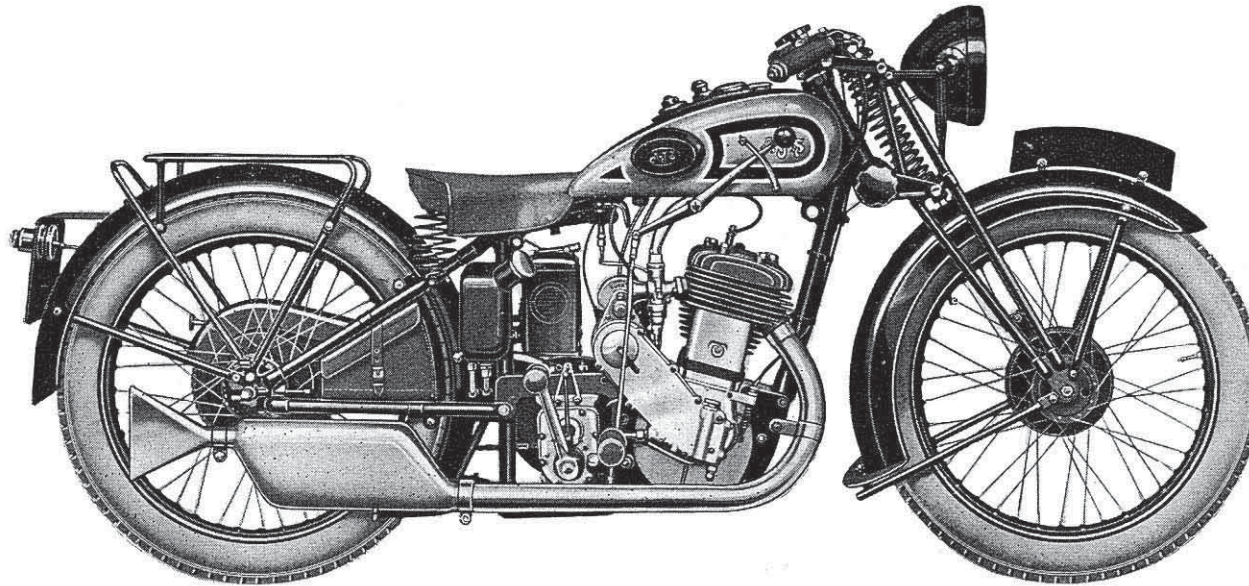
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**MODEL 33-9. 4.98 H.P. SIDE VALVE DE LUXE**

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**SPECIFICATION.**

**ENGINE**—Of "A.J.S." design and manufacture. Inclined single-cylinder, side-by-side valves. Bore 84 m.m. Stroke 90 m.m. Capacity 498 c.c. Adjustable mechanical lubrication by gear-driven pump made integral with the magneto chain cover. Detachable aluminium cylinder head which leaves the valves in position in the cylinder block. Totally enclosed tappets and valve springs. Four-ring aluminium piston with fully floating gudgeon pin, roller bearings to big end, single row ball bearing—timing side mainshaft and double row ball bearing—driving side main shaft. Totally enclosed exhaust valve lifter mechanism. Inspection disc on magneto chain cover for inspecting chain tension.

**GEAR BOX**—Three-speed constant mesh gear-box made to "A.J.S." design. Ratios, top 4.81, second 7.06, bottom 12.85 to 1.

**CLUTCH**—Multi-plate clutch with cork inserts running in oil, push rod and cable adjuster provided.

**FRAME**—Semi-cradle with duplex chain stays and torque tubes, sidecar lugs made integral.

**FRONT FORKS**—Centre barrel spring type, large smooth-action, adjustable links and hand adjustable shock absorber.

**HANDLEBARS**—Adjustable "Clean" type with integral controls, including twist grip and steering damper control knob.

**WHEELS**—Rear wheel, "A.J.S." patent, quickly detachable, with locking device on sleeve bolts. Adjustable taper roller bearings to both wheel hubs.

**TYRES**—26in. x 3.25in. "Firestone" Studded Cord.

**MUDGUARDS**—Rear hinged for quick wheel removal. Front fully valanced.

**CARBURETTER**—"Amal" needle-type with throttle stop and pilot jet.

**FOOTRESTS**—Footrest arms adjustable to wide range position, rubber covered and of sturdy design.

**BRAKES**—Front, 7in. diameter; Rear, 7in. diameter. Both internal expanding and finger-adjusted.

**TRANSMISSION**—"Coventry" chain, primary  $\frac{1}{2}$ in. x .305in., running in oil bath. Efficient shock absorber fitted to engine shaft, also running in oil. Rear chain "Coventry"  $\frac{1}{2}$ in. x  $\frac{1}{2}$ in. fitted with efficient top half chain cover.

**SADDLE**—"Lycett" soft top with three-point suspension, adjustable backwards and forwards.

**STANDS**—Central spring-up, front—welded tubular steel bolted to front mudguard.

**PETROL TANK**—Chromium-plated and black panel finish. Capacity 2 gallons. Quick-action filler cap.

**OIL TANK**—Capacity  $\frac{1}{2}$  pints. Quick-action filler cap.

**REAR CARRIER**—Detachable, made of welded steel tubing.

**PRICE**—To Standard Specification ... **£49 : 10 : 0** IJDGI.

*For Prices of Electric Lighting and other equipment see page 22.*



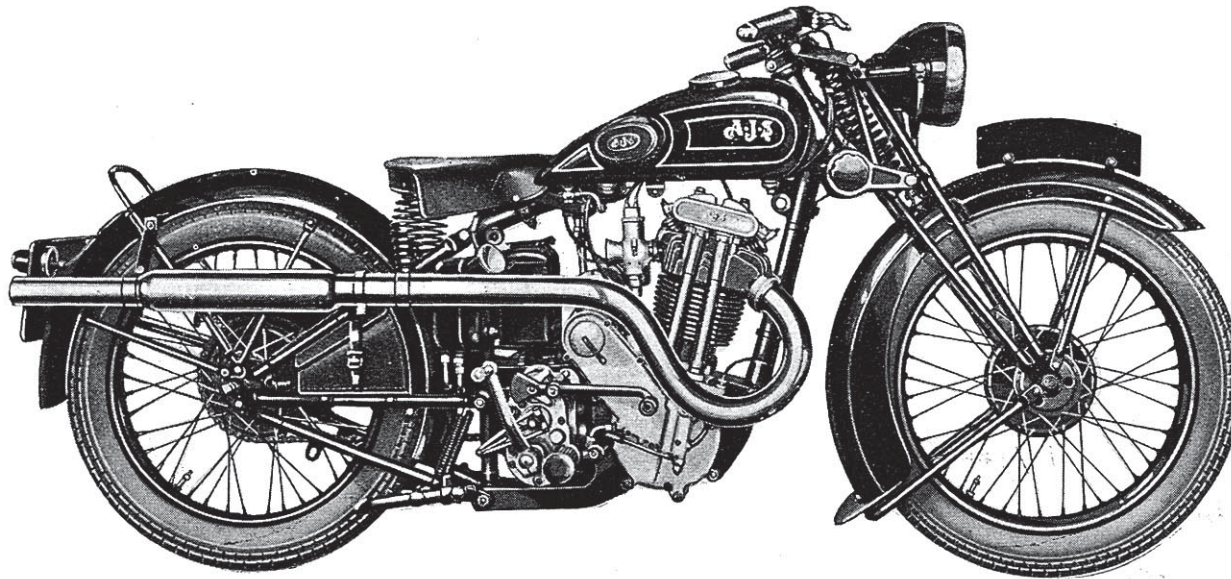
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**MODEL 33-B8. 4.98 H.P. "BIG PORT" O.H.V.**

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**SPECIFICATION.**

**ENGINE**—Of "A.J.S." design and manufacture. Inclined single-cylinder, overhead valves, entirely enclosed rocker gear and tappet tubes. Bore 84 m.m. Stroke 90 m.m. Capacity 498 c.c. Adjustable mechanical lubrication by gear-driven pump made integral with the magneto chain cover. Compression ratio 6 to 1. Single port detachable cylinder head of efficient design, duplex valve springs, Duralumin rocker arms and tappet tubes. Four-ring aluminium piston with fully floating gudgeon pin, roller bearings to big end, single row ball bearing—timing side mainshaft and double row ball bearing—driving side mainshaft. Totally enclosed exhaust valve lifter mechanism. Inspection disc on magneto chain cover for inspecting chain tension.

**GEAR BOX**—Four-speed gear made to "A.J.S." design. Ratios 4.88, 5.90, 8.63, 14.49.

**CLUTCH**—Multi-plate clutch with cork inserts running in oil, push rod and cable adjuster provided.

**FRAME**—Semi-cradle with duplex chain stays and torque tubes, sidecar lugs made integral.

**FRONT FORKS**—Centre Barrel spring type, large smooth action adjustable links and hand adjustable shock absorber.

**HANDLEBARS**—Adjustable "Clean" type with integral control, including twist grip and steering damper control knob.

**WHEELS**—Rear wheel—"A.J.S." patent, quickly detachable, with locking device on sleeve bolts. Adjustable taper roller bearings to both wheel hubs.

**TYRES**—26in. x 3.25in. "Firestone" Studded Cord.

**MUDGUARDS**—Rear hinged for quick wheel removal. Front fully valanced.

**CARBURETTER**—"Amal" needle-type with throttle stop and pilot jet.

**FOOTRESTS**—Footrest arms adjustable to wide range position, rubber covered and of sturdy design.

**BRAKES**—Front, 7in. diameter; Rear, 7in. diameter. Both internal expanding and finger-adjusted.

**TRANSMISSION**—"Coventry" chain, primary  $\frac{1}{2}$ in. x .305in., running in oil bath. Efficient shock absorber fitted to engine shaft, also running in oil. Rear chain "Coventry"  $\frac{1}{2}$ in. x  $\frac{3}{8}$ in. fitted with efficient top half chain cover.

**SADDLE**—"Lycett" soft top with three-point suspension, adjustable backwards and forwards.

**STANDS**—Central Spring-up, front-welded tubular steel bolted to front mudguard.

**PETROL TANK**—Finish: usual Black and Gold design with quick-action filler cap. Capacity 2 gallons.

**OIL TANK**—Capacity 4 $\frac{1}{2}$  pints. Quick-action filler cap.

**PRICE**—To Standard Specification ... **£49 : 10 : 0** IJDGE.

*For Prices of Electric Lighting and other equipment see page 22.*

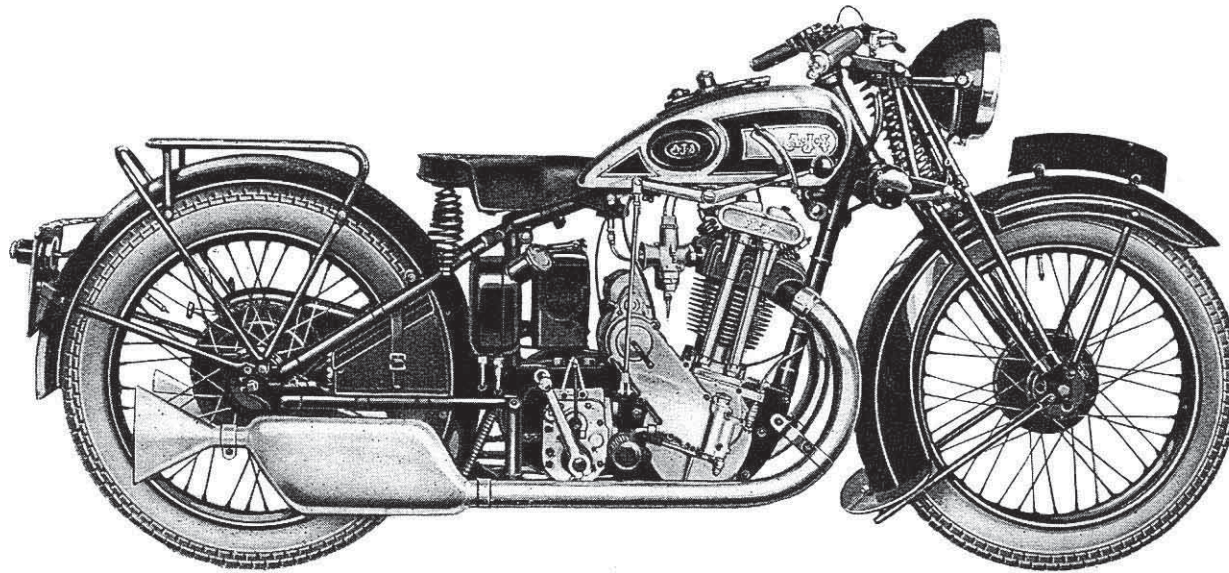
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**MODEL 33-8. 4.98 H.P. TWO PORT DE LUXE O.H.V.**

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**SPECIFICATION.**

**ENGINE**—Of "A.J.S." design and manufacture. Inclined single-cylinder, overhead valves, entirely enclosed rocker gear and tappet tubes. Bore 84 m.m. Stroke 90 m.m. Capacity 498 c.c. Adjustable mechanical lubrication by gear-driven pump made integral with the magneto chain cover. Compression ratio 6 to 1. Two-port detachable cylinder head of turbulent design, duplex valve springs, Duralumin rocker arms and tappet tubes. Four-ring aluminium piston with fully floating gudgeon pin, roller bearings to big end, single row ball bearing—timing side mainshaft and double row ball bearing—driving side mainshaft. Totally enclosed exhaust valve lifter mechanism. Inspection disc on magneto chain cover for inspecting chain tension.

**GEAR BOX**—Four-speed gear made to "A.J.S." design, with totally enclosed foot starter mechanism and speedometer drive. Ratios: Top 4.81, 5.8, 10.4, and 14.4 to 1 bottom.

**CLUTCH**—Multi-plate clutch with cork inserts running in oil, push rod and cable adjuster provided.

**FRAME**—Semi-cradle with duplex chain stays and torque tubes, sidecar lugs made integral.

**FRONT FORKS**—Centre Barrel spring type, large smooth action adjustable links and hand adjustable shock absorber.

**HANDLEBARS**—Adjustable "Clean" type with integral control, including twist grip and steering damper control knob.

**WHEELS**—Rear wheel—"A.J.S." patent, quickly detachable, with locking device on sleeve bolts. Adjustable taper roller bearings to both wheel hubs.

**TYRES**—26in. x 3.25in. "Firestone" Studded Cord.

**MUDGUARDS**—Rear hinged for quick wheel removal. Front fully valanced.

**CARBURETTOR**—"Amal" needle-type with throttle stop and pilot jet.

**FOOTRESTS**—Footrest arms adjustable to wide range position, rubber covered and of sturdy design.

**BRAKES**—Front, 7in. diameter; Rear, 7in. diameter. Both internal expanding and finger-adjusted.

**TRANSMISSION**—"Coventry" chain, primary  $\frac{1}{2}$ in. x .305in., running in oil bath. Efficient shock absorber fitted to engine shaft, also running in oil. Rear chain "Coventry"  $\frac{1}{2}$ in. x  $\frac{1}{2}$ in. fitted with efficient top half chain cover.

**SADDLE**—"Lycett" soft top with three-point suspension, adjustable backwards and forwards.

**STANDS**—Central Spring-up, front-welded tubular steel bolted to front mudguard.

**PETROL TANK**—Chromium plated and black panel finish. Capacity 2 gallons. Quick-action filler cap.

**OIL TANK**—Capacity  $4\frac{1}{2}$  pints. Quick-action filler cap.

**REAR CARRIER**—Detachable, made of welded steel tubing.

**PRICE**—To Standard Specification **£55 : 0 : 0** IJDEG.

*For Prices of Electric Lighting and other equipment see page 22.*

## THE A.J.S. TROPHY MODELS

### INTRODUCTORY

AS the majority of Motor Cyclists are already aware of the performance of the A.J.S. Camshaft Machines, we do not think it is really necessary for us to go to any great length in describing them minutely, but perhaps a little reflection on this type of Machine will explain to a great extent the reason for its wonderful efficiency.

This type of chain driven Camshaft Engine was first used by A J.S. in the 1927 T.T. Races, and in its original form met with considerable success.

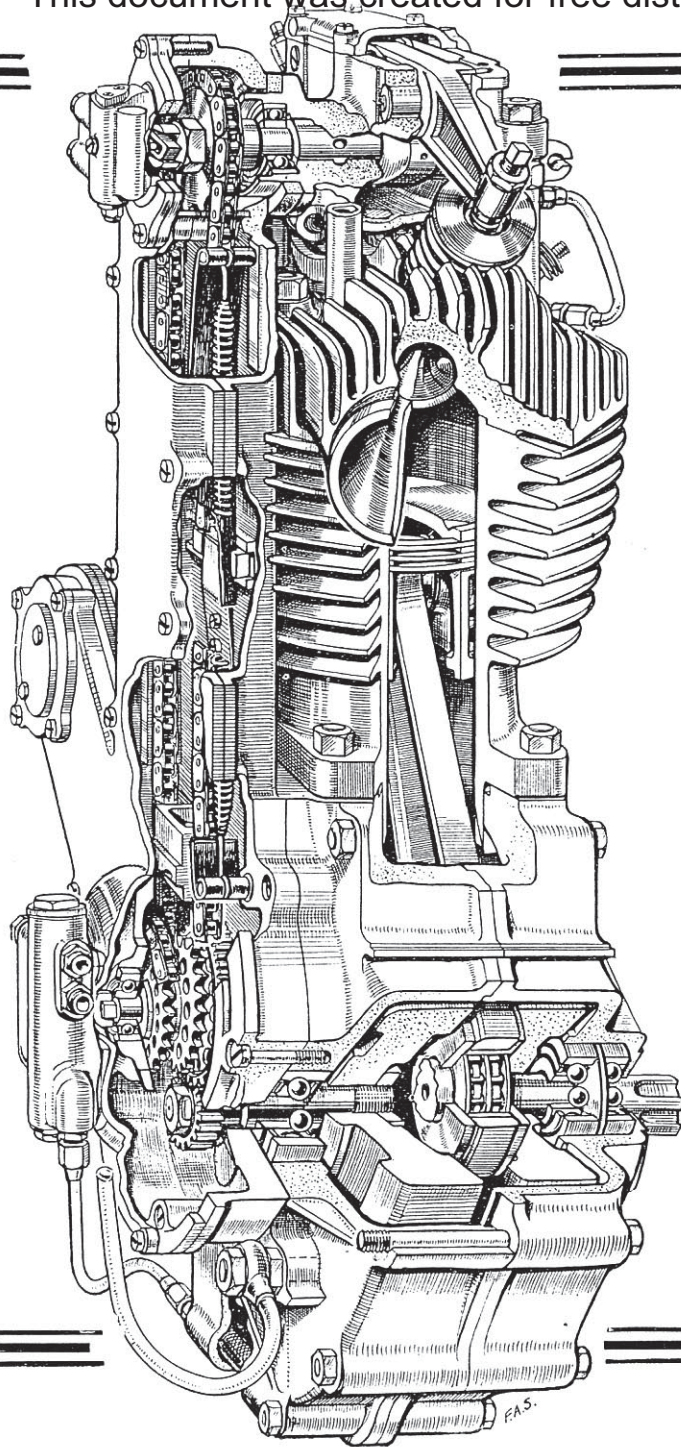
A modified Camshaft Model was first offered to the general public in 1928, as a fast touring machine. During that year certain internal alterations were carried out to the Camshaft Engine, and in 1929 an entirely re-designed Camshaft model was successful in breaking well over 100 world's records, at the same time being placed first in many such important events as the Grand Prix of Europe, the Austrian Grand Prix, Ulster Grand Prix, the German T.T., the Grand Prix of Brussels, and the Danish Grand Prix.

Since 1929, the A.J.S. Camshaft Machine has been consistently winning speed events all over the World, and we now offer these Models to the public with two alternate specifications, suitable respectively for the general competition rider and the man who interests himself in road and track racing.

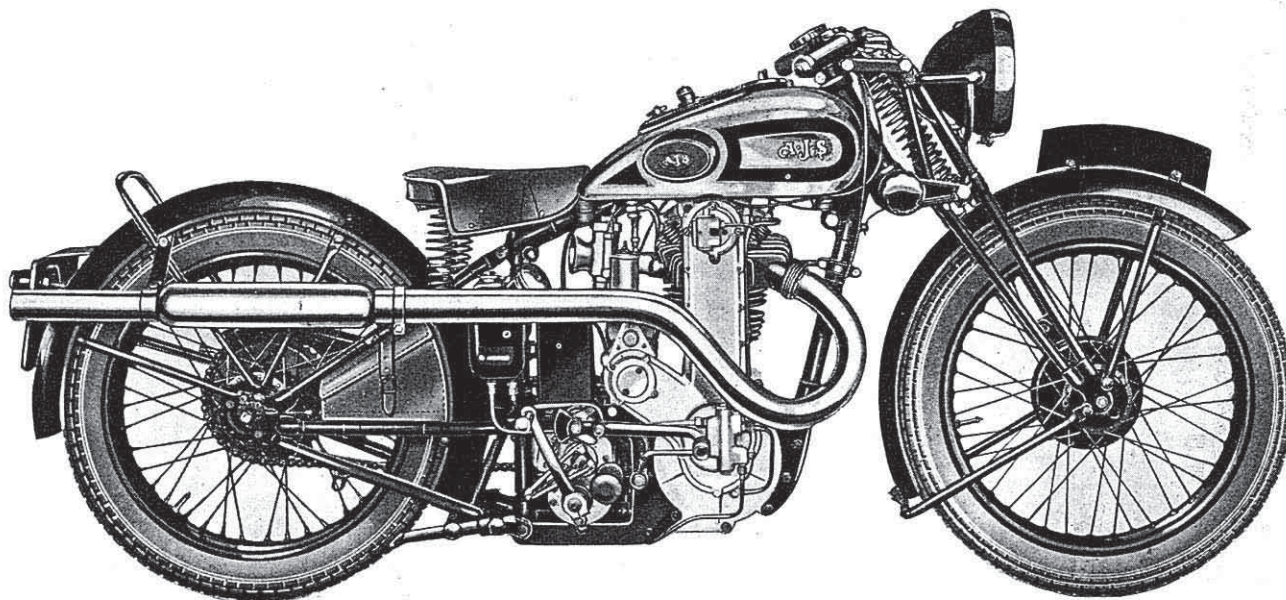
All A.J.S. Camshaft Machines have the individual attention of the Racing and Competition Department, as these Models are intended for the Motor Cyclist who requires something better than the ordinary type of machine.

The Competition Models have Upswept Exhaust Pipe and Foot operated Gear Change. This Model is equipped with Kick Starter, Electric Lighting is an optional extra.

The Racing Model is without Kick Starter and is fitted with Exhaust Pipe in the standard position. The fitting of a straight through exhaust pipe or a round type Silencer is optional. Racing type Foot-rests are provided, set well back for racing purposes.



**33-7. 3.46 H.P. CAMSHAFT "TROPHY" COMPETITION MODEL**



**SPECIFICATION.**

**ENGINE**—Of "A.J.S." design and manufacture. Single cylinder, bore 70 m.m. Stroke 90 m.m. Capacity 346 c.c., fitted with down-draught inlet port, detachable cylinder head, single exhaust port. Special design light weight Piston body of immense strength, H. section connecting rod, machined from special steel. This rod is able to withstand terrific stresses. Roller bearings to big end, ball bearings to both driving side and timing side bearings. Small end of large diameter fitted with Duralumin bush. The overhead Camshaft is driven by roller chain with patent tensioning device and reaction damper. Both overhead rockers are made of special steel. These are also H. section and have enormous strength. The interior parts of this engine are specially finished and the cylinder head Piston Crown, valve ports, etc., are highly polished. The magneto or magdyno is now situated immediately behind the cylinder and not in front as before.

**CARBURETTER**—"Amal" large bore needle type Carburetter with throttle stop and quick action twist grip.  
A "Binks" 2 jet Carburetter can be supplied to special order.

**FRAME**—Semi-duplex type with triple rear fork members ensuring absolute rigidity at high speeds. The saddle mounting has three points suspension, it is hinged at the front, and the saddle is adjustable forward and backward.

**PETROL TANK**—Capacity approximately three gallons. Made of welded steel and finished in the usual "A.J.S." style with Black and Gold panels on chromium.

**OIL TANK**—Capacity 5 pints. It is situated behind the saddle down tube and is fitted with a quick-action hinged filler cap.

**LUBRICATION**—Dry sump system is employed and both a fabric and gauze filter are included in this, which ensures the removal of all impurities from the oil in circulation. Separate feeds are also taken to the cylinder base, valve guides and rocker box, which has its own scavenging pump.

**IGNITION**—Lucas racing magneto or racing magdyno, with detachable dynamo portion, usual handlebar ignition lever control, "A.J.S." patent Vernier coupling drive.

**CHAINS**—"Hans Renold" front  $\frac{1}{2}$  in. x  $\frac{7}{8}$  in. running in oil bath chain cover, which has inspection disc and oil level indicator. Rear chain, size  $\frac{3}{8}$  in. x  $\frac{3}{4}$  in. with ordinary top half chain cover for accessibility.

**GEAR BOX**—Four-speed countershaft Gear Box fitted throughout with ball bearings. Foot operated gear change with positive stop. Foot lever conveniently situated on offside of machine. Ratios: Top 5.37, third 6.49, second 9.50, bottom 15.95.

**PRICE**—To Standard Specification ... **£65 : 0 : 0** IJDAG.

*For Prices of Electric Light*

**AJS**

## 33-10. 4.95 H.P. CAMSHAFT "TROPHY" COMPETITION MODEL

### SPECIFICATION.

Running in oil bath, with both push rod and cable light clutch lever tension.

Rear wheels fitted with taper roller bearings, rear with 14 gauge rim and 6-9 gauge butted spokes. Quickly detachable type.

3.25in.

Unvalanced mudguards are fitted, and arrow type mudguards are fitted.

External expanding of simple design with aluminium adjusted. Rear brake 7 $\frac{1}{2}$ in. diameter, operated by machine. Front brake 7in. diameter, operated by

with adjustable bolt-on controls.

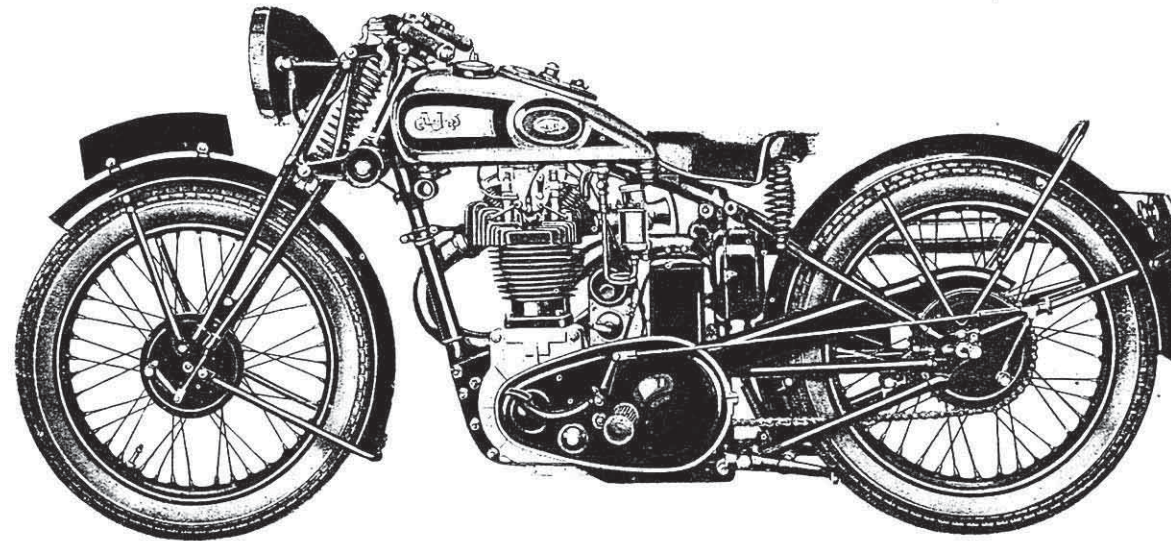
Spring with centre barrel spring and fitted with hand which allows smooth and long fork movement.

Front which requires the minimum amount of effort to lock and bolted into position on front mudguard.

with 3 point suspension, hinged at the front and backward.

**TOOL BOX**—Metal covered, leather lined tool box carried with comprehensive set of tools.

Standard or low exhaust pipe optional. Round type silencer.



### SPECIFICATION.

**ENGINE**—Of "A.J.S." design and manufacture. Single cylinder, bore 79 m.m. Stroke 101 m.m. Capacity 495 c.c. Fitted with down-draught inlet port, detachable cylinder head, single exhaust port. Special design light weight Piston body of immense strength, H. section connecting rod, machined from special steel. This rod is able to withstand terrific stresses. Roller bearings to big end, ball bearings to both driving side and timing side bearings. Small end of large diameter fitted with Duralumin bush. The overhead Camshaft is driven by roller chain with patent tensioning device and reaction damper. Both overhead rockers are made of special steel. These are also H. section and have enormous strength. The interior parts of this engine are specially finished and the cylinder head Piston Crown, valve ports, etc., are highly polished. The magneto or magdyno is now situated immediately behind the cylinder and not in front as before.

**CARBURETTER**—"Amal" large bore needle type Carburetter with throttle stop and quick action twist grip.  
A "Binks" 2 jet Carburetter can be supplied to special order.

**FRAME**—Semi-duplex type with triple rear fork members ensuring absolute rigidity at high speeds. The saddle mounting has three points suspension, it is hinged at the front, and the saddle is adjustable forward and backward.

**PETROL TANK**—Capacity nearly three gallons. Made of welded steel and finished in the usual "A.J.S." style with Black and Gold panels on chromium.

**OIL TANK**—Capacity 5 pints. It is situated behind the saddle down tube and is fitted with a quick-action hinged filler cap.

**LUBRICATION**—Dry sump system is employed and both a fabric and gauze filter are included in this, which ensures the removal of all impurities from the oil in circulation. Separate feeds are also taken to the cylinder base, valve guides and rocker box, which has its own scavenging pump.

**IGNITION**—Lucas racing magneto or racing magdyno, with detachable dynamo portion, usual handlebar ignition lever control, "A.J.S." patent Vernier coupling drive.

**CHAINS**—"Hans Renold" front  $\frac{1}{2}$ in. x  $\frac{5}{8}$ in. running in oil bath chain cover, which has inspection disc and oil level indicator. Rear chain, size  $\frac{3}{4}$ in. x  $\frac{1}{2}$ in. with ordinary top half chain cover for accessibility.

**GEAR BOX**—Four-speed countershaft Gear box fitted throughout with ball bearings. Foot operated gear change with positive stop. Foot lever conveniently situated on offside of machine. Ratios: Top 4.70, third 5.68, second 8.92, bottom 13.95.

PRICE—To Standard Specification ... **£70 : 0 : 0** IJDIK.

Lighting and other equipment see page 22.

**A.J.S.**

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## A.J.S. CHAIN DRIVEN CAMSHAFT ENGINE

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The accompanying illustration shows clearly the A.J.S. Camshaft Drive.

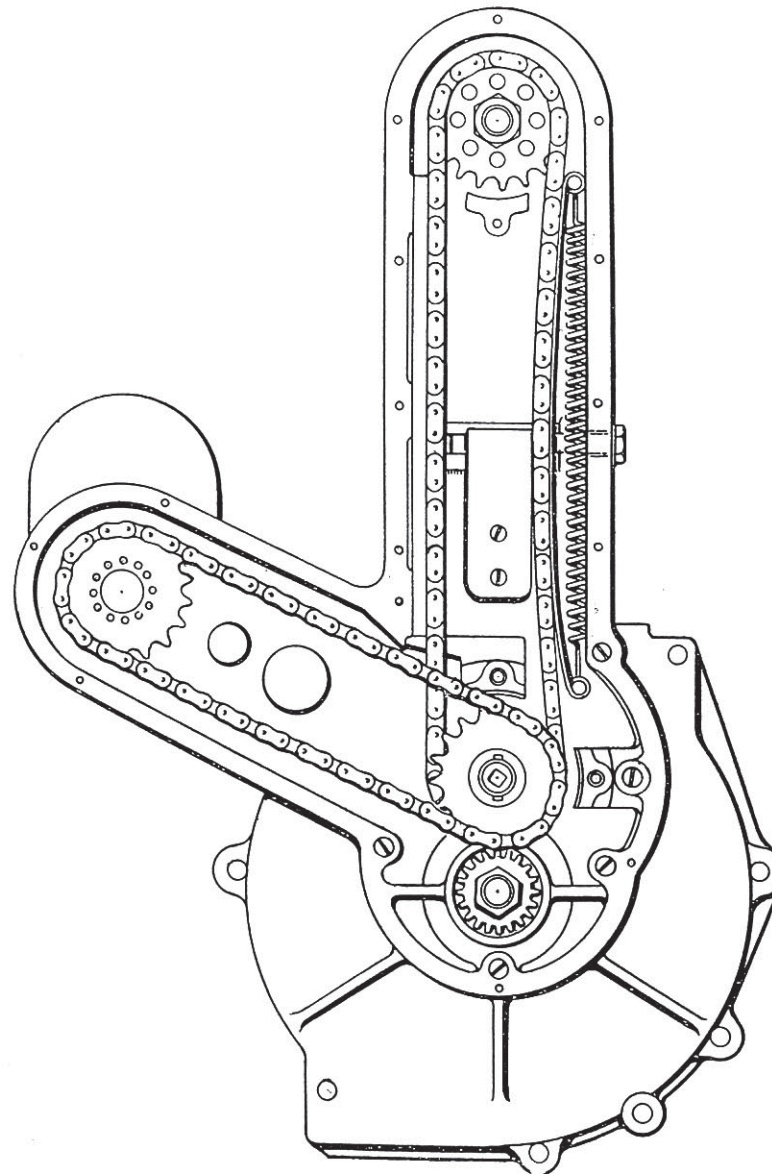
It is easy to see the advantages of this type of drive over that of any other Camshaft Engine.

First of all, the difficulty usually encountered by the owners of Camshaft Engines when removing the cylinder head for de-carbonising, thus disturbing the valve timing, is entirely obviated with the A.J.S. Camshaft Engine for the following reason:— By simply removing the sleeve nut from the Camshaft coupling, the rocker box and cylinder head can be withdrawn: all that is necessary to do is merely to retain the position of the top chain wheel by fixing the tool provided through the Centre of the Sprocket. When re-assembling the Engine, the arrow stamped on the sprocket serves as a guidance for its true position, this arrow registers with a mark on the lower sprocket and a peg plate locates both in the correct position.

A most important factor with the A.J.S. Camshaft Drive is the efficiency of this, due to the fact that the valve spring load is not imposed upon the face of one or two teeth, as in the case of a more orthodox shaft drive.

The valve timing of the A.J.S. Camshaft Engine cannot vary, as the one side of the chain is very efficiently tensioned by a patented spring tensioner. Riders who are conversant with Camshaft Engines, no doubt realise the necessity for very delicate adjustment of the bevel gears on Camshaft drives, otherwise considerable mechanical noise is present. Against this, the A.J.S. chain driven Camshaft calls for no special adjustment in this direction, since both the Camshaft drive chain and the magneto drive chain, together with their component parts run under ideal conditions in oil mist.

As regards the other constructional features of the Camshaft Engine, all reciprocating parts are very highly finished and the whole interior of the engine is highly polished. We employ special men in our Racing Departments to build these Engines, and they are afterwards placed in the hands of skilled Testers for a long road test, before they are despatched from the Factory. These remarks will explain the reason for the high efficiency of the "Trophy" Models.

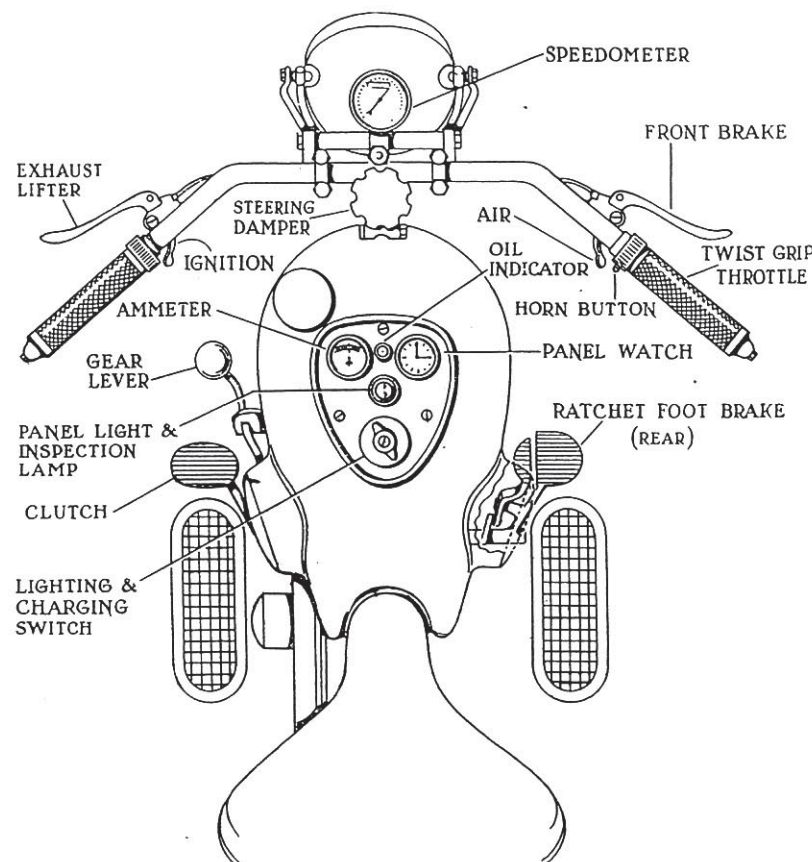
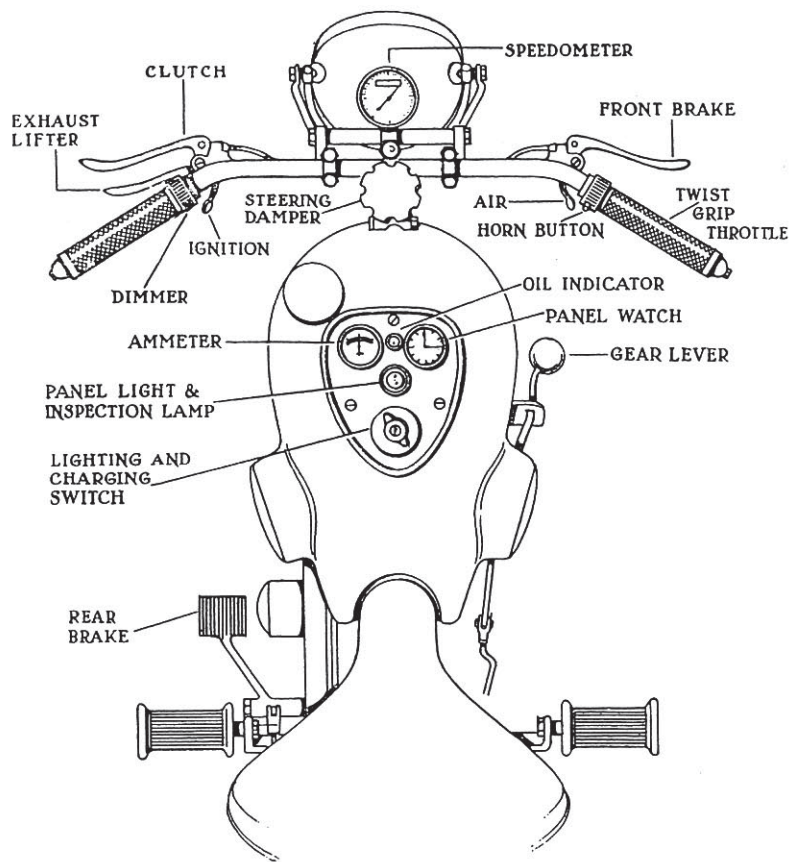


**33-2 BIG TWIN**

**ENGLISH**

**CONTROL LAY-OUT**

**EXPORT**



**CONTROL LAY-OUT.** The illustration on the left shows the English Control Lay-out on the Model 33/2.

The position of the Controls is in accordance with the usual practice in this country, namely, Twist Grip Front Brake, Air Control Levers and horn button on the right handle Bar, Clutch, exhaust valve lifter ignition lever and dipping and dimming device on the left handle bar. The gear lever is situated on the right hand side of the Petrol Tank and the rear brake pedal on the left hand side of the machine. Other Controls such as Steering Damper, Shock absorber lighting switches, etc., are the same on both the English and Export Models.

Turning to the Export Model illustrated on the right, it will be seen that long touring handle bars are employed with the twist grip, front brake, air control lever and horn button situated on the right handle bar. On the left handle bar will be found the ex-

haust lifter, ignition control lever and dipping and dimming device. The gear change lever is placed on the left hand side of the petrol tank. The clutch is foot controlled by a pedal situated in front of the left footboard and the rear brake is controlled by a foot pedal in front of the right footboard. There is a ratchet locking device on the rear brake pedal, which will be found illustrated and described on Page 21.

Intending customers have the option of purchasing either the English or Export Model for use in England or abroad. The Export Model is really the result of continued pressure from overseas riders, to supply a machine suitable for their requirements, and it would appear that the 33/2 Export A. J. S. Machine is admirably suited.

There is another difference between these two machines, namely that footrests are fitted on the English Model and rubber covered footboards on the Export Model.

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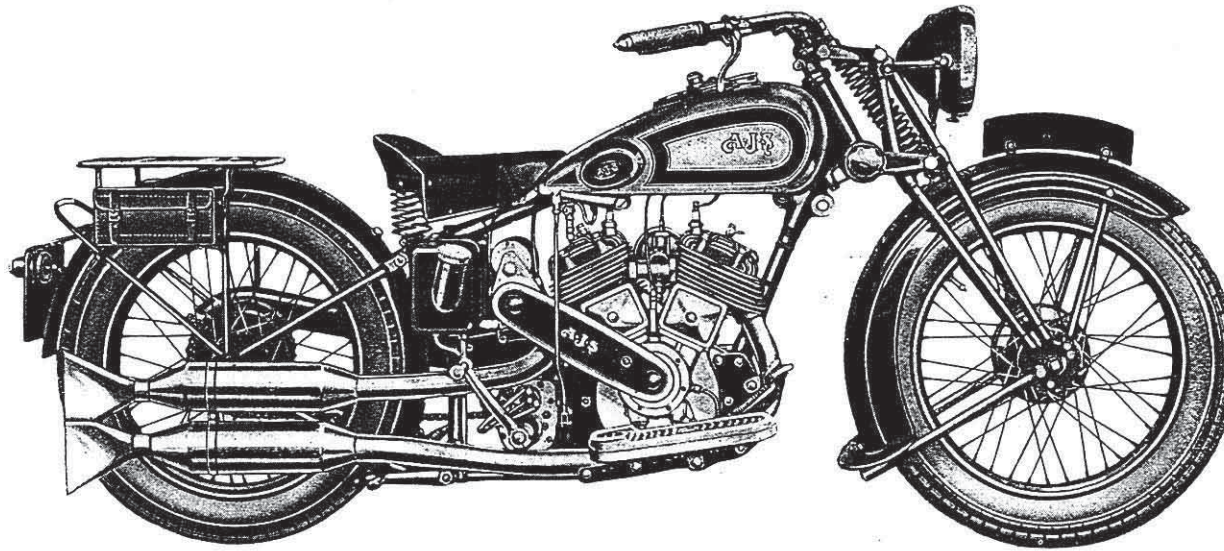
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**EXPORT MODEL**

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**MODEL 33-2. 9.9 H.P. S.V. BIG TWIN**

**SPECIFICATION.**

**Exhaust System**—Two large diameter exhaust pipes, fitted with ample capacity silencers of "A.J.S." pattern, with fishtails. All chromium plated. Of pleasing appearance and extremely efficient.

**Stands**—Strong tubular front stand. Spring-up centre stand, requiring minimum of effort to operate.

**Frame**—Semi-cradle type, with low saddle position of robust construction for heavy duty.

**Spring Forks**—Sturdy design, with large diameter round tubes with centre barrel spring.

**Steering Damper**—Control knob conveniently situated on steering head, large frictional surface, and strong anchorage.

**Brakes**—Internal expanding front and rear. Front 7", diameter, rear 7 $\frac{3}{4}$ " diameter, both fitted with dust and water excluders and finger adjustment, Front hand-operated and rear foot-operated.

**Handlebars**—Semi-sports "clean" type with controls made integral. Straight pull front brake and clutch control levers.

**Saddle**—Comfortable spring seat saddle with three-point suspension, hinged at the front.

**Engine**—High efficiency 50-degree twin cylinder 9.9 h.p. with car type cylinder heads of advanced design, which leave the valves in position in the block when the head is removed. Anti-slap lightweight alloy pistons roller bearings to big-ends and driving side main shaft bearing. Bore 85.5 m.m. ; stroke 85.5 m.m. ; capacity 990 c.c. Valves, tappets etc., totally enclosed ; timing gears running in oil bath.

**Lubrication**—Thoroughly tested dry sump system, incorporating fabric type oil filter, which ensures the removal of all impurities from the oil in circulation—a most important guarantee against engine wear. Plunger type indicator on instrument panel.

**PRICE TO STANDARD ENGLISH OR EXPORT**

*For Prices of Electric Lighting and other equipment see page 22.*



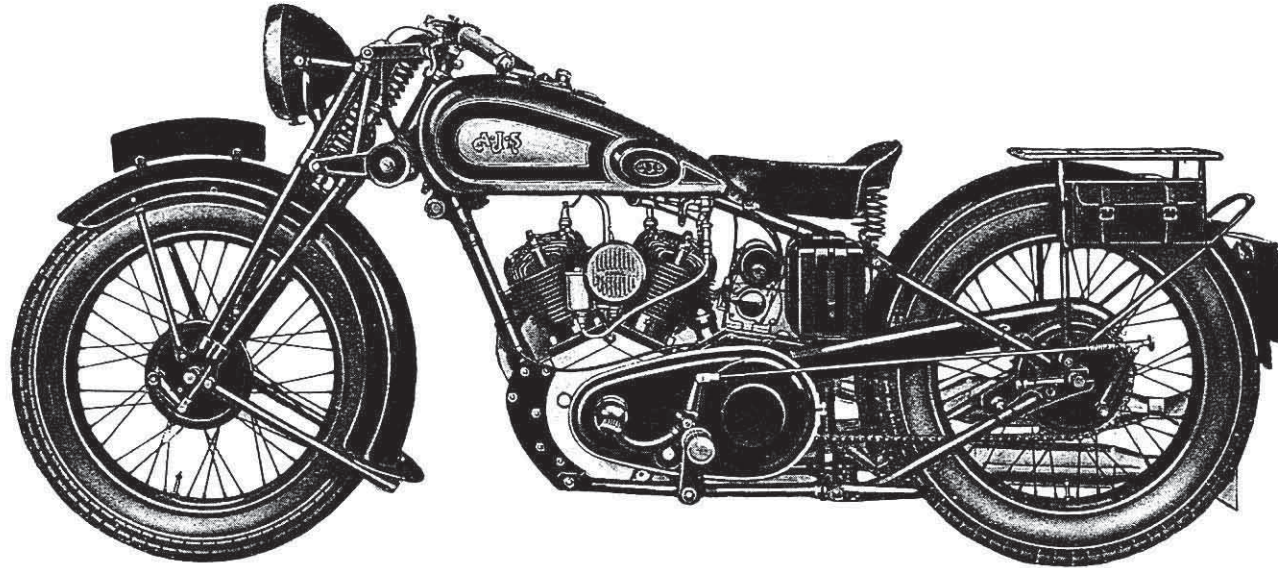
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**ENGLISH MODEL**

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**MODEL 33-2. 9.9 H.P. S.V. BIG TWIN**

**SPECIFICATION.**

**Gearbox**—Pivot mounted Sturmey-Archer four-speed, made to "A.J.S." design. Conveniently placed gear change quadrant on petrol tank. Multi-plate clutch running in oil.

**Transmission**—By chain throughout, primary chain running in oil-bath. Efficient shock absorber mounted on engine shaft, lubricated by oil bath. Chain sizes: Front,  $\frac{1}{2}$ " x 305"; Rear,  $\frac{5}{8}$ " x  $\frac{3}{8}$ ".

**Carburettor**—"Amal" needle-type with pilot jet and throttle stop. Twist grip throttle control. Large air filter.

**Tyres**—Heavy duty, 27" x 4" Cord Tyres.

**Mudguards**—Deeply valanced front mudguard of wide section, giving ample tyre clearance. Rear mudguard quickly detachable for easy wheel removal.

**Rear Carrier**—Welded tubular steel with quickly-detachable top. Two pannier bags provided.

**Tanks**—Chromium plated petrol tank with usual "A.J.S." black and gold finish. Capacity  $3\frac{1}{2}$  gallons. Flush fitting instrument panel is mounted on top of the tank, containing switches, ammeter and watch. A separate oil tank, with accessible filler cap, is mounted under the saddle.

**Wheels**—Well known "A.J.S." patent quickly-detachable and interchangeable wheels front and rear, with locking device for sleeve bolts. Extra heavy 19" x  $2\frac{1}{2}$ " 14 gauge rims, with six-nine gauge butted spokes, giving enormous strength.

**Equipment**—Standard model supplied with adjustable footrests, semi-sports handlebars, right-hand gear change and hand clutch. Export models supplied with long comfortable touring handlebars, twist grip controls, footboards, left-hand gear change, foot clutch control, pan seat saddle, and ratchet foot brake.

**SPECIFICATION:— £65 : 0 : 0 IJBGE.**

*For Prices of Electric Lighting and other equipment see page 22.*

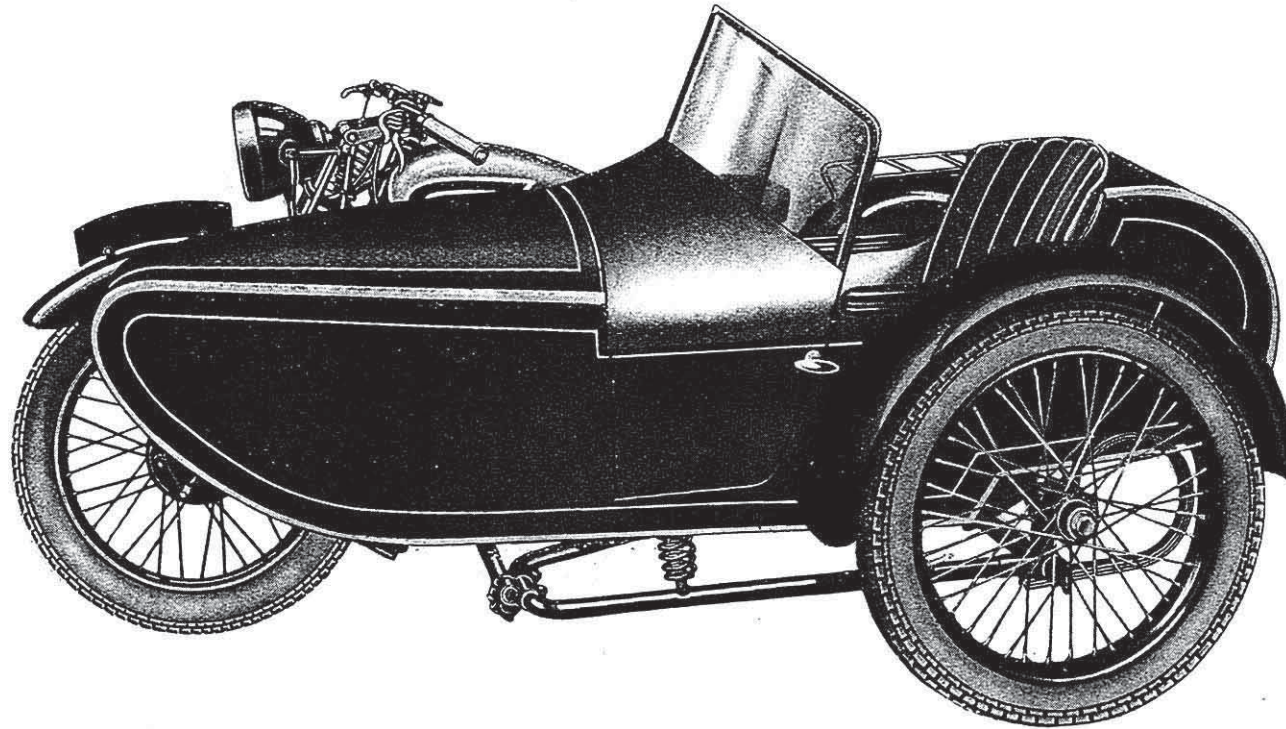
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**MODEL "A" SPORTS DE LUXE SIDECAR**

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**SPECIFICATION.**

**Body—** Suitable for fitting to 500 c.c. and 990 c.c. Machines. Finished black enamel with gold lining, chromium plated beading. Interior upholstery and trimming green or red, optional. Good quality leather cloth.

**Screen** An entirely new type of "V" screen is fitted. This has chromium plated frame with celluloid side screens. This is hinged at the front and can be slid out of the way easily. The body possesses a wide door and locker behind the rear seat squab, having ample

locker space. The body is well sprung and upholstered and has a deep bucket shaped back squab.

**Chassis** Adjustable four-point connection. "C" springs at rear, coil springs at the front. Best quality steel tubing reinforced and strengthened where necessary.

**PRICE** ... .. **£18 : 10 : 0**  
including Electric Sidecar Lamp—

Or on Wheel Frame Chassis ... .. **£20 : 0 : 0**

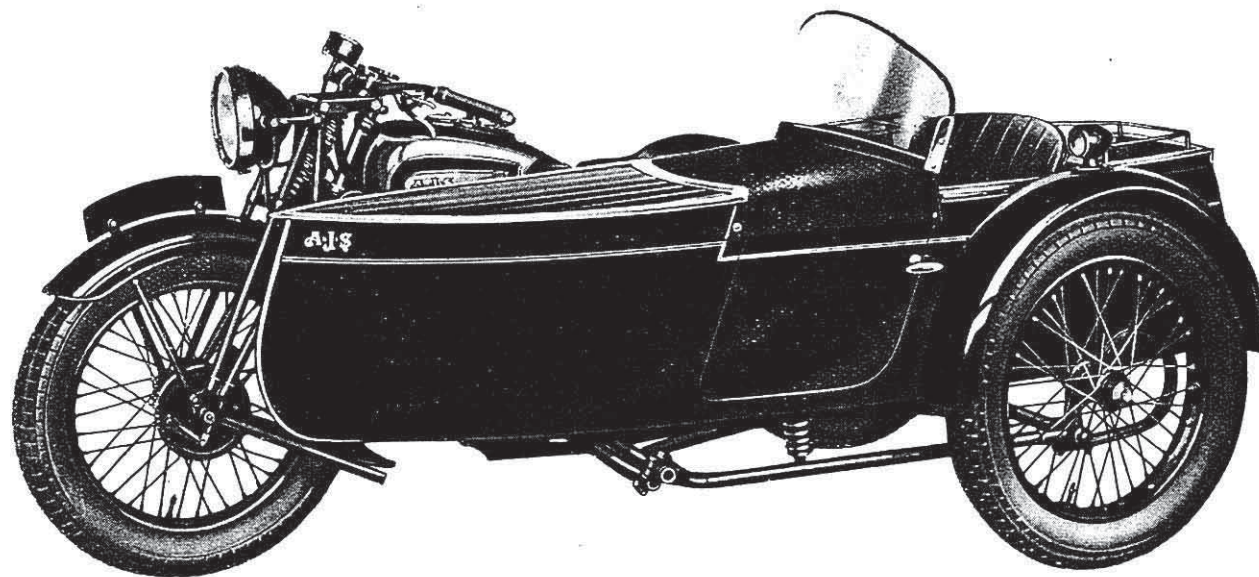
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**MODEL "B" LAUNCH SIDECAR**

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**SPECIFICATION.**

Suitable for fitting to 500 c.c. and 900 c.c. Machines.

**Body** — Finished in Black and Gold with chromium plated edges to decks. Interior upholstery and trimming green or red, optional. Good quality leather cloth. Deck rail for luggage carrier at rear of body. This body is provided with wide seat and hinged locker lid. A sports type windscreen and apron is fitted.

Deep bucket-shaped back rest, seat with well sprung squab.

**Chassis**— Similar to that of Model "A" Sidecar.

**PRICE** ... .. **£17 : 10 : 0**  
including Electric Sidecar Lamp—

Or on Wheel Frame Chassis ... .. **£19 : 0 : 0**

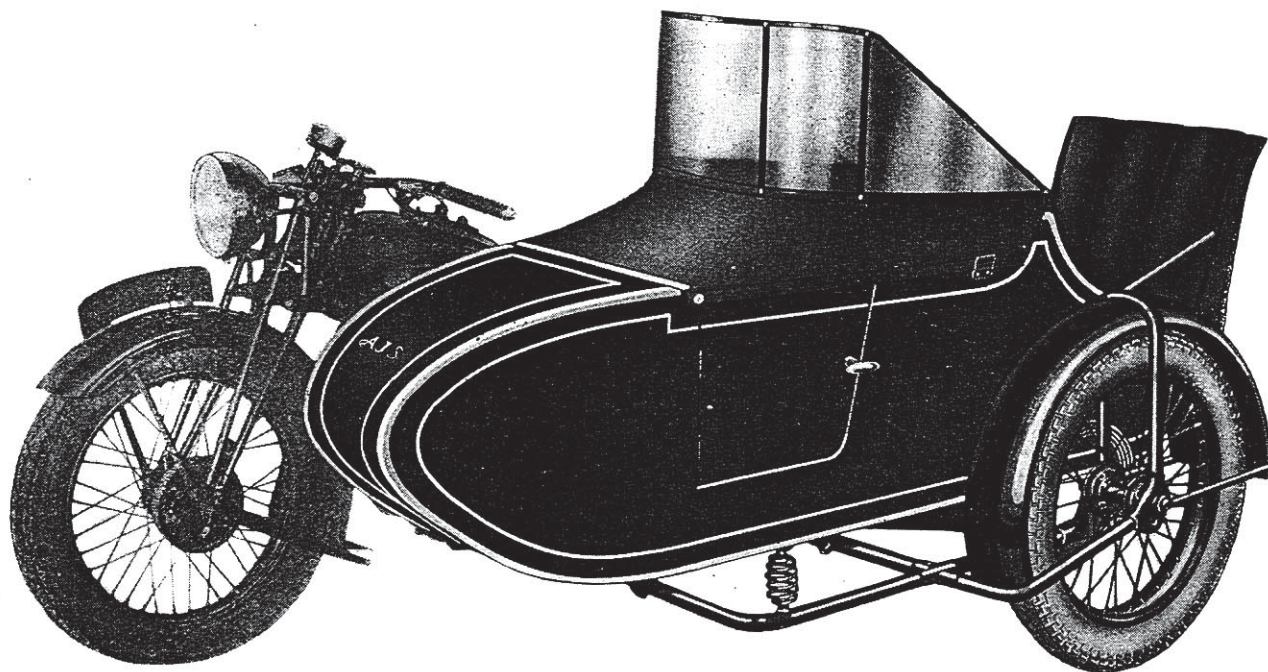
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**MODEL "C" OCCASIONAL TWO-SEATER SIDECAR**

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**SPECIFICATION**

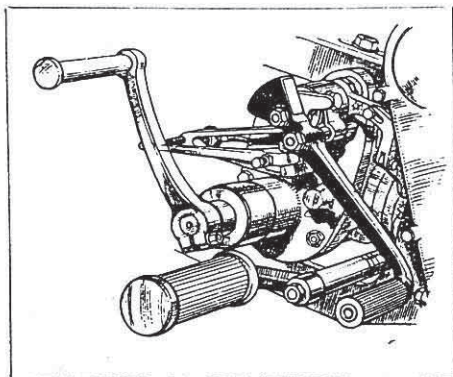
For 900 c.c. Models only.

**Body** — Finished black enamel with gold lining. Interior upholstery and trimming green or red, optional. Good quality leather cloth. The interior width of this body is approximately 19" and it is extremely well sprung and comfortable. The occasional seat is large enough to accommodate any adult comfortably. A very efficient touring type windscreen and apron is fitted.

**Chassis**—The well-known A.J.S. wheel frame chassis with quickly detachable and interchangeable wheel. Adjustable four-point connection is used and the chassis is built up of heavy gauge tubing that will stand any amount of hard usage. A clip-up stand is situated near the sidecar wheel to facilitate wheel removal.

**PRICE** ... .. **£25 : 0 : 0**  
including Electric Sidecar Lamp—  
Spare Wheel complete with 27in. x 4in. Tyre mounted on chassis (if sidecar is ordered with machine) ... .. **£6 : 6 : 0**

## INTERESTING FEATURES

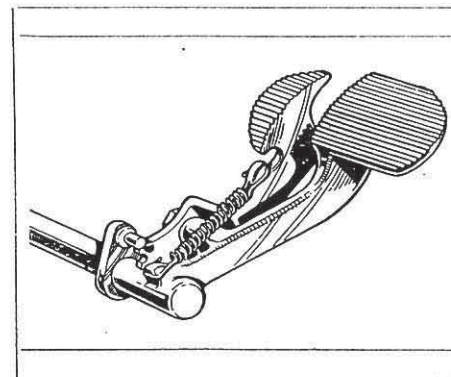


### RATCHET LOCKING DEVICE.

Illustration on right:—The Ratchet locking device on 33-2 Export model foot brake pedal.

### POSITIVE GEAR CHANGE.

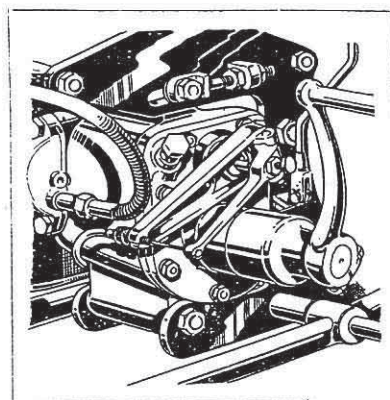
Illustration on left:—The positive stop foot operated gear change which is standardized on Trophy Models and optional on all O.H.V. Models at no extra charge.



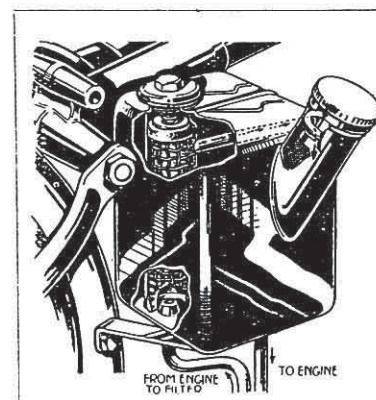
### GEAR BOX MOUNTING.

The pivot mounted four speed gear box fitted to Models 33-2, 33-7 and 33-10.

Primary chain adjustment is very simple, and the gearbox is very firmly housed at the top and bottom. This prevents any possibility of excessive chain wear usually caused by chain whip through weak gearbox mounting.



\* \* \*



### PRESSURE OIL FILTER.

On Models 33-2, 33-7 and 33-10 dry sump lubrication system is used incorporating both a fabric and gauze filter. Oil is drawn from the engine sump by the pump and forced through the filter into the tank.

The filter removes all impurities from the oil, even the finest particles of foreign matter cannot pass through so that engine wear is reduced to an absolute minimum. The filter is accessible for inspection and cleaning purposes after the plug is taken from the top of the oil-tank.

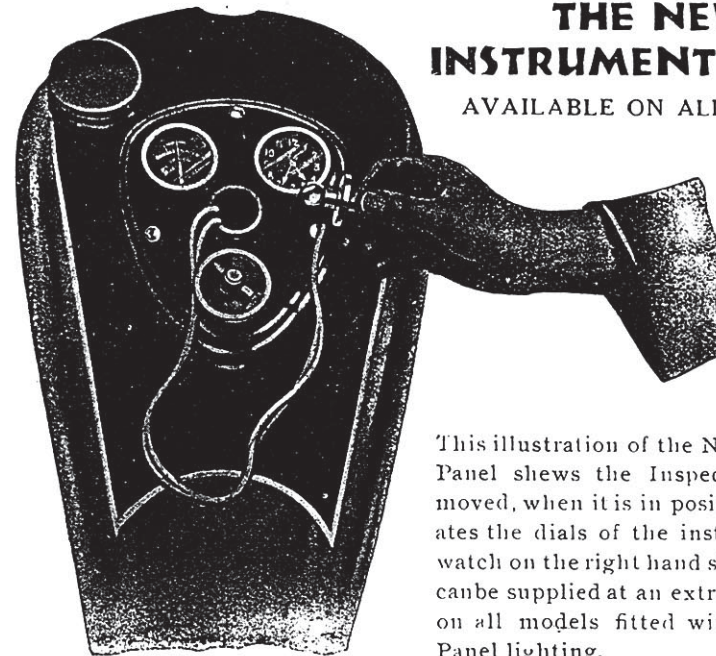
## EQUIPMENT

	£	s.	d.
Lucas Magdyno Electric Lighting, together with flush-fitting Instrument Panel containing Ammeter, Switches and removable Inspection Light, also provision for fitting of Eight-day Clock	5	17	6
Ordinary Lucas Magdyno Electric Lighting with provision in Petrol Tank for fitting Smith's Speedometer	5	10	0
Smith's Speedometer mounted over front forks	2	5	0
Non-Trip	2	0	0
Extra charge for Smith's 100 m.p.h. Speedometer and Revolution Counter, Combination Set on Models 33/7 and 33/10	5	0	0
Extra charge for four-speed Gear Box on 33/5 and 33/9 Models	1	0	0
Extra charge for 26" x 3.50" Tyres on 33/6, 33/7, 33/BS, 33/8, 33/9 and 33/10	0	12	0
Extra charge for 27" x 4" Tyres on 33/6, 33/BS, 33/8 and 33/9	1	0	0
Lucas Electric Horn	0	15	0
Chromium plated Tank on Models 33/12, 33/5, 33/B6 and 33/B8	1	0	0
Detachable Luggage Carrier on 33/12, 33/5, 33/B6 and 33/B8	0	12	6
Special A.J.S. Pillion Footrests	0	12	6
Polished-Out Cylinder Head, Ports, etc. on all O.H.V. Models	0	15	0
Extra Charge for Smith's Eight-day Clock	1	10	0

On all O.H.V. Models foot operated gear change and upturned exhaust pipes are optional at no extra charge.

## THE NEW INSTRUMENT PANEL

AVAILABLE ON ALL MODELS.



This illustration of the New Instrument Panel shows the Inspection Lamp removed, when it is in position it illuminates the dials of the instruments. The watch on the right hand side of the panel can be supplied at an extra charge of 30/- on all models fitted with Instrument Panel lighting.

## GUARANTEE

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

**W**E give the following guarantee with our motor cycles, motor cycle combinations, and sidecars, which is given in place of any implied conditions, warranties, or liabilities whatsoever, statutory, or otherwise, all such implied conditions, warranties, and liabilities being in all cases excluded, any statement, description, conditions or representation contained in any catalogue, advertisement leaflet, or other publication shall not be construed as enlarging, varying, or overriding this guarantee. In the case of machines which have been used for "hiring out" purposes or racing, or from which the trade mark, name, 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 below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for six months only from the date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the free supply of a new part in exchange for the part of the motor cycle, motor cycle combination or sidecar which may have proved defective. We do not undertake to replace or re fix, or bear the cost of re fixing, such new part in the motor cycle, motor cycle combination, or sidecar. We undertake, subject to the conditions mentioned below, to make good at any time within six months and defects in these respects. As motor cycles, motor cycle combinations, and sidecars are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

The term "misuse" shall include, amongst others, the following acts:—

1. The attaching of a sidecar to the motor cycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden.
2. 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.

3. The attaching of a sidecar to a motor cycle by any form of attachment not provided, supplied or approved by the manufacturers, or to a motor cycle which is not designed for such use.

Any motor cycle or motor cycle combination or sidecar sent to us to be plated, enamelled, or repaired; will be repaired upon the following conditions, i.e., we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship; such guarantee to extend and be in force for three months only from the time such work shall have been executed or until the expiration of the six months above referred to, and this guarantee is in lieu and in exclusion of any common law or statute, warranty, or condition, and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

**CONDITIONS OF GUARANTEE.**—If a defective part should be found in our motor cycles, motor cycle combinations, or sidecars, or in any part supplied by way of exchange before referred to, it must be sent to us **carriage paid**, and accompanied by an intimation from the Owner that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the date of purchase, or the date when the alleged defective part was exchanged, as the case may be.

Failing compliance with the above, such articles will lie here **at the risk of the owner**, and this guarantee and any implied guarantee, warranty, or condition shall not be enforced. We do not guarantee specialities, such as tyres, saddles, chains, lamps, etc., or any component parts, supplied to the order of the Purchaser differing from our standard specifications supplied with our motor cycles, motor cycle combinations, sidecars or otherwise.

## HIRER PURCHASE SCHEME

*(Available only to residents in Great Britain and Northern Ireland)*

Model.	AGREEMENTS FOR			12 Months.	18 Months
	C.C.	Retail List Price.	Deposit.	Monthly Payment (including Insurance)	Monthly Payment (including 12 Months' Insurance)
(1) 33/12 "Big Port" O.H.V. ... ..	248	£47 7 6	£11 16 11	£3 11 2	£2 9 3
(2) do. do. do. ... ..	248	47 0 0	11 15 0	3 10 8	2 8 10
(1) 33/5 Side Valve ... ..	349	45 17 6	11 9 5	3 9 2	2 7 10
(2) do. do. ... ..	349	45 10 0	11 7 6	3 8 8	2 7 6
(1) 33/B6 "Big Port" O.H.V. ... ..	349	48 2 6	12 0 8	3 12 2	2 9 11
(2) do. do. do. ... ..	349	47 15 0	11 18 9	3 11 8	2 9 7
(1) 33/B8 "Big Port" O.H.V. ... ..	498	55 7 6	13 16 11	4 6 6	2 19 10
(2) do. do. do. ... ..	498	55 0 0	13 15 0	4 6 0	2 19 6
(1) 33/6 Two Port De Luxe O.H.V. ... ..	349	57 7 6	14 6 11	4 5 7	2 19 2
(2) do. do. do. ... ..	349	57 0 0	14 5 0	4 5 1	2 18 10
(1) 33/8 Two Port De Luxe O.H.V. ... ..	498	60 17 6	15 4 5	4 13 11	3 4 11
(2) do. do. do. ... ..	498	60 10 0	15 2 6	4 13 5	3 4 7
(1) 33/9 Side Valve De Luxe ... ..	498	55 7 6	13 16 11	4 6 6	2 19 9
(2) do. do. do. ... ..	498	55 0 0	13 15 0	4 6 0	2 19 5
(1) 33/7 O.H.C. Single Port ... ..	346	70 17 6	17 14 5	5 3 10	3 11 9
(2) do. do. do. ... ..	346	70 10 0	17 12 6	5 3 4	3 11 5
(1) 33/10 O.H.C. Single Port ... ..	495	75 17 6	18 19 5	5 14 7	3 19 3
(2) do. do. do. ... ..	495	75 10 0	18 17 6	5 14 1	3 18 11
(1) 33/2 Big Twin Side Valve ... ..	990	70 17 6	17 14 5	5 10 7	3 16 5
(2) do. do. do. ... ..	990	70 10 0	17 12 6	5 10 1	3 16 0

(1) Models fitted with :—Lucas Magdyno Electric Lighting with flush fitting Instrument Panel containing Switches and Inspection Lights.

(2) Models fitted with :—Ordinary Lucas Magdyno Electric Lighting.

## HIRE PURCHASE SCHEME

### PRELIMINARY APPLICATION.

This form should be completed in detail and returned to the officially appointed dealer of A.J.S. who is supplying the motor cycle.

Full Trading Name of Dealer.....  
 Phone No.....  
 Name of Hirer (in full).....  
 Date of Birth.....  
 Private Address.....  
 How long resident.....years  
 Occupation.....Married or Single.....  
 Employer's Name and Address.....  
 How long employed here.....  
 Are you a householder?.....  
 If not, give name of Guarantor.....  
 who must be a householder.  
 Address.....  
 How long resident.....years  
 Guarantor's Occupation.....  
 Guarantor's Employers.....

Employer's Address.....  
 How long employed here.....  
 A.J.S. Motor Cycles,  
 Model.....H.P.....£  
 Reg. Letters and Nos.....  
 Accessories - - - - £  
 Sidecar (if any) - - - - £  
 Insurance - - - - £  
 Interest Charges - - - - £  
 Deposit - - - - £  
 12/18 Payments of - - - - £

### INSTRUCTIONS TO DEALER.

This form should be completed in detail and forwarded to nearest office of Automotor Finance Ltd.

## AUTOMOTOR FINANCE LIMITED

136-138 Hope Street, GLASGOW, C.2

Telephone: 3993 Central 10 lines). Telegrams: "Hazard, Glasgow"

### — — BRANCH OFFICES — —

ABERDEEN ... .. 84 UNION STREET  
 Telephone: 3926. Telegrams: "Hazard, Aberdeen."  
 AYR ... .. 55 NEWMARKET STREET  
 Telephone: 3012. Telegrams: "Hazard, Ayr."  
 BIRMINGHAM ... .. 112 COLMORE ROW  
 Telephone: Central 6201-2-3 'Grams: "Autopolicy, Birmingham"  
 BOURNEMOUTH ... .. 214a OLD CHRISTCHURCH ROAD  
 Telephone: 2992. Telegrams: "Hazard, Bournemouth."  
 BRIGHTON... .. 35 GRAND PARADE  
 Telephone: 1342. Telegrams: "Hazard, Brighton."  
 CARDIFF ... .. 67 QUEEN STREET  
 Telephone: 6957. Telegrams: "Hazard, Cardiff."  
 CARLISLE ... .. MIDLAND BANK CHAMBERS  
 Telephone: 200. Telegrams: "Shares, Carlisle."  
 DARLINGTON WELLINGTON CHAMBERS, 49 GRANGE ROAD  
 Telephone: 3261. Telegrams: "Hazard, Darlington."  
 DUMFRIES ... .. 35 BUCCLEUGH STREET  
 Telephone: 267. Telegrams: "Hazard, Dumfries."  
 DUNDEE ... .. 6 WHITEHALL CRESCENT  
 Telephone: 5293. Telegrams: "Autopolicy, Dundee."  
 EDINBURGH ... .. 46 GEORGE STREET, 2  
 Telephones: 30268-30269. Telegrams: "Hazard, Edinburgh"

EXETER ... .. 25 QUEEN STREET  
 Telephone: 3906. Telegrams: "Hazard, Exeter."  
 HULL ... .. 19-21 KING EDWARD STREET  
 Telephone: Central 31016. Telegrams: "Autopolicy, Hull."  
 INVERNESS ... .. 46 HIGH STREET  
 Telephone: 458. Telegrams: "Hazard, Inverness."  
 LANCASTER ... .. KING STREET CHAMBERS, KING STREET  
 Telephone: 799. Telegrams: "Hazard, Lancaster."  
 LEEDS ... .. STANDARD BUILDINGS  
 Telephones: 29681-29682. Telegrams: "Hazard, Leeds."  
 LIVERPOOL, 1 HARRINGTON STREET, CASTLE STREET CORNER  
 Telephones: Bank 4257-4258. 'Grams: "Autopolicy, Liverpool."  
 LONDON ... .. SACKVILLE HOUSE, 40 PICCADILLY  
 (Entering from Sackville Street)  
 Telephones: Regent 6891 (5 lines).  
 Telegrams: "Automotors, Piccy, London."  
 MANCHESTER ... .. ROYAL MAIL HOUSE, CROSS STREET  
 Telephones: Blackfriars 9781 (4 lines).  
 Telegrams: "Autopolicy, Manchester."  
 NEWCASTLE ... .. EMEFSON CHAMBERS, BLACKETT ROAD  
 Telephones: 24022-24023. Telegrams: "Hazard, Newcastle."  
 NORWICH ... .. 33 PRINCE OF WALES ROAD  
 Telephone: 2866 Telegrams: "Hazard, Norwich."



— A.J.S. USEFUL INFORMATION. —

ITEM. 1933 MODELS.		MODELS.									
		33/12	33/5.	33/B6	33/6.	33/B8	33/8.	33/9	33/7.	33/10.	33/2.
MEASUREMENTS	LENGTH.	6' 7"	6' 7"	6' 7"	6' 10"	6' 10"	6' 10"	6' 10"	6' 10"	6' 10"	7' 0"
	WIDTH.	30½"	30½"	30½"	30½"	30½"	30½"	30½"	30"	30"	30½"
	WHEELBASE.	52"	52"	52"	56¼"	56¼"	56¼"	56½"	56¼"	56¼"	58¼"
	GROUND CLEARANCE.	5¼"	5¼"	5¼"	5½"	5½"	5½"	5½"	5½"	5½"	5½"
	SADDLE HEIGHT.	28"	28"	28"	29"	29"	29"	29"	29"	29"	28"
FUEL	PETROL TANK CAPACITY.	① 1¾	1¾	1¾	2"	2"	2"	2"	2¾	2¾	3½
	OIL TANK CAPACITY.	① 3½	3½	3½	4½	4½	4½	4½	5"	5"	5"
	PETROL CONSUMPTION.	② $\frac{100}{120}$	$\frac{90}{95}$	$\frac{80}{85}$	$\frac{75}{80}$	$\frac{70}{75}$	$\frac{70}{75}$	$\frac{75}{80}$	80.	75.	70.
	OIL CONSUMPTION.	② 1800.	1500.	1500.	1200.	1200.	1200.	1200.	1000	1000.	1100.
TRANSMISSION.	FRONT CHAIN SIZE.	½ x 305.	½ x 305	½ x 305	½ x 305.	½ x 305	½ x 305	½ x 305.	½ x 305	½ x 305	½ x 305.
	FRONT CHAIN LINKS.	66	64	66	67	67	67	67	68	69	70
	REAR CHAIN SIZE	½ x 305	½ x 305	½ x 305	½ x 305	5/8 x 3/8	5/8 x 3/8	5/8 x 3/8	5/8 x 3/8	5/8 x 3/8	5/8 x 3/8.
	REAR CHAIN LINKS	113	114	113	124	99	99	99	98	98	105.
	MAG CHAIN SIZE	½ x 125	½ x 125	½ x 125	½ x 125	½ x 125	½ x 125	½ x 125	3/8 x 230	3/8 x 230	½ x 187
	MAG. CHAIN LINKS.	34	34	34	38	38	38	38	51	51	58
GEARS.	GEAR RATIO. TOP	5-8	5-8	5-25	⑤ 5-8	⑤ 4-88	⑤ 4-81	⑤ 4-81	5-37	4-7.	⑤ 4-3.
	GEAR RATIO. 3 <sup>RD</sup>	7-73	9-0	7-0	7-0	5-9	5-8	7-0	6-49	5-68	5-7
	GEAR RATIO. 2 <sup>ND</sup>	11-36	16-0	10-29	12-6	8-63	10-4	12-85	9-5	8-32	7-6
	GEAR RATIO. BOTTOM.	17-22	—	15-59	17-4	14-49	14-4.	—	15-95	13-95	12-6.
TYRES.	SIZE OF TYRES.	25 x 3	25 x 3	25 x 3	③ 26 x 3-25	③ 26 x 3-25	③ 26 x 3-25	③ 26 x 3-25	③ 26 x 3-25	③ 26 x 3-25	27 x 4.
	PRESSURE FRONT. ④	15-16	15-16	15-16	15-16	15-16	15-16	15-16	15-16	15-16	15-16
	PRESSURE REAR. ④	22-24	22-24	22-24	18-20	18-20	18-20	18-20	18-20	18-20	20-22
SPEED, MILES PER HOUR.		65	60	70-72	65-68	78-80	75-78	65.	80-85	85-90	75-80
TOTAL WEIGHT IN POUNDS. ⑥		240	235	242	320	313	335	317	325	340	356.
ENGINE.	BORE IN MILIMETRES.	65	74	74	74	84	84	84	70	79	85
	STROKE IN MILIMETRES	75	81	81	81	90	90	90	90	101	85
	CUBIC CAPACITY IN CC <sup>s</sup>	248	349	349	349	498	498	498.	346	495	990

SIDE CAR GEARS  
 33/6 33/B8 33/8 33/9 33/2  
 6.41 5.53 5.53 5.53 4.8  
 7.77 6.7 6.7 8.12 6.4  
 15.9 12.0 12.0 14.7 7.6  
 19.23 16.5 16.5 12.6  
 WITH ELECTRIC LIGHTING SOLO.  
 + 5.MPH WITH "DISCOL".

① PETROL IN GALLONS. OIL IN PINTS.  
 ② IN MILES PER HOUR  
 ③ 26 x 3.50" OPTIONAL. EXTRA.  
 ④ IN POUNDS PER SQUARE INCH.

NOTES.