

1930 MODELS AND PRICES.

MODEL R 2. 9.96 h.p. Twin Cylinder Machine - - -	£63 0 0
MODEL R 4. 3.49 h.p. De Luxe Side Valve Machine, Inclined Engine - - -	£44 10 0
MODEL R 5. 3.49 h.p. Standard Lightweight Machine, Vertical Engine - - -	£40 0 0
MODEL R 6. 3.49 h.p. De Luxe O.H.V. Two-Port Machine, Inclined Engine - - -	£53 0 0
MODEL R 8. 4.98 h.p. De Luxe O.H.V. Two-Port Machine, Inclined Engine - - -	£59 10 0
MODEL R 9. 4.98 h.p. De Luxe Side Valve Machine, Inclined Engine - - -	£52 10 0
MODEL R 12. 2.46 h.p. De Luxe O.H.V. Two-Port Machine, Vertical Engine - - -	£40 0 0

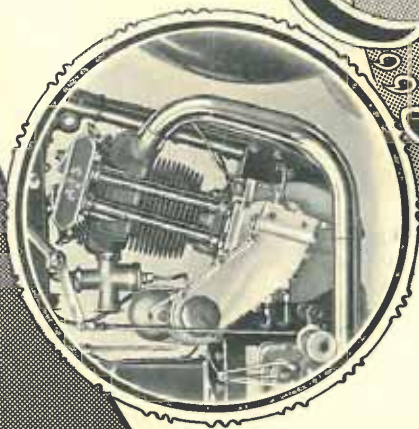
Extra for "Magdyno" Elec. / Solo - - - 55 10 0
 "tric Lighting Set / Combination Trip £2 5 0
 " Tank and Driven by Gearbox / Non-Trip £2 0 0

Front Brake Operation and Improved Anchorage. This illustration shows the neat housing of the front brake operating cable, which passes through the front fork blade. Adjustment is provided, at the top of the fork. The improved brake anchorage is also depicted.

A FEW OUTSTANDING SUCCESSES OF 1929.

Over 100 World's Records made during 1929.
 The 500 c.c. A.J.S. is the only machine that has covered 1,000 miles in 12 hours. 119.76 m.p.h. officially attained over the flying mile, one way, at Armaton, August 25th, 1929, thus proving the 500 c.c. A.J.S. to be the fastest single cylinder motor cycle in the world. Winner of 200 Mile Race at Brooklands, 350 c.c. class. Winner of 200 Mile Sidecar Race at Brooklands, 350 c.c. class. 92.87 m.p.h. for Three Hours, set up on 350 c.c. A.J.S. 800 Miles in 12 hours, made by the 350 c.c. A.J.S. and Sidecar. 117.8 m.p.h. for 5 miles made by the 500 c.c. A.J.S. 84.06 m.p.h. averaged for One Hour by 350 c.c. A.J.S. and Sidecar. The 500 c.c. A.J.S. has broken more World's Speed Records in one season than any other motor cycle in the world. The longest road race in the World (Durbans-Johannesburg) won by the A.J.S. Also second, eighth, ninth and thirteenth places. Australian T.T. A.J.S. First and Second in the Senior Race and Second in the Junior Race. German T.T. A.J.S. First in the 350 c.c. class, and Fastest Lap. Junior T.T. I.O.M. A.J.S. Second. Ulster Grand Prix. 350 c.c. class. A.J.S. First, Second and Fourth. Danish Grand Prix. A.J.S. First and Second. Austrian Grand Prix. 350 c.c. class. A.J.S. First. Grand Prix of Europe, 350 c.c. class. A.J.S. First, Second and Fourth.

THE 1930 A.J.S.



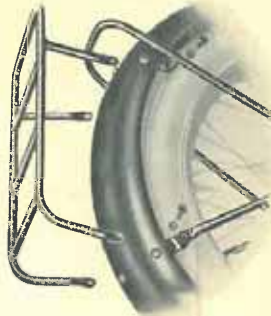
Series R

1930 MODELS

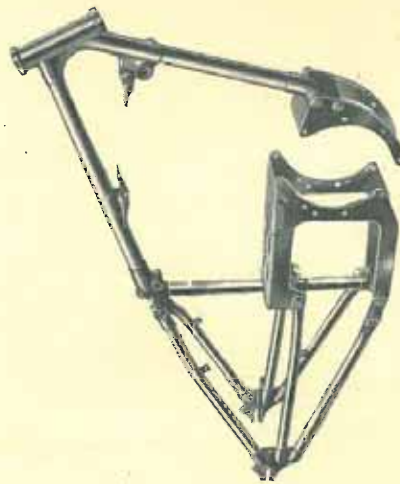
2.46 H.P. : 3.49 H.P.

4.98 H.P. : 9.96 H.P.

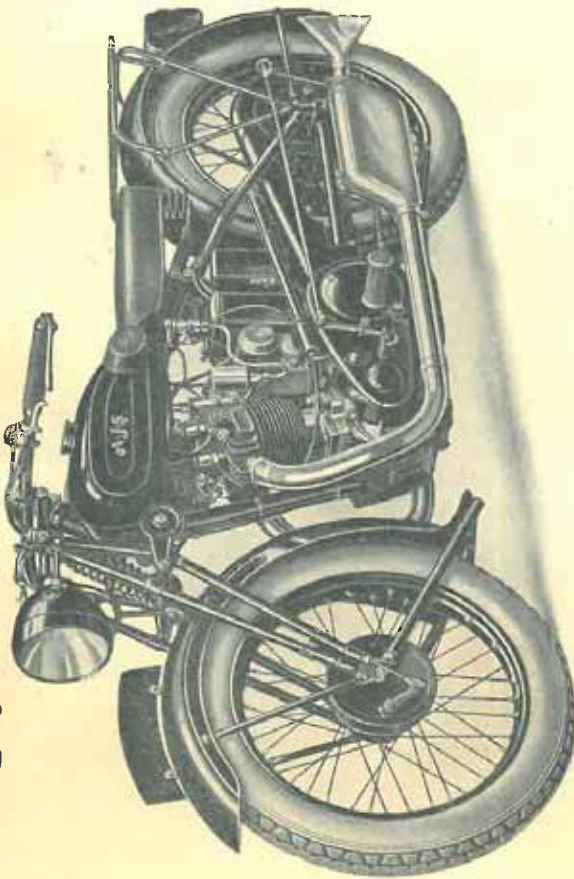
A.J. STEVENS & CO. LTD.
 WOLVERHAMPTON.



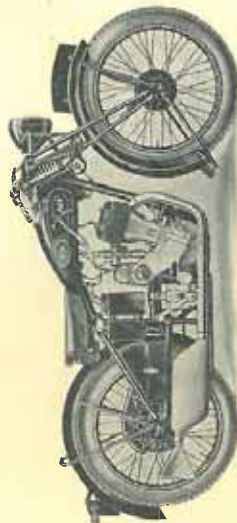
The Detachable Rear Carrier. Four pins and nuts only have to be removed and the carrier can then be lifted off. The carrier is made of finest quality steel tube, oxy-acetylene welded.



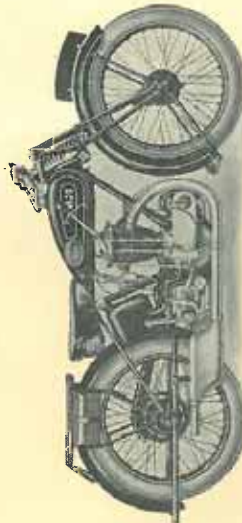
The 1930 A.J.S. Frame, a masterpiece of scientific design and construction. It is of semi-cradle type with torque tubes to the fork ends, which absorb all torsional stresses of the transmission.



A.J.S. 498 h.p. de Luxe Two Port, Model R8.
Price - £59 : 10 : 0



The 3.49 h.p. de Luxe Side Valve, Model R4.
Price - £44 : 10 : 0



The 2.48 h.p. de Luxe O.H.V. Two Port, Model R12.
Price £40 : 0 : 0

The A.J.S. 1930 Features.

REDESIGNED semi-cradle type Frame with large diameter Tubes and Duplex Chainstays. Inclined O.H.V. and Side Valve Engines with Streamlined Ports.

Two-Port Exhaust to all O.H.V. Models. Magneto carried behind Engine on all Models incorporating new type Frame.

New Gearbox with enclosed Footstarter mechanism. Improved type Steering Damper on all Models.

Redesigned Roller Big End Bearings. Ball Bearing Main Shafts.

Patent Taper Roller Bearing Hubs. Improved Front Forks and large diameter Shock Absorbers.

Adjustable Saddle. Central spring-up Stand on Models incorporating new type Frame.

Detachable Rear Carriers. A.J.S. Patent Dry Sump Lubrication—the proved and perfect system.

Mechanical Lubrication to Primary Chain. Adjustable Handlebars on all Models.

Large Diameter Brakes and improved anchorage. Finger adjustment to all Controls.

Chromium Plating Standard on all Models except R5 and R12.

THE complete range of A.J.S. machines for 1930 has been entirely redesigned, and those incorporating inclined engines have new frames of semi-cradle type with torque tubes or duplex chainstays, affording tremendous strength and rigidity. In conjunction with this frame the magneto is carried behind the engine above the bottom bracket, whilst provision is also made immediately behind the magneto for an accumulator when an electric lighting set is fitted.

The new season's Models are characterised by compactness, accessibility and harmonious outline, these having been perfectly amalgamated. Every part is so disposed that it is instantly accessible, this latter feature being one for which the A.J.S. has always been famous.

The 1930 engines have been redesigned, based entirely upon the research and the experience gained in the wonderful World's Records which have been put up during 1929.

Cylinder heads and ports have received much careful attention, particularly as regards the stream lining of the latter. Big end bearings for 1930 consist of two rows of caged roller bearings, precisely as used on the record breaking A.J.S. machines. Main shafts run upon ball bearings, a double row being on the driving side and a single row on the timing side.

New front forks with large diameter shock absorbers are fitted for next season, giving perfect suspension and steering. On all the new type frames, central spring-up stand and detachable rear carrier are features. Brakes have been increased in diameter, and improved anchorage has also been embodied.

For 1930 all hubs are fitted with the A.J.S. patent taper roller bearings. Another refinement is the provision of an adjustable oil feed from the main tank to the primary chain, this being controlled by a needle valve. Handlebars and saddles on the 1930 Models are adjustable and all controls are fitted with finger adjustment.

The A.J.S. patent dry sump lubrication system is still retained unaltered, so perfect has it proved itself under the most arduous conditions imposed on road and track.

A word as to various Models may be of interest. Four of these incorporate the new inclined engines and frames, the O.H.V. Models having two-port exhausts. Two have vertical engines, namely the R5, a lightweight side valve machine, and the R12, a 2.48 h.p. overhead valve machine. Both these models when the proposed 224 lbs. weight limit is passed into law will come within the 30/- tax.

Lastly there is the big twin machine, which is essentially for passenger combination and heavy duty work.

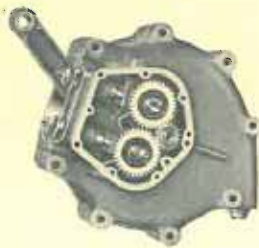
OUR WORLD'S RECORDS.

Mention has been but briefly made of the World's Records broken by A.J.S. machines during 1929. These actually number 117 and cover distances from 1 kilo to 1,000 miles.

Such a wonderful performance speaks for itself, and those who select an A.J.S. have the satisfaction of knowing they have a machine with a World's Record reputation behind it, and that the experience gained during these tests has been faithfully applied to those sold to the public.



One of the new O.H.V. cylinder heads, the improved flange fitting to the carburettor will be noticed.



The crank case of the single cylinder Machines. In this illustration the simplicity of construction is strikingly illustrated. There are three timing pinions only and no rockers are employed. The crankcase is a beautiful piece of workmanship made of fine quality die cast aluminium, heavily ribbed round the main bearings.



The mechanical oil feed, a refinement that ensures proper lubrication to the front chain. Needle valve adjustment is provided.

