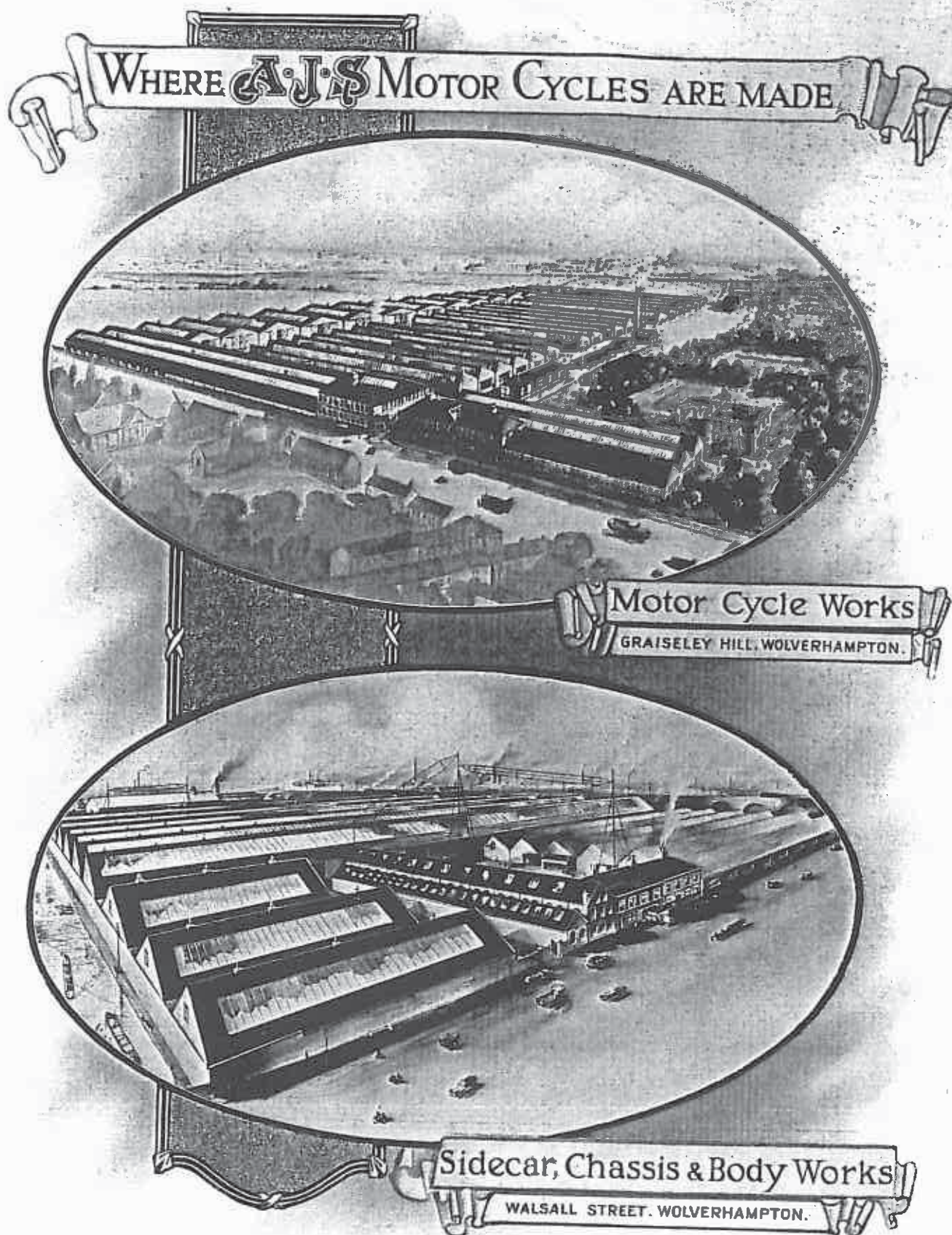


1925



Motor **AJS** Cycles

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



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

Telegrams: "Hopit, Wolverhampton."

Codes: A B C, 5th Edition.

A B C, 5th Edition.

Bentley's

Marconi International.

Telephone: 1731 Wolverhampton (4 lines).

FOREWORD.—*Continued.*

Coming to the Solo Models, a very comprehensive range is provided—the tourist is catered for by the 3.49 h.p. de Luxe Touring Machine Model E3, whilst the sporting rider has the choice of three machines, viz., Model E4 de Luxe Sporting, Model E5 Standard Sporting with Side Valve Engines, and the Model E6 Over-head Valve Racing Machine. This latter is a really “hot-stuff” mount for speed events, hill climbs, etc., and needs no introduction to the public.

TOURIST TROPHY RECORDS.

To this Machine belongs the distinction of having broken all records for speed in the Tourist Trophy Races in the Isle of Man. This was accomplished during the 1924 races, when in the Junior Event MR. J. H. SIMPSON on his 3.49 h.p. A.J.S. covered a lap of the course of 37½ miles in 35 minutes 5 seconds, at the wonderful average speed of 64.54 miles per hour. Only those who are acquainted with the difficult nature of the T.T. course can fully appreciate this performance, which has never been approached by a machine of any horse-power. The Tourist Trophy Races undoubtedly furnish the most searching tests known for reliability and speed; so it is worthy of mention that in addition to the above the 3.49 h.p. A.J.S. is the only Machine to have won Four Junior Trophies in succession, and one Senior event with a Junior Machine.

CHAMPIONSHIP OF EUROPE.

Shortly after the T.T. MR. J. H. SIMPSON won the 350 c.c. Speed Championship of Europe at Milan, Italy; and almost every important speed event at home and abroad has seen A.J.S. Machines carry off Premier Honours. A list of important successes during 1924 will be found at the end of this Catalogue.

Whilst the A.J.S. Sporting Models are primarily designed for fast road work, they can, of course, be used for ordinary touring. This also applies in the case of the O.H.V. Model.

LIGHTWEIGHT SIDECARS.

We should like to draw the attention of the reader to the A.J.S. Lightweight Sidecar Combinations, full details of which will be found on Page 17.

Where initial outlay and maintenance are of importance to the prospective buyer, these Outfits will make a particularly strong appeal by reason of their low cost and upkeep.

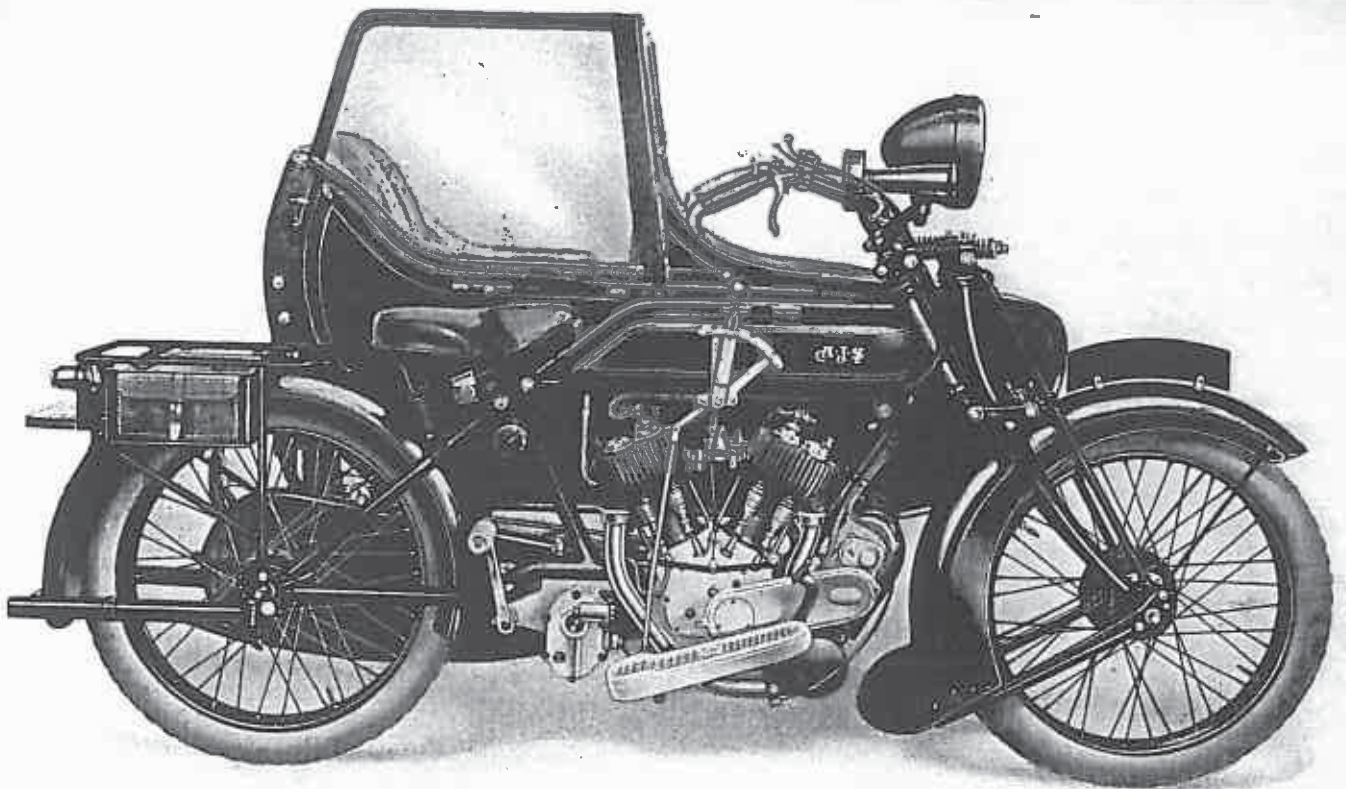
The 3.49 h.p. A.J.S. Combinations have put up some remarkable performances in open reliability trials in competition with machines of much larger capacity, and have won many Premier Awards; thus proving their great efficiency and suitability for ordinary touring. The following is but a brief selection from successes achieved:—

1923 English Six Days Trial	...	Gold Medal (1st Class Award).
1923 Colmore Cup Trial	...	Best Sidecar Performance.
1924 Scottish Six Days Trial	...	Silver Cup (1st Class Award).
1924 Reliance Cup Trial	...	Premier Award.
1924 Travers Trophy Trial	...	Premier Award, also N.U.T. Trophy.
1925 Victory Cup Trial	...	Premier Award.

IN CONCLUSION.

Whether you buy an A.J.S. or not, we trust that the foregoing introductory remarks will have proved of interest, and afforded the reader some idea of the activities of the A.J.S., and why our Machines rank second to none and are famous wherever Motor Cycles are used.

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



The A.J.S. 7.99 h.p. de Luxe Passenger Combination, Model E1.

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.

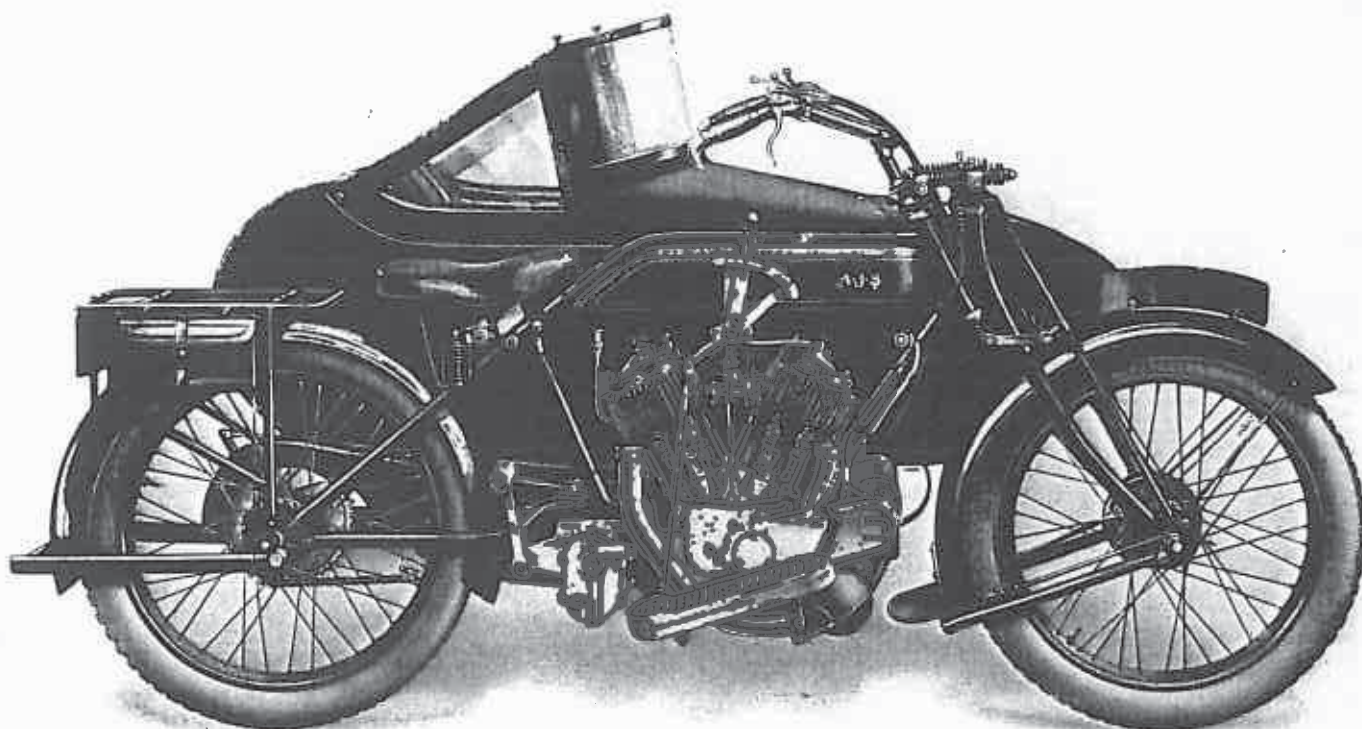
Engine	Twin Cylinder (74 x 93 m.m. Bore and Stroke, 799 c.c. capacity). Fitted with Detachable Heads, Aluminium Pistons, Roller Bearings to Big Ends of Connecting Rods. Shock Absorber to Engine Shaft. Large interchangeable mechanically operated Valves. Adjustable Valve Tappets. Large efficient Silencer.	Brakes	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.
Carburettor	Binks.	Forks	"Brampton" Patent "Biflex," built to our special instructions.
Frame	Scientifically constructed of Heavy Gauge Best Quality Tubing throughout.	Footboards	Protected design, with deep Rubber Tread and Heel Rest, made entirely of Rubber.
Tank	Improved Design. Supported from below on brazed-on brackets. Fitted with Large Fillers for Petrol and Oil. Petrol injectors to Cylinders. Capacity—Petrol, 24 gals. Oil, 1 qt.	Stands	Fitted to both wheels. The Rear Stand is our patent design.
Lubrication	Semi-Automatic Hand Pump. (Mechanical Lubrication can be fitted to order at 35/- extra.)	Carrier	Steel tube, oxy-acetylene welded. Fitted with Pannier Bags with steel outer cases.
Ignition	Lucas "Magdyno," enclosed type. Handlebar Control. Vernier Timing Adjustment.	Tools	A Tool Roll with full kit of best quality Tools is provided.
Chains	"Hans Renold" extra strong Motor Cycle. $\frac{3}{8}$ in. pitch x $\frac{1}{2}$ in. wide.	Starting	Improved Design Foot-Starter, fitted with Rubber Covered Pedal. Entirely enclosed mechanism.
Chain Cases	Weather proof, entirely enclosing Chains	Saddle	The new Brooks "Supple Seat," Model B195.
Gear Box	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.	Finish	Finest Black Enamel, four coats, on Special Rust Preventive process, including the Handlebars.
Clutch	Patent Multiple Plate, with Cork Inserts. Hand controlled by Lever on left Handlebar.	Lighting	Lucas "Magdyno" Electric Lighting Set, complete with Accumulator, Head, Side and Tail Lamps and Switch Box.
Wheels	A.J.S. Patent. Both wheels are interchangeable and can be detached instantly.	Horn	Electric.
Tyres	Back and Front fitted with 700 x 80 m.m. Dunlop Cord Heavy Non-Skid.	Registration	Plates fitted ready for Painting.
Mudguards	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.	Measurements	Wheel Base, 4 ft. 9 in.

SPECIFICATION—SIDECAR.

Body	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.	Weight	Approx. 336 lbs.
Chassis	Special Underslung type, the design of which enables a very spacious body to be fitted. Ground clearance, full 6 in.	Tyre	700 x 80 m.m. Dunlop Cord Heavy Non-skid.
Wheel	Instantly detachable and interchangeable with wheels of Motor Cycle.	Mudguard	5 in. wide and fitted with Side-Shield, completely protecting the passenger against mud and dirt.
PRICE £115:0:0	If fitted with E2 Sidecar (see next page) Price £108:10:0	Luggage Carrier	Strongly made of metal. Very spacious, and is integral with the body.
		Colour	Our standard colour is black, from which no deviation can be made. Extra Spare Wheel and Tyre - £5:15:0 Extra for Hood - £2:12:6 Extra for Left Hand Side Screen £1:5:0

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. 7.99 h.p. Standard Passenger Combination Model E2.

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.

Engine	Twin Cylinder (74×93 m.m Bore and Stroke, 799 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.	Wheels	A.J.S. Patent. Both Wheels of the Motor Cycle are interchangeable and can be detached instantly.
Carburettor	Binks.	Tyres	Back and Front fitted with 700×80 m/m Dunlop Cord Heavy Non-skid.
Frame	Scientifically Constructed of Heavy Gauge Best Quality Tubing throughout.	Mudguards	Special design, giving adequate protection.
Tank	Improved Design. 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.	Brakes	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.
Lubrication	Semi-Automatic Hand Pump. (Mechanical Lubrication can be fitted to order at 35/- extra.)	Forks	Brampton Patent "Biflex," built to our special instructions.
Ignition	Lucas Magneto, enclosed type. Handlebar Control. Vernier Timing Adjustment.	Footboards	Protected design, with deep Rubber Tread and Heel Rest, made entirely of rubber.
Chains	Best Quality Extra Strong Motor Cycle, ½ in. pitch × ¾ in. wide.	Stands	Fitted to both wheels.
Chain Guards	Semi-enclosed type, giving easy access to the Transmission.	Carrier	Steel tube, oxy-acetylene welded. Fitted with Pannier Bags with steel outer cases.
Gear Box	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.	Tools	A Tool Roll with full kit of best quality Tools is provided.
Clutch	Patent Multiple Plate, with Cork Inserts. Hand-controlled by lever on the left handlebar.	Starting	Improved design Foot-Starter, fitted with rubber-covered pedal.
		Finish	Finest Black Enamel, on special rust preventive process, including the Handlebars.
		Registration	Plates fitted ready for painting.
		Measurements	Wheel base 4 ft. 9 in.
		Weight	Approx. 316 lbs.

SPECIFICATION—SIDECAR.

Body	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.	Suspension	Laminated Cee Leaf Springs, back and front.
Chassis	Special Underslung Type, with duplex axle tubes.	Tyre	700 × 80 m/m Dunlop Cord Heavy Non-skid.
		Mudguard	Fitted with side shield completely protecting the passenger against mud and dirt.
		Colour	Our standard colour is Black, from which no deviation can be made.

PRICE £90 : 0 : 0

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

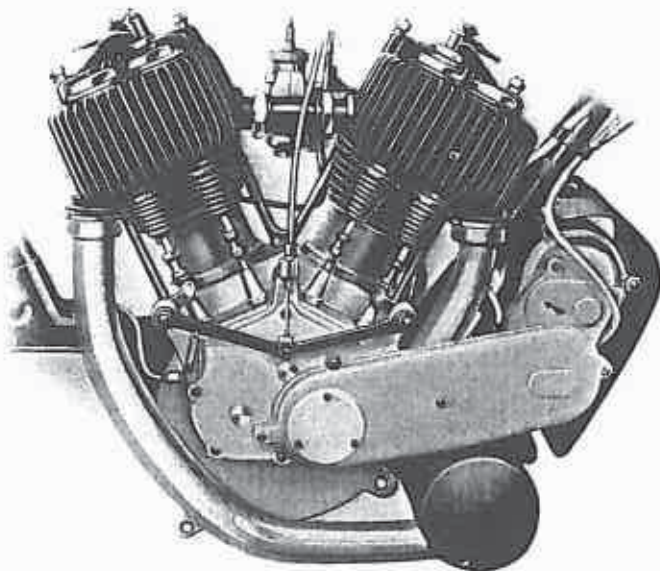
(We reserve the right to modify or deviate from the above Specification without notice.)

Extra for "Magdyno" Lighting Set - £11 : 0 : 0
Extra for Spare Wheel and Tyre - £5 : 15 : 0

A few Constructional Features

OF THE

7.99 h.p. **A.J.S.** Motor Cycle.



The 7.99 h.p. Engine.

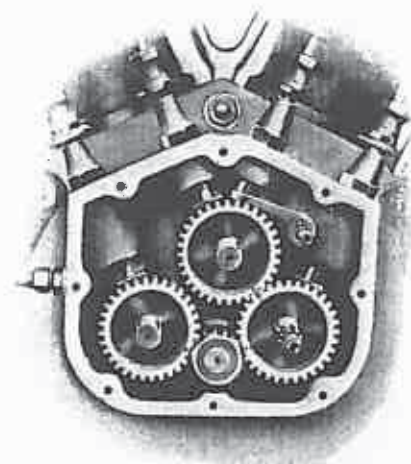
The design of our Engine for 1925 remains practically unaltered, the only noticeable difference being in the shape of the Radiating Fins to the Cylinder Barrels. These are now pear shaped, which, in addition to giving a more pleasing appearance, materially assists the properties of even cooling, for which A.J.S. Engines have always been noted.

The A.J.S. Twin Cylinder Engine is designed and manufactured throughout in our own works, the greatest accuracy and care being exercised, the result being a unit of exceptional efficiency. The Engine 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 approved method of Holding-down Bolts and Bridge Pieces, thus allowing removal in the

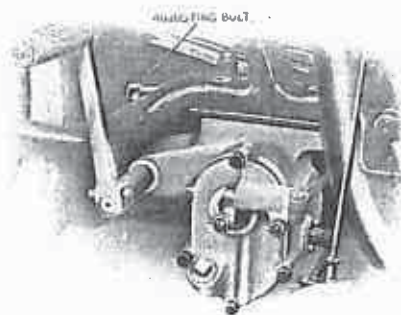
minimum of time and dispensing with the presence of nuts and bolts around the base of the Cylinder. Further, with the A.J.S. system, no fracture of the skirt of the Cylinder can take place when tightening down. A special type of Joint is employed between the Head and the Barrel, whereby it is impossible for leakage to take place. The two 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 maintained in the manufacture of all working parts of the A.J.S. Engine, resulting in sweet running and the absence of the multiplicity of sounds usually arising from Valve clatter, Timing Gear, and Transmission. The illustration of the Timing Gear shows that 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 operated through a Rocker Arm off the Double Inlet Cam Wheel.

Lubrication.

This is supplied by a Hand Pump which forces a direct supply of oil via the near side of the main Shaft Bearing to the Big Ends of the Connecting Rods. After passing through the Big End Bearings, the oil escapes into the Crank Chamber, and is fed to the other working parts by "splash."



Arrangement of Timing Gear,
7.99 h.p. A.J.S.

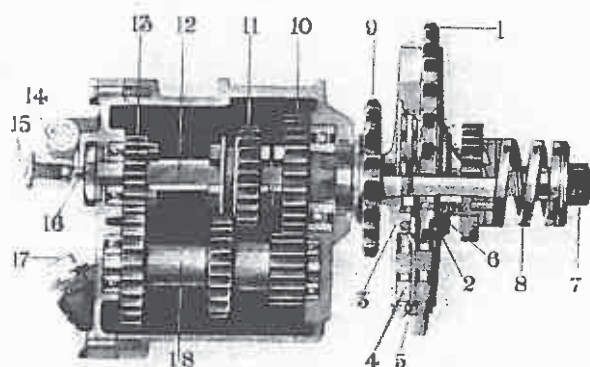


A J.S. Gear Box in position.

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

The A.J.S. Gear Box, like the Engine and other parts, is our own manufacture throughout. It is constructed on car principles and made with the greatest accuracy. Since its inception the A.J.S. Gear Box has undergone no radical alteration, and a critical inspection only seems to emphasise the high point of excellence attained. Ball Bearings are used throughout for the Shafts, which are robust and will withstand any driving strain. The whole of the working parts run in oil, and beyond periodical replenishment of the oil sump, the Gear Box requires no other attention. A Foot-Starter with enclosed mechanism is incorporated.

CONSTRUCTIONAL FEATURES, 7.99 h.p. A.J.S.—Continued.

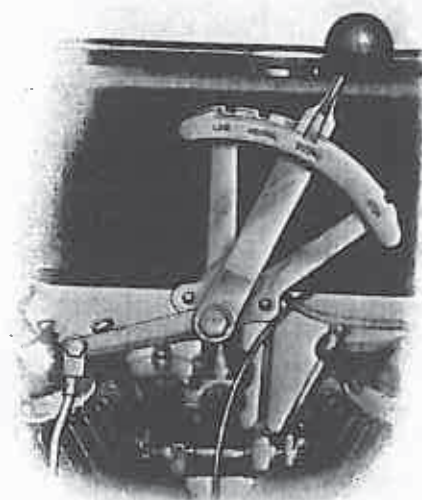


A.J.S. 3-Speed Gear (portion of case cut away).

- | | |
|---|-------------------------------|
| 1. Sprocket for transmitting power to Road Wheel. | 10. High Gear Dog Wheel. |
| 2. Sliding Plate. | 11. Sliding Sleeve. |
| 3. Fixed Plate. | 12. Main, or Primary Shaft. |
| 4. Floating Plate. | 13. Low Gear Dog Wheel. |
| 5. Dished Plate. | 14. Clutch Operating Shaft. |
| 6. Ball Bearing for Clutch Sprocket. | 15. Push Rod Adjusting Screw. |
| 7. Clutch Adjusting Spring. | 16. Short Push Rod. |
| 8. Clutch Spring. | 17. Oil Filler. |
| 9. Sprocket for transmitting drive to Rear Wheel. | 18. Lay or Secondary Shaft. |

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

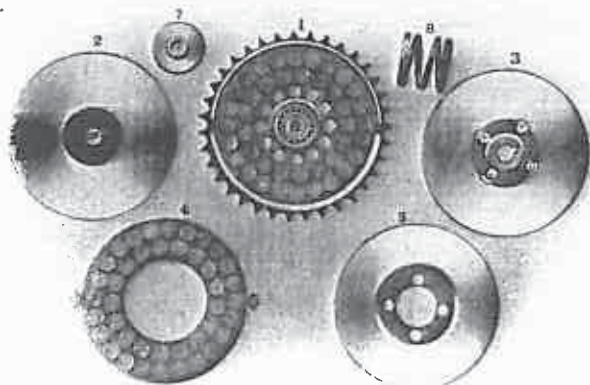
The A.J.S. Gate Change-Speed Lever, owing to its special construction, provides a positive stop for each gear, whilst it is impossible to over-run the middle gear when changing up or down. The Lever and Quadrant are mounted on a bracket on the lower Tank Tube. The A.J.S. Gear Change is simple in operation and is strongly constructed.



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 engaging with alternate Steel Discs keyed to the Shaft, but free to move laterally. The pair of cork members, one of which is the driven Chain Sprocket, are mounted idly upon the Shaft, but transmit the drive thereto when engaged by the alternately disposed steel plates (see illustration). Engagement and release is effected by Bowden Cable from the handlebar, which operates a Push Rod inside the Hollow Main Shaft against a Cross-Key which thrusts back the Sliding Plate (No. 2) and Clutch Spring (No. 8). The Clutch is simplicity itself, and its wearing qualities unequalled. For sweetness of engagement there is nothing to approach it.



A.J.S. 7.99 h.p. Clutch Parts.

Hand-Controlled Operation.

The delicacy of control required for satisfactory manipulation is such that the foot is incapable of imparting it, owing to the constant influence of road shocks, etc. We were the pioneers of the Hand-controlled Clutch, which has since been universally adopted, and is admittedly right.

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 Bearings on which No. 1 revolves when Clutch is disengaged.
7. Clutch Spring Adjusting Nut.
8. Clutch Spring

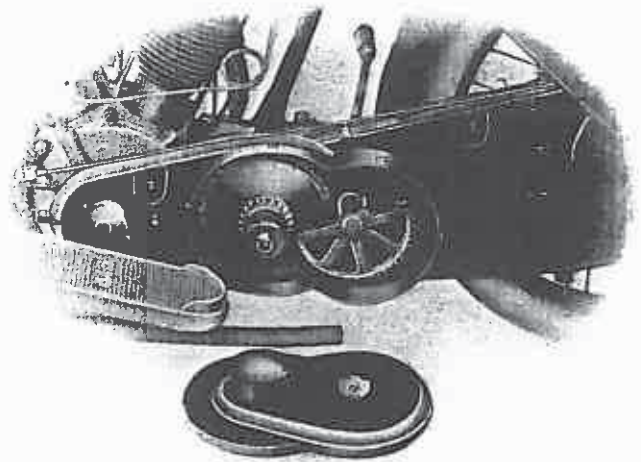
The Clutch Parts are assembled in the following order—No. 3, 4, 5, 1, 2, 8 and 7.

CONSTRUCTIONAL FEATURES, 7.99 h.p. A.J.S.—*Continued.*

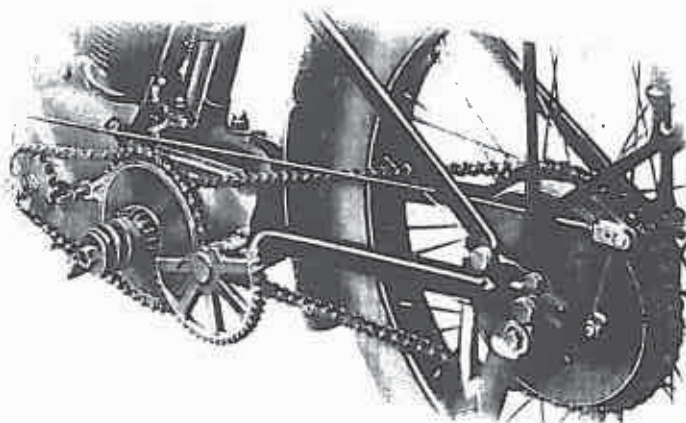
A.J.S. All-Enclosed

Weather-proof Chain Transmission.

For the past 18 years All-chain Transmission has been fitted to A.J.S. machines, and our system still asserts its marked superiority. Perfect Power Transmission is ensured by the fact that the Best Quality Chains are fitted, and on the 7.99 h.p. de Luxe Model these run under ideal conditions, being totally enclosed in weatherproof cases. This principle of totally enclosing the chains and gear mechanism, apart from rendering the transmission silent, imparts indefinite life and secures the maximum of service with the minimum of attention. A Shock Absorber is fitted to the Engine Shaft which effectively damps out any harshness or



A.J.S. Chain Chase with Front Cover removed, exposing Clutch and Foot Starter. The hinged Covers for Chain Inspection are also shown.

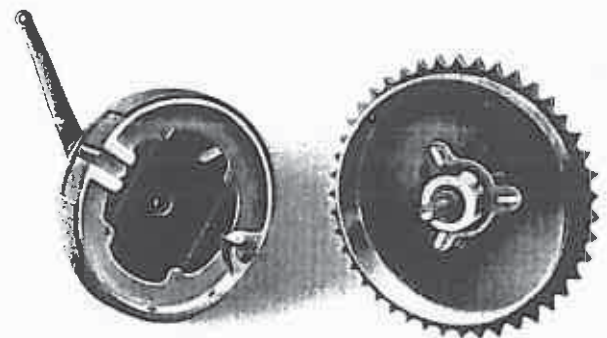


A.J.S. Transmission. Chaincases removed. This view also shows the large Diameter Brake Drum.

snatch, resulting in exceptional sweetness and smooth running. The fact that the A.J.S. Transmission is totally enclosed does not in any way affect the general accessibility of those parts contained within the Chain-case, and which require periodical inspection. Every part is readily get-at-able, for instance, immediate inspection of the Chains is obtained by means of Inspection Doors fitted to both Front and Rear Cases, whilst the Clutch and Foot-starter Mechanism is exposed by removing the detachable portion covering these parts. This is done by loosening the screws round the outer edge of the cover (see illustration above).

The A.J.S. Internal Expanding Brakes.

Our 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. They afford not only a most powerful instrument for emergency use, but can be used with infinite delicacy of engagement owing to their sweetness of action. The accompanying illustration shows the Rear Brake Drum with the Expanding Shoes. Operation of the Rear Brake is by Pedal and Rod on the left-hand side of the machine, whilst the front is by a Pedal and Bowden Cable on the right-hand side. Both Brakes follow the best car engineering practice, and their stoutly-constructed mechanism affords almost everlasting wear.



The A.J.S. Internal Expanding Rear Brake. The Expanding Shoes are shown detached from the Drum.

CONSTRUCTIONAL FEATURES, 7.99 h.p. A.J.S.—Continued.

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 advantage will be fully appreciated by every rider, for it provides for instant replacement and interchangeability with any wheel on the outfit (excepting in the case of the Model E2 Sidecar Combination, the sidecar wheel of which is not interchangeable with those of the motor cycle). The A.J.S. Detachable Wheel also provides for quick removal of tyres, tyre repairs or replacements, or tube withdrawal without disturbing



Back Detachable Wheel Removed.



Showing Front Wheel detached and its interchangeability with Rear Wheel.

Wheels or Transmission. The A.J.S. system is superior altogether to any other form of Detachable Wheel, inasmuch as there is no "Dog Drive" with ultimate "Back Lash" after wear; and NO friction or strain. The Wheels are held in place by a Centro Pin and three Sleeve Bolts. The latter pass through the Hub Flanges and screw on to three threaded studs on the Driving Sprocket, and when locked up the Wheels are absolutely solid with the Sprocket. The whole of the Transmission, Brakes, etc., is left in place when the Wheels are withdrawn, and in the case of the Front Wheel, when fitted with our special Speedometer Drive, this is likewise left untouched when this Wheel is removed.

The A.J.S. Rear Stand.

Another outstanding 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 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, to which it is secured by a spring clip.



No. 1

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



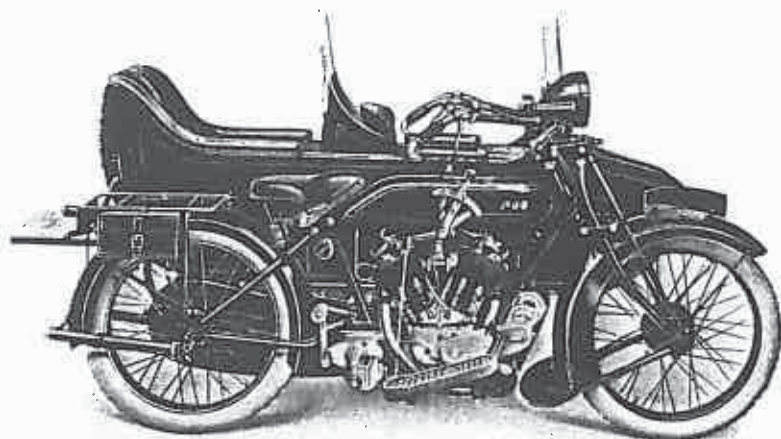
No. 2

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.

The A.J.S. 7.99 h.p. Two-Seater Sidecar Combination.

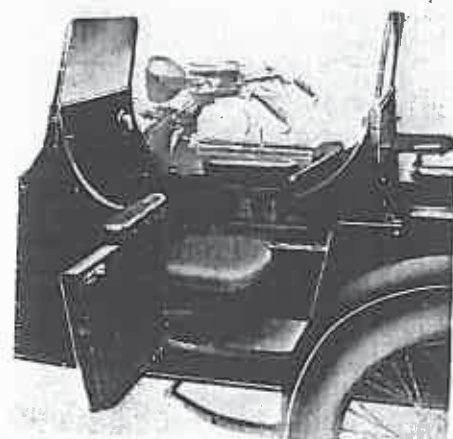


The A.J.S. Double-Seated Sidecar.

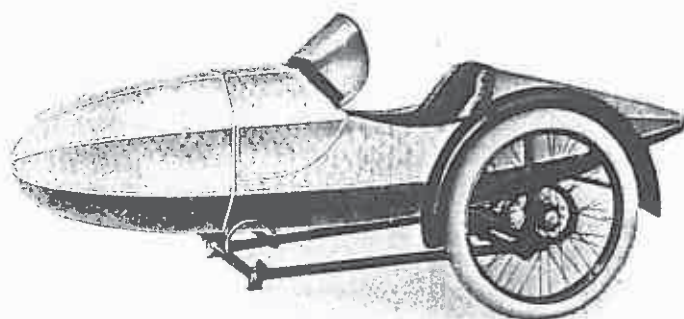
This Two-Seater Sidecar can be fitted in place of the single-seater on the 7.99 h.p. Model E1 at an extra of £5, and on the 7.99 h.p. Model E2 at an extra of £11 10s. 0d. Extra for Hood, £3 5s. 0d. Hood Side Curtains complete, £2 5s. 0d. The two-seater chassis is fitted with detachable wheel.

when entrance or exit is being made by the rear passenger. Access to either front or rear is by a single door, and lifting up the hinged dash. The Two-Seater Sidecar has been extensively tested over many seasons now, and we have no hesitation in recommending it as an ideal dual passenger vehicle. The inclusion of the extra seat has been effected without in any way detracting from the general appearance, and the overall length of the body is but 6 ft. 6 in. The Standard equipment includes two Windscreens and two Aprons.

This Sidecar incorporates all the well-known design-features of the A.J.S. Single-Seater Body, plus the fitting of the extra seat. The two seats are arranged Tandem fashion, the extra or front one being remarkably comfortable and spacious enough for an adult. The back rest is cleverly formed by utilising the hinged dash of the rear seat, which is shaped and upholstered. The seat itself is attached to the Sidecar body on the right-hand side, and can be folded back



Showing extra Seat in position.



SUPER-SPORTS SIDECAR, AS ILLUSTRATED.

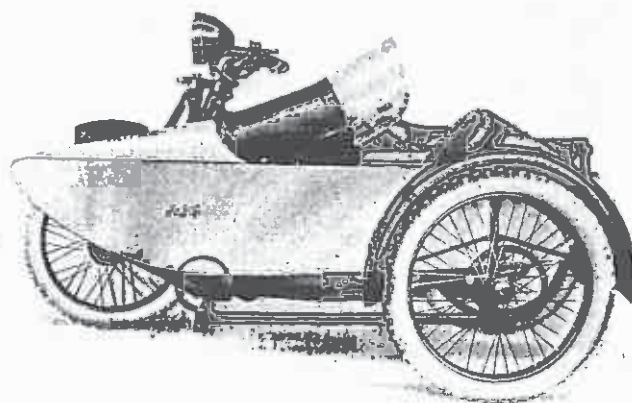
Fitted to Model E1 7.99 h.p. machine. PRICE . £114 : 0 : 0
Fitted to Model E2 7.99 h.p. machine PRICE . £95 : 10 : 0

The A.J.S. Super-Sports Sidecar.

The most handsome and striking Sidecar on the market. Owing to its correct streamline, it is suitable for track, road-racing, or the sportsman on tour. It represents the last word in sporting outfits. The body is coach-built ; covered with aluminium with our special "frosted finish." The lift-up dash also forms the door ; whilst the equipment includes Windscreen and Apron. Ample locker space is provided at the rear. This body can be fitted to either the E2 or Lightweight chassis.

The A.J.S. Aluminium Sports Sidecar.

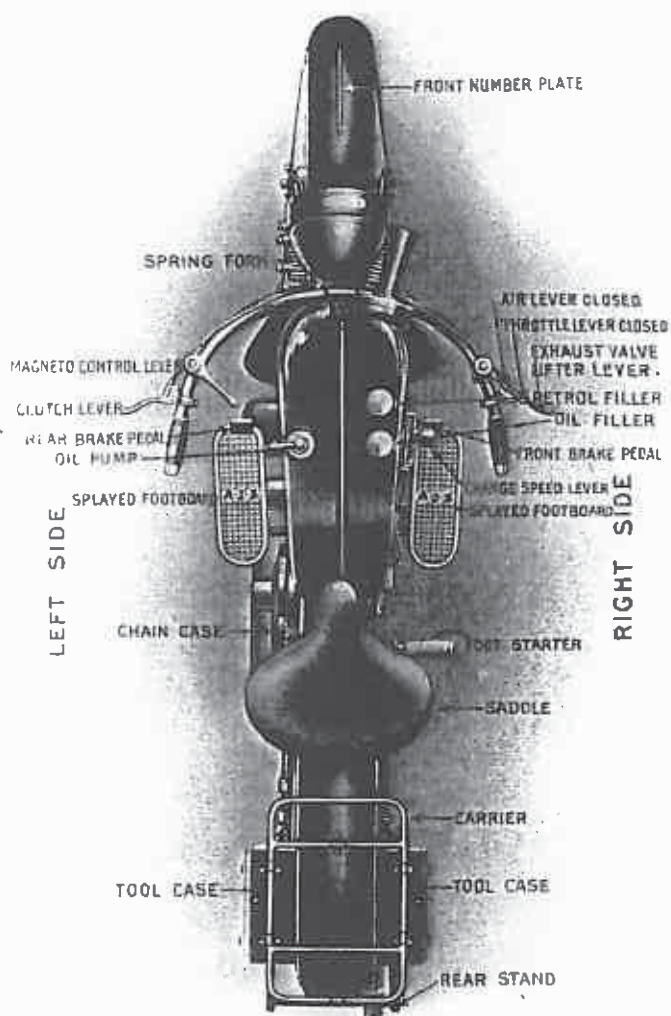
This illustration shows our Aluminium Sports Sidecar attached to the 7.99 h.p. machine. It will be readily agreed that the appearance of this outfit is most attractive and "racy." The body is coach built, frame of best quality timber and covered with aluminium panels with special "frosted" finish. It 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 $\frac{1}{2}$ in. tapering to $\frac{1}{4}$ in. A mudguard $5\frac{1}{2}$ in. wide is fitted.



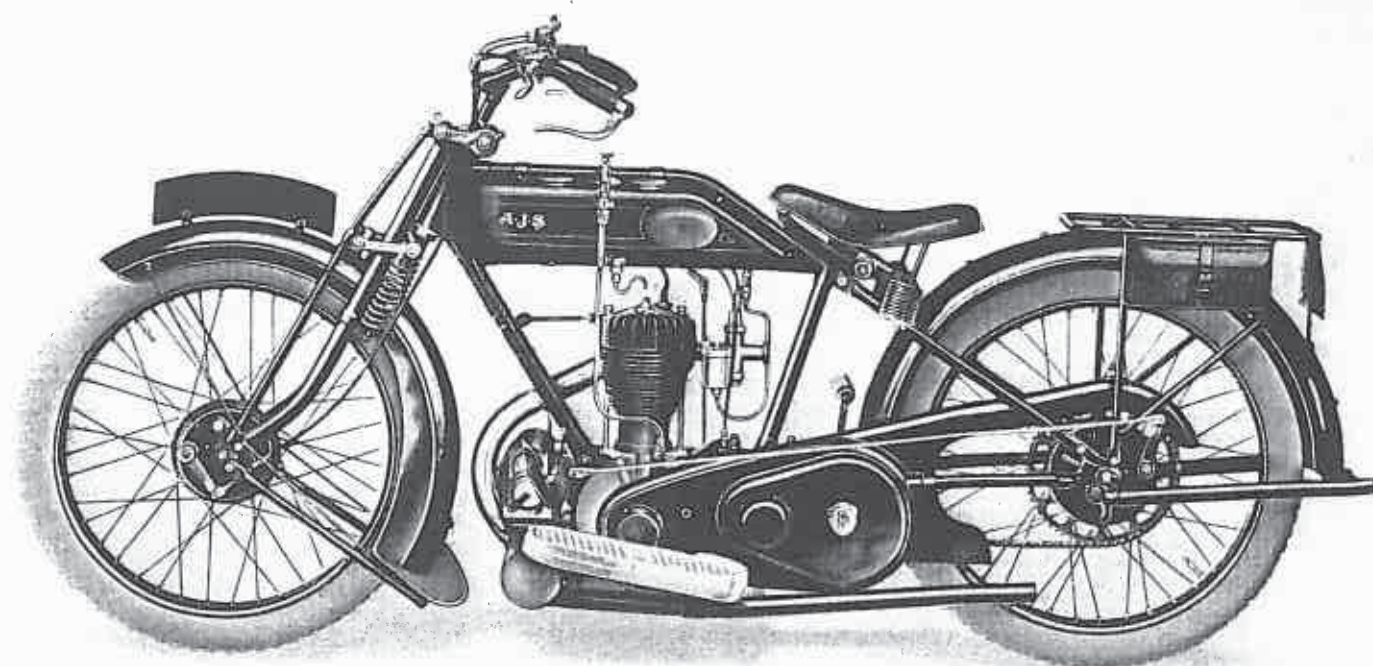
ALUMINIUM SPORTS SIDECAR, AS ILLUSTRATED

Fitted to Model E1 7.99 h.p. machine PRICE £109 : 10 : 0
Fitted to Model E2 7.99 h.p. machine. PRICE £91 : 0 : 0

PLAN **AJS** VIEW.



7.99 h.p. A.J.S.



The A.J.S. 3.49 h.p. de Luxe Touring Model E3.

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

SPECIFICATION.

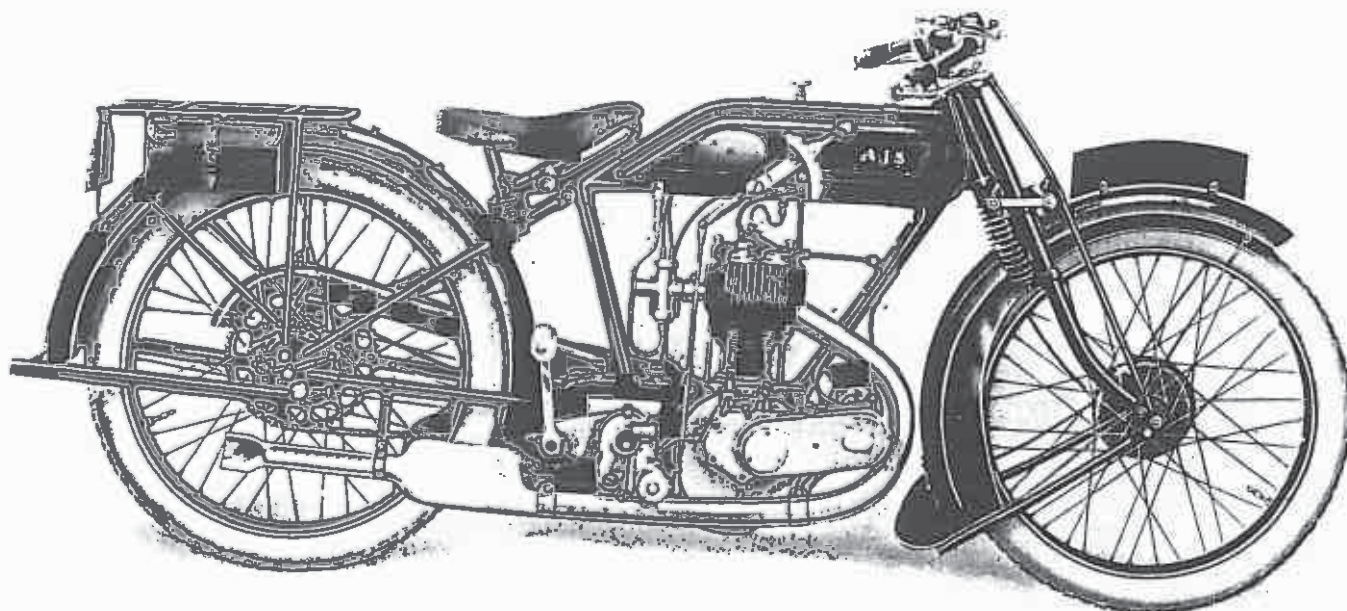
Engine	Single Cylinder (74×81 m.m. Bore and Stroke, 349 c.c. capacity), fitted with Detachable Head. Aluminium Piston. Roller Bearing to Big End of Connecting Rod. Large Mechanically Operated Valves. Adjustable Valve Tappets. Efficient Cooling.	Mudguards	Improved Design, affording excellent protection.
Carburettor	Binks	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. 1½ gal. Petrol. 1 qt. Oil.	Handlebars	Touring Pattern.
Lubrication	Semi-Automatic Hand Pump. (Mechanical Lubrication can be fitted to order at 35/- extra.)	Footboards	"Protected" Design of Solid Rubber.
Ignition	"Lucas" Magneto. Handlebar Control.	Stands	Strong "Kick-up" Type fitted to Front and Rear Wheels.
Chains	"Hans Renold" ½ in. Pitch × 1½ 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 5'5, 9'3, 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 of our Special Rust Preventive Process, including the Handlebars, only a few parts are Nickel-plated.
Tyres	650 × 65 m.m. Dunlop Cord Heavy Non-skid.	Measurements	Wheel Base 4 ft. 5½ inches. Height of Saddle 28 inches.
		Weight	Approx. 214 lbs.

PRICE £57:0:0

Extra for Electric Lighting Set - £10.

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. 3.49 h.p. de Luxe Sporting Model E4.

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

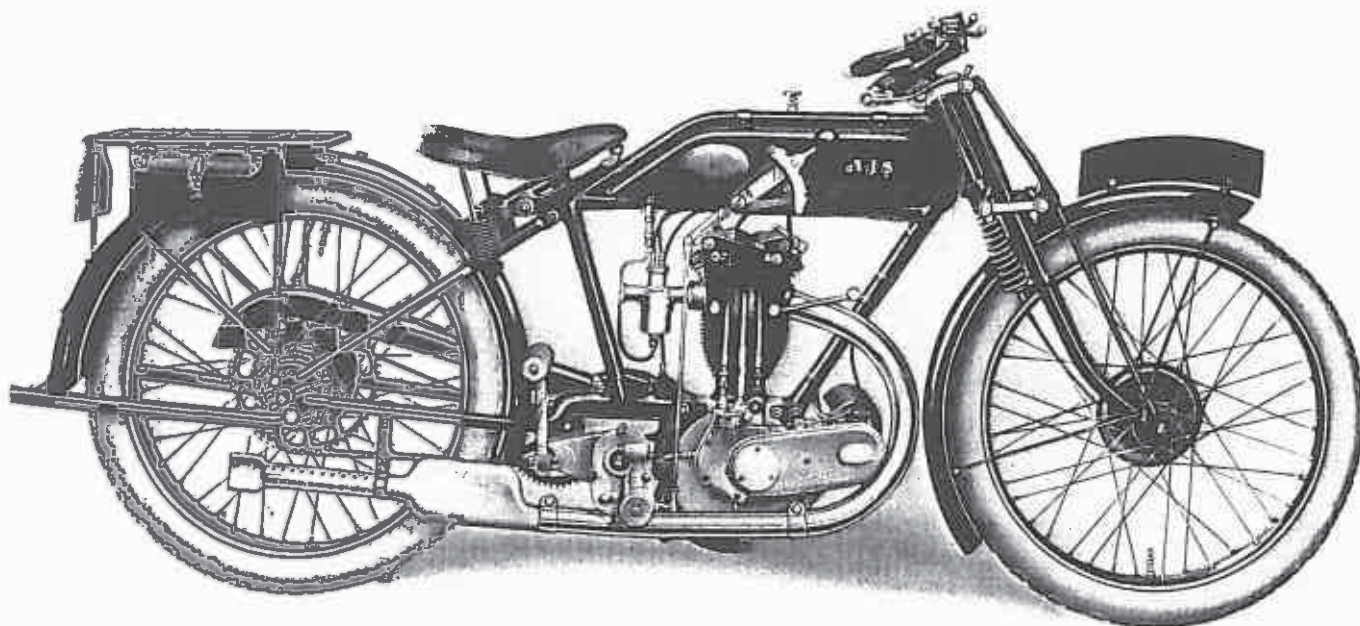
The general Specification of this Model as regards equipment is the same as Model E3 on Page 12.

This Sporting Model has specially tuned Engine, Semi T.T. Handlebars and Footrests.

The Standard Silencing arrangements of this Machine are as shown in the illustration of Model E3, i.e., with Expansion Chamber and Tail Pipe. The straight-through type as illustrated above, can, however, be had if specially ordered. 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 £57:0:0

Extra for Electric Lighting Set - £10.



The A.J.S. 3.49 h.p. Overhead Valve Model E6.

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 E4 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 Guards. SPEED APPROXIMATELY 70 M.P.H.

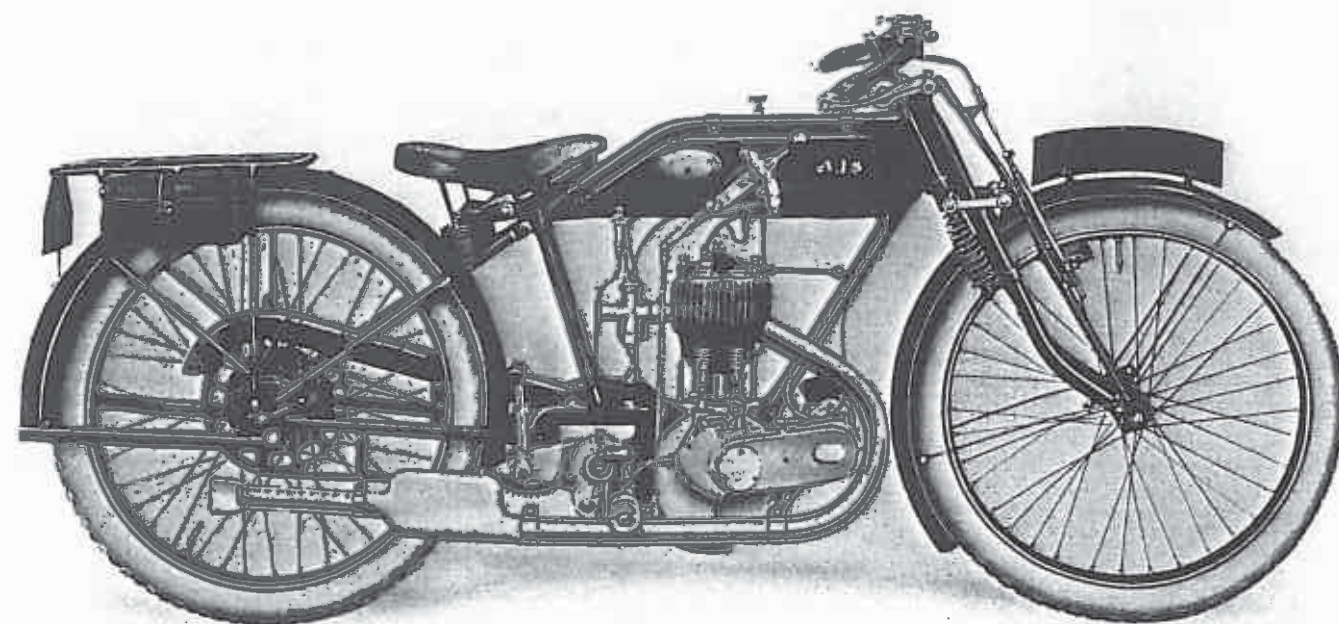
The Standard Silencing Arrangements of this Machine are as shown in the illustration of Model E3, i.e., with Expansion Chamber and Tail Pipe. The straight-through type as illustrated above, can, however, be had if specially ordered.

PRICE £60:0:0

Extra for Electric Lighting Set - £10.

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

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



The A.J.S. 3.49 h.p. Standard Sporting Model E5.

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

The Standard Silencing Arrangements of this Machine are as shown in the illustration of Model E3, i.e., with Expansion Chamber and Tail Pipe. The straight-through type as illustrated above, can, however, be had if specially ordered.

SPECIFICATION.

Engine	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.	Clutch	Hand-Controlled with Cork Inserts.
Carburettor	Binks.	Wheels	26 in. × 2½ in. Flat Base Rims, fitted with Large Diameter Wide Hubs.
Frame	Scientifically Constructed. Lightness with Strength.	Tyres	26 in. × 2½ in. Dunlop Cord Heavy Non-skid.
Shock	Improved Design. Fitted with Large Petrol and Oil Caps. 1½ gal. Petrol. 1 qt. Oil.	Brakes	Rear Brake A.J.S. Internal Expanding Type. Front Brake, Bowden Pull-up Pattern.
Lubrication	Semi-Automatic Hand Pump. (Mechanical Lubrication can be fitted to order at 35/- extra.)	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.
Ignition	Lucas Magneto. Handlebar controlled.	Handlebars	Semi-T.T. Racing Type.
Spokes	Best quality ½ in. Pitch × ⅜ in. wide. A Shock Absorber is fitted to the Engine Shaft.	Footrests	Adjustable, allowing the rider to procure the most suitable riding position.
Chain Guards	The top half only of the Chain is covered, giving easy access to the Sprockets and Transmission.	Carrier	Built of Steel Tubing, with Welded Flush Joints.
Tool Box	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.	Tool Cases	Two Pannier Bags, with Full Kit of Tools.
		Starting	Improved Design Foot-Starter. Gives very easy starting.
		Finish	Black Enamel—only a few parts are Nickel-plated.
		Measurements	Wheel Base, 4 ft 5½ inches. Height of Saddle from ground, 28 inches.

RICE £49 : 10 : 0

Extra for Electric Lighting Set £10

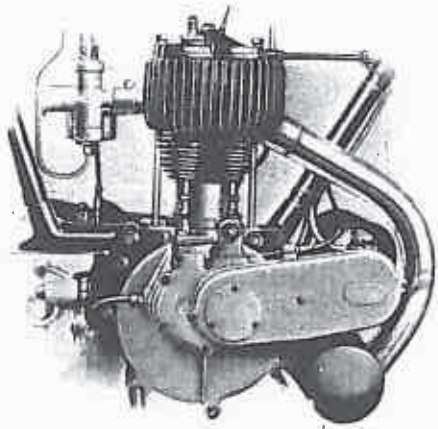
All Prices in this List include Carriage (goods train) to any Station in the United Kingdom.

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

Constructional Features of the 3.49 h.p. A.J.S. Motor Cycles.

3.49 h.p. A.J.S. SIDE-BY-SIDE VALVE MODEL.

Engine.



A.J.S. 3.49 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 specially 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.



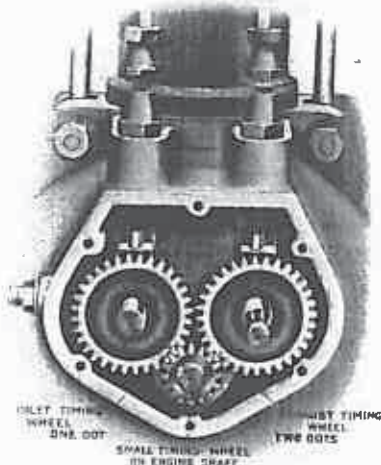
Magneto Timing—Vernier Adjustment.

The Patent Change-Speed Lever and Clutch.

The Change-Speed Lever is a facsimile of the type employed on the 7.99 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.

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.

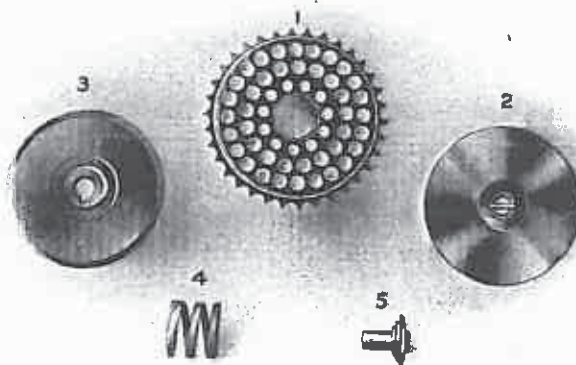


Arrangement of Timing Gear.
3.49 h.p. A.J.S. Engine.



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

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



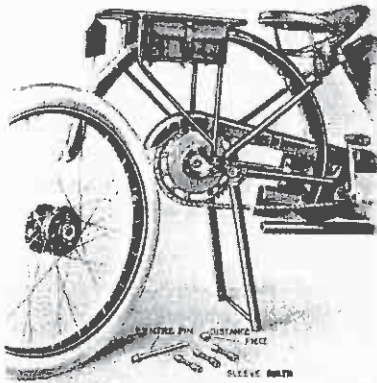
2. Sliding Plate (note key in centre which passes through Gear Box Main Shaft).
5. Clutch Spring Adjusting Nut.

A.J.S. 3.49 h.p. Clutch Parts.

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

CONSTRUCTIONAL FEATURES, 3.49 h.p. A.J.S.—Continued.

Detachable Wheels.

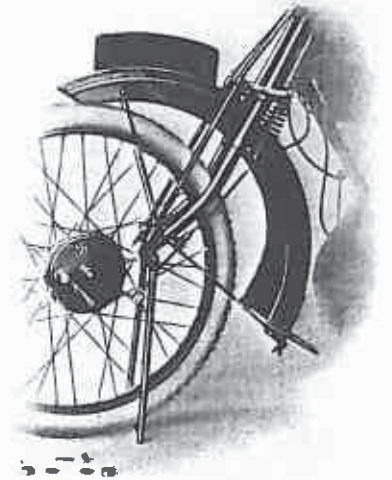


Rear Wheel Detached.

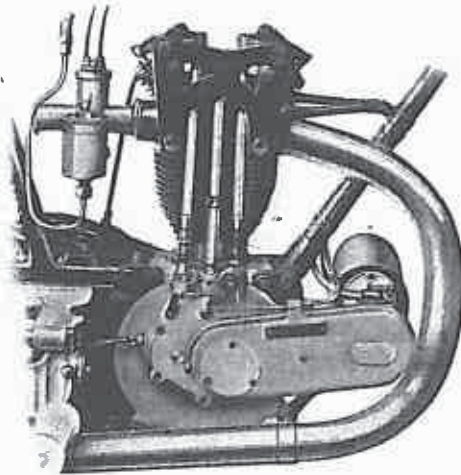
In the case of the 3.49 h.p. models (except Model E5) the Rear Wheel only is of the patent Quick-Detachable type. The method of fitting is the same as on the 7.99 models, namely, by three Sleeve Bolts and a Centre Pin. When the wheel is detached the Brake Drum and Transmission remain undisturbed.

The Front Wheel is removed by detaching the cable yoke end from the operating lever and unscrewing the Anchor Plate Bolt, and when the spindle nuts are slackened the wheel will fall out of the fork ends. The Front Wheel 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.

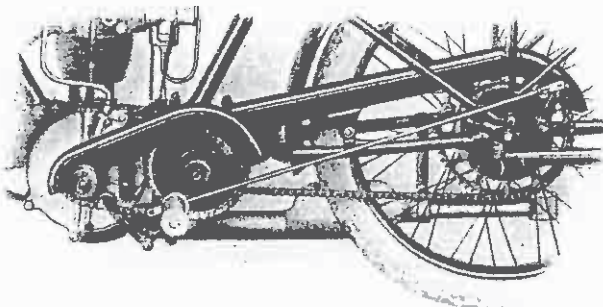


A.J.S. 3.49 h.p. Overhead Valve Engine.

THE 3.49 h.p. A.J.S. O.H.V. MODEL.

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 3.49 h.p. engine designed, and marks a big step forward in advancement. The Overhead Valves are of large diameter, and are semi-tulip shaped. Both Valves are interchangeable. They are set in the head at an angle of $41\frac{1}{2}$ degrees to the vertical. The Detachable Head and Cylinder are held down by a "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. A special Aluminium Alloy Piston is employed, having three narrow rings at the top and a scraper ring at the bottom. The Gudgeon Pin is held in position by a Spring Ring, which fits into a recess in the Piston Bosses. The Connecting Rod combines lightness with great strength. The big end is mounted upon Roller Bearings, but Plain Bearings are fitted to the little end.

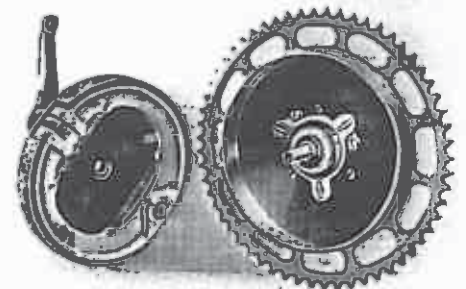


Transmission System, also showing the position of the Rear Brake Pedal and Operating Rod as fitted to Models E4, E5 and E6.

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.

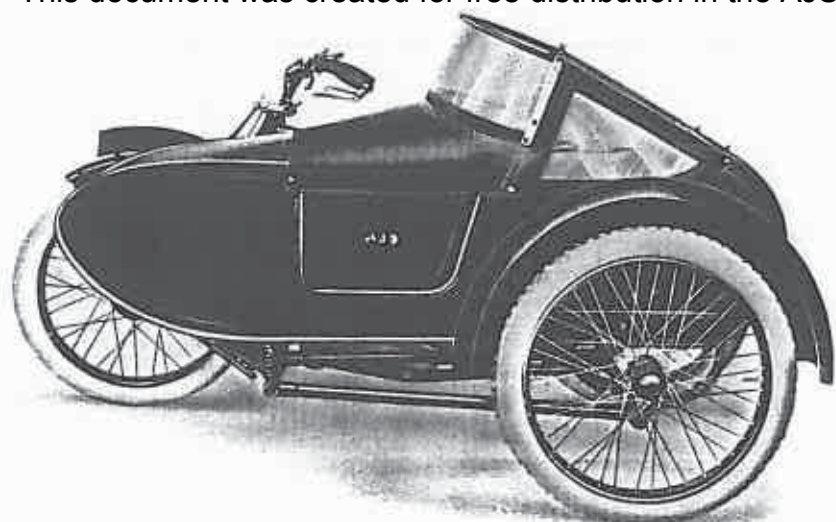
The accessible position of the Rear Brake Pedal is shown in this illustration.



The Large Diameter Rear Brake Drum and Expanding Shoes common to all 3.49 h.p. Models.

The Large Diameter Brake Drum, etc.

This view shows the robust construction of the Internal Expanding Rear Brake, as fitted to the 3.49 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. Lightweight Touring Sidecar.

This Model represents the ideal Lightweight Touring Sidecar, its many detail refinements placing it far in advance of any other similar type on the market. The body is coach built, covered with steel panelling, and painted black. It has been designed with every allowance for the passenger's comfort, and the rear is fitted with a spacious locker, the back of the seat being hinged to give access to this. Upholstery is of the best quality, and the suspension is by Cee springs at the rear and by coil at the front. The standard specification includes windscreen and apron.

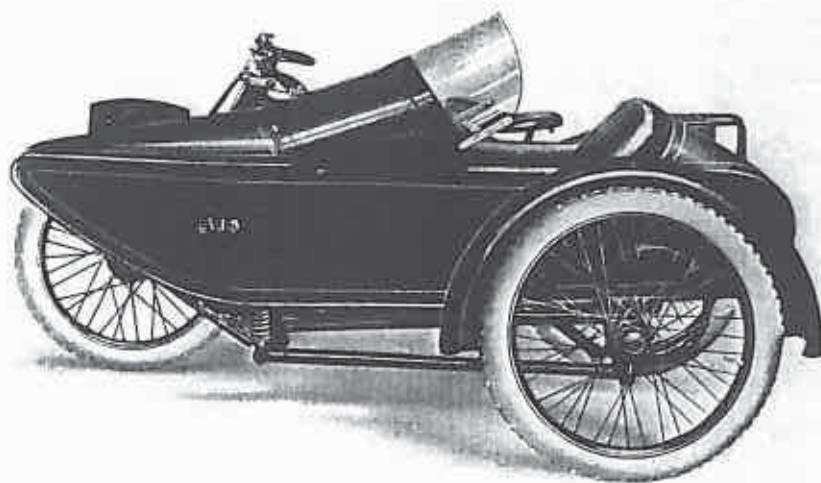
LIGHTWEIGHT TOURING SIDECAR, AS ILLUSTRATED.

Fitted to Model E5 3.49 h.p. machine.	PRICE . £64 : 10 : 0
Fitted to Models E3 and E4 3.49 h.p. machines.	PRICE . £72 : 0 : 0
Fitted to Model E6 3.49 h.p. machine.	PRICE . £75 : 0 : 0

The A.J.S. Lightweight Sports Sidecar.

This Sidecar is similar in design and equipment to that shown fitted to our 7.99 h.p. machine, illustrated on Page 10. 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.

The Special Super Sports Sidecar, illustrated on Page 10, can also be fitted to the Lightweight Chassis.



LIGHTWEIGHT SPORTS SIDECAR, AS ILLUSTRATED.

Fitted to Model E5 3.49 h.p. machine.	PRICE . £65 : 5 : 0
Fitted to Models E3 and E4 3.49 h.p. machines.	PRICE . £72 : 15 : 0
Fitted to Model E6 3.49 h.p. machine.	PRICE . £75 : 15 : 0

Polished Aluminium Body, add ☐ to above prices

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

EXTRA COST OF DEVIATION FROM STANDARD SPECIFICATION.

For 7.99 h.p. E1 MODEL ONLY.	
Triplex glass for windscreen ..	£ 1 2 6
Terry spring saddle ..	0 10 6
For 7.99 h.p. E2 MODEL ONLY.	
Terry spring saddle ..	1 7 0
E1 chain cases ..	3 17 6
E1 front mudguards ..	0 11 0
E1 rear mudguards ..	0 6 0
E1 rear stand ..	0 2 6

SUNDRY EXTRAS AND ACCESSORIES AVAILABLE FOR CURRENT MODELS.

For 7.99 h.p. E1 or E2 MODELS.	
Spare wheel, less tyre ..	£ 2 10 0
Waterproof cover for spare wheel ..	1 0 0
Hood Cover ..	0 10 6

For E2 MODEL.

Luggage carrier ..	£ 1 2 6
Lucas 462 lamp set ..	3 15 0
Lucas 344 Rear Lamp Set ..	0 13 0
Lucas Bulb Horn No. 60 ..	0 15 6

EXTRAS FOR EITHER 3.49 h.p. OR 7.99 h.p. MODELS.

Mechanical lubrication ..	£ 1 15 0
Leg shields ..	1 10 0
Cowey trip. speedometer, model 7a ..	3 5 0
Cowey non trip speedometer, model 20 ..	2 10 0

For 3.49 h.p. MODELS.	
Terry spring saddle for E3, E4, E6 Models ..	£ 0 19 0
Terry spring saddle for E5 Models ..	1 6 6
Terry heavyweight saddle for E3, E4, E6 Models ..	1 5 0
E3 front mudguards fitted to E3, E4, E6 Models ..	0 18 3
E3 front mudguards with front stand, E3 or E6 Models ..	1 8 9
E3 rear mudguards fitted to E5 or E6 Models ..	0 1 9
Front stand fitted to E5 or E6 Models ..	0 12 6
E3 chain cases fitted to E5 or E6 Models ..	1 1 0

For 2-SEATER SIDECAR ONLY.

1 celluloid side screens (2 swivelling) complete for tandem ..	£ 4 5 0
Triplex glass to front screens (at £1 7s. 6d per screen) ..	2 5 0

For 3.49 h.p. MODELS.

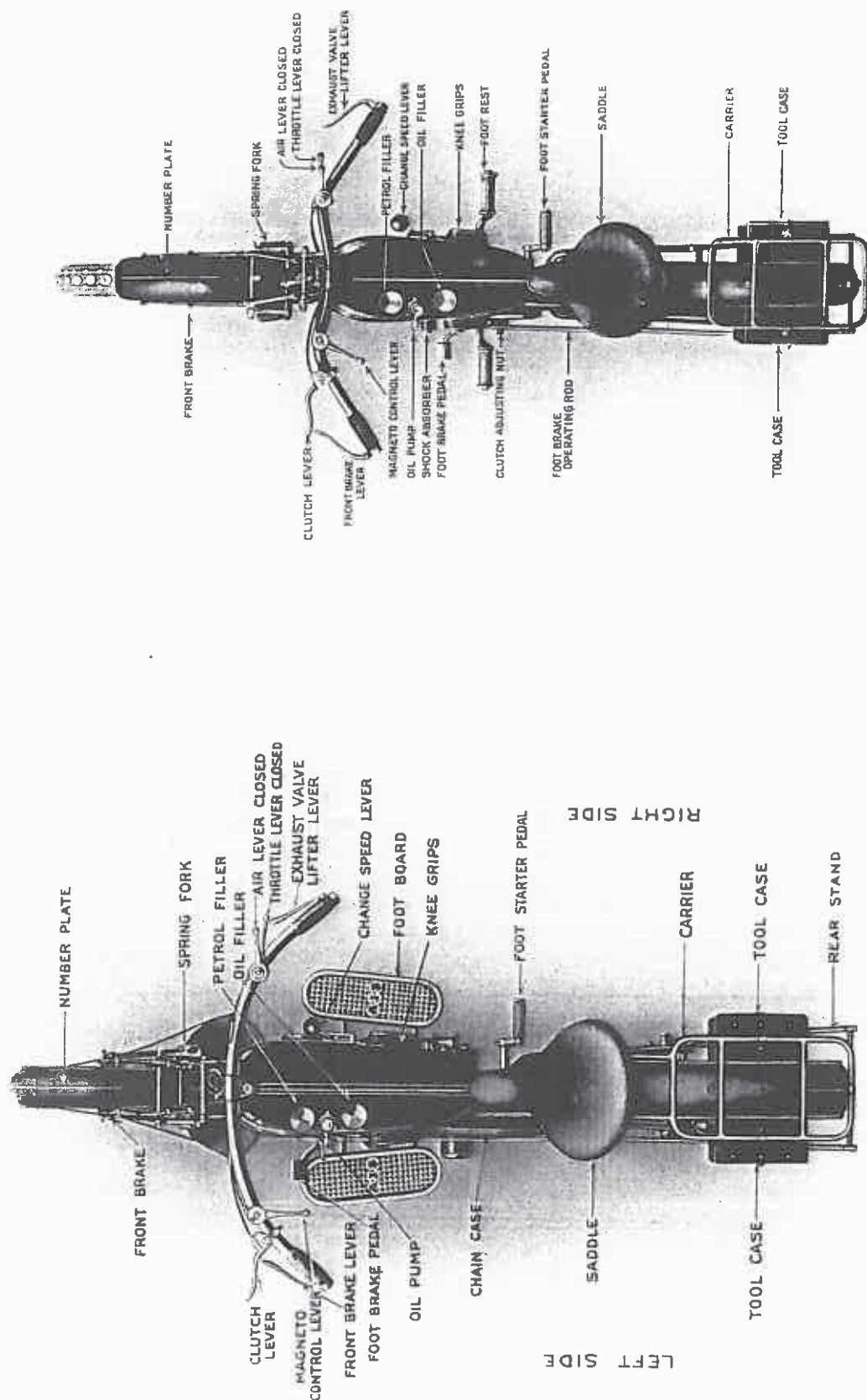
Lucas No. 341 lamp set ..	£ 2 7 6
Lucas No. 354 sidecar lamp set ..	1 2 6
Lucas Bulb Horn, No. 63 ..	0 10 6
Dynamo lighting for Combination ..	11 0 0
Dynamo lighting for Solo ..	10 0 0
Luggage carrier ..	1 0 0
Separate oil tank (to h.v. models only) ..	2 2 0

Cowey 1925 non-trip. speedometer, model 7, reading to 65 m.p.h. ..	£ 4 5 0
Cowey 1925 non trip. speedometer, model 8, reading to 100 m.p.h. ..	4 15 0
Licence holder ..	0 1 6
Twist grip control for throttle ..	0 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.

PLAN AJS VIEWS.



A.J.S. 3.49 h.p. Touring Model E3.

A.J.S. 3.49 h.p. O.H.V. Model E6.

SOME OUTSTANDING SUCCESSES

MADE BY A.J.S. MOTOR CYCLES
IN TRIALS & COMPETITIONS DURING 1924.

SPEED EVENTS (350 C.C. CLASS) 3.49 H.P. MODEL.



THE EUROPEAN SPEED CHAMPIONSHIP TROPHY

SPEED CHAMPIONSHIP OF EUROPE

350 c.c. Class, Monza, Milan, Sept. 7th, 1924)

WON BY THE 3.49 h.p. A.J.S.

Ridden by MR. J. H. SIMPSON,

at the RECORD AVERAGE SPEED of 71 miles per hour, and RECORD FASTEST LAP at 76 miles per hour.

Also FOURTH PLACE gained by the 3.49 h.p. A.J.S.

Ridden by SIGNOR ERNESTO GNSA.

FASTEST LAP IN THE T.T. RACES

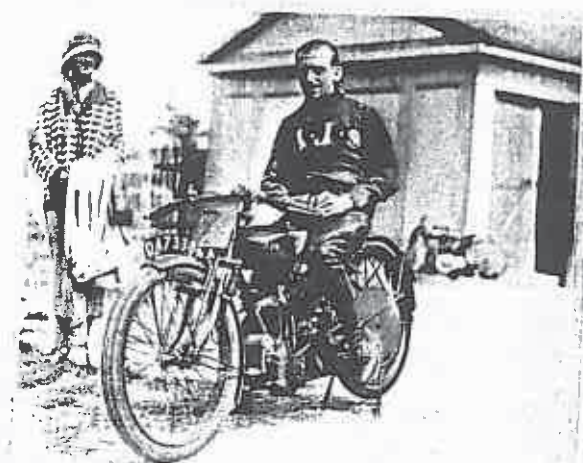
(Isle of Man, June 23rd, 1924),

Established by MR. J. H. SIMPSON on his 3.49 h.p. A.J.S. in the Junior Race, when from a Standing Start he covered the First Lap in 35 m. 50 sec. at an Average Speed of 63.19 m.p.h., this being a Record for the Junior Race, and on his Second Lap in 35 m. 5 sec. at the wonderful Average Speed of 64.54 m.p.h., thereby Breaking all Records for either Junior or Senior Races.

Third Place in the Junior Race was gained by MR. I. H. R. SCOTT (South Africa) on a 3.49 h.p. A.J.S., Ninth Place by MR. F. R. MARSTON on a Standard Overhead Valve B3 Model A.J.S., and Fourteenth Place by MR. GEO. KELLY on a 3.49 h.p. A.J.S.

In the Senior Race Two 3.49 h.p. A.J.S. Machines finished Sixth and Eighth respectively out of 15 finishers, and were the only Junior Machines to Complete the Course in the Senior Event.

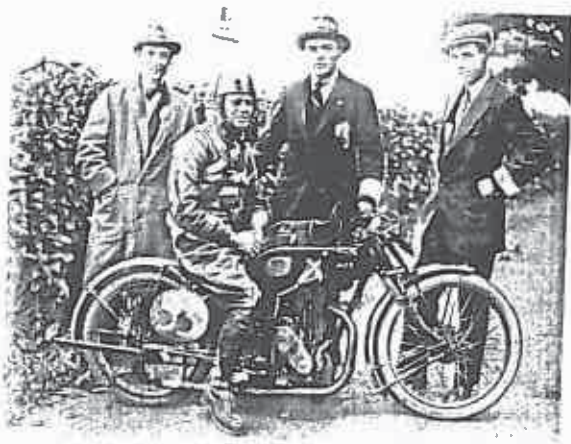
SCOTTISH SPEED CHAMPIONSHIP. First and Third
IRISH 50 MILES SPEED CHAMPIONSHIP. First
WELSH 50 MILES T.T. RACE First
FRENCH GRAND PRIX First and Third
MARSEILLES GRAND PRIX First
M.C.C. DE LYON ROAD RACE First
ITALIAN CHAMPIONSHIP . First in the 350 c.c. Class,
Second in the Unlimited c.c. Class
CIRCUIT OF ITALY First, Sixth, Seventh, Ninth and Twelfth
CIRCUIT DI BELFOIR First
CIRCUIT DI PARMA First and Third
CHAMPIONSHIP OF DENMARK First



MR. J. H. SIMPSON,

Photographed after Winning the Speed Championship of Europe

COPENHAGEN GRAND PRIX First and Second
" INTERNATIONAL SCRATCH RACE First
UPSALA RACE (Sweden) First
OREBRO RACE First
SODERTELJE RACE " First
SANDSVALL RACE " First
WEST GERMAN GRAND PRIX First
COLOGNE SPEED TRIALS . Fastest Time of the Day
EILENRIED RACE First
COLNER MOTERRAD ROAD RACE First
HUNGARIAN T.T. RACE First
SOLO CHAMPIONSHIP OF AUSTRALIA First
SOLO CHAMPIONSHIP OF SOUTH AUSTRALIA First and Second



MR. I. H. R. SCOTT,

The South African Rider, who gained on his 3.49 h.p. A.J.S. the special Dominion Award for Best Performance by an Overseas rider.



SIGNORS E. GNESA AND O. RAGGI,
Two celebrated Italian Riders of A.J.S. Machines

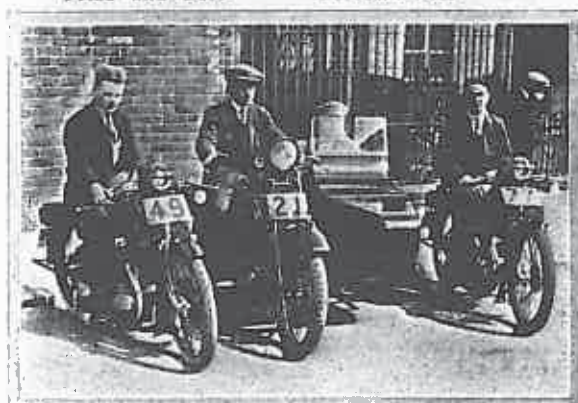
COMPETITIONS DURING 1924—continued.

AUSTRALIAN JUNIOR GRAND PRIX . . . First, Second and Third
VICTORIAN T.T. RACE . . . Fastest Time and Second on Handicap
VICTORIAN SIDECAR CHAMPIONSHIP . . . First
NEW ZEALAND FLYING MILE CHAMPIONSHIP . . . First
MORAN HANDICAP . . . 500 c.c. Class, First, Second and Third
 . . . Unlimited c.c. Class, Third, Fourth & Fifth
HARLEY DAVIDSON TROPHY TRIAL (S. Africa) . . . First
TOKIO GRAND RACE . . . First and Second
SHIDZUOKA RACE (Japan) . . . First, Second and Third

RELIABILITY TRIALS 3.49 H.P. AND 7.99 H.P. MODELS

A.C.U. ENGLISH SIX DAYS 1000 MILES STANDARD STOCK MACHINE TRIAL

Highest Awards; Three Gold Medals, Special Team Prize and Best Sidecar Performance.



Photo, by permission of "Motor Cycling."

A.J.S. Machines in the A.C.U. English Six Days 1000 Miles Standard Stock Machine Trial, in which they gained Highest Awards and Special Team Prize

SCOTTISH SIX DAYS RELIABILITY TRIAL

The Manufacturers' Sidecar Team Prize, won for Second Year in Succession, also Five Silver Cups and Two Silver Medals.



Photo, by permission of "Motor Cycling."

The 3.49 h.p. A.J.S. and Sidecar ridden by MR. FRANK W. GILES in the Scottish Six Days Trials. This outfit came through with Highest Honours



THE TRAVERS TROPHY
Won by the 3.49 h.p. A.J.S. and Sidecar

LONDON-EDINBURGH TRIAL

Nine Gold Medals.

LAND'S END-JOHN O' GROATS TRIAL

Two Silver Cups.

COLMORE CUP TRIAL

Premier Award Won for Best Performance of the Day. The Watson Shield for Best Sidecar Performance, also Three First Class Awards.

VICTORY CUP TRIAL

The Duke Cup Won for Best Solo Performance, and Runner-up for Victory Cup, 3.49 h.p. A.J.S. Sidecar.

BIRMINGHAM-HOLYHEAD AND BACK

The Gowch Trophy and Gold Medal for Best Performance in the 350 c.c. Class.

TRAVERS TROPHY TRIAL

Premier Award, Special Prize and Gold Medal, also N.U.T. Trophy and Gold Medal Won by the 3.49 h.p. A.J.S. and Sidecar. Also Turvey Shield and Gold Medal and Team Prize.

RELiance CUP TRIAL

Premier Award, "Reliance" Challenge Cup for Best Performance of the Day, and Special Class Award Won by the 3.49 h.p. A.J.S. Sidecar, also Two Gold Medals and One Silver Medal.



THE RELIANCE CUP
Won by the 3.49 h.p. A.J.S. and Sidecar

This List of Successes is but a small proportion of those won by A.J.S. machines during 1924. To give particulars of all the Successes including those by Private Owners in Hill Climbs, Speed Events and Reliability Trials, would require a large Volume.

OUTSTANDING SUCCESSES EARLY 1925.

COLMORE CUP TRIAL. Special Award for Second Best Sidecar Performance in the Trial made by the 3.49 h.p. A.J.S. and Sidecar, also One Gold and Two Silver Medals.
SOUTH AFRICAN TOURIST TROPHY RACES. 200 miles, 350 c.c. class. 3.49 h.p. A.J.S. Machines First, Second, Third, Fourth, Fifth—and Third in 600 c.c. class

VICTORY CUP TRIAL. 3.49 h.p. A.J.S. and Sidecar made the Best Performance of any machine, and won the Victory Cup and Gold Medal.

THE HACKETT CUP & GOLD MEDAL won by the 3.49 h.p. A.J.S. Sidecar for Best Performance by a Member of the Birmingham M.C.

Terms of Service

PAYMENT

2004年12月

BRITISH JOURNAL OF PLASTIC SURGERY

The 9.16 Guarantee

Conditions of Guarantee

Failing compliance with the above practices will be taken as a sign of non-compliance. The company will be notified and the same actions will be taken as the

We do not guarantee the specimens of plants from such nonmagister, carboxenite, wood, sapling, clastic, fungus, insect, etc., etc.

any component that may be a part of the system, and from the vendor, (specimens supplied with our instrument) or otherwise.

and fitness of such machines for the purpose of motor cooling; this shall implied guarantee, however, in all cases, excluded.

A passport is issued with each new ALE Major Card which, when our flight is now returned to us, entitles the purchaser to a special discount for the duration of an Airline Holiday. Unless the owner has a membership in a travel agency, the passport is a special privilege for the duration of an Airline Holiday.

de nu undertaka reparat og sugge replacements under nye tilskud.

The "Term" Agent

is used in a complimentary sense only and those firms whom we style our agents are not authorized 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 authorized 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