







# Achievement

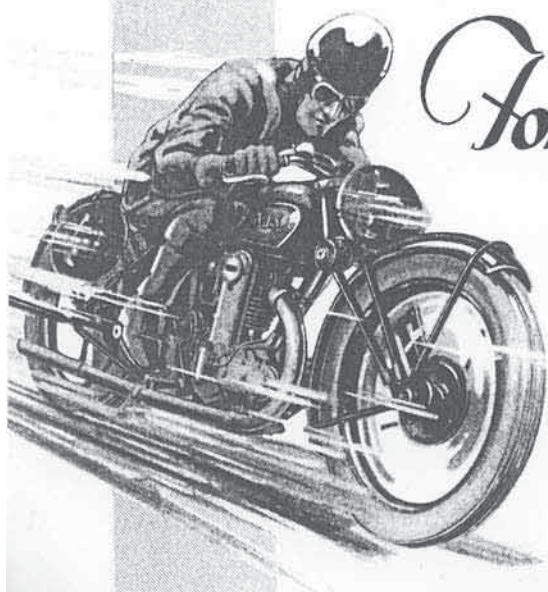
**T**HE attainment of perfection, which has always been the object aimed at in A.J.S. motor cycles, has only been achieved by constant research and experiment. There is no make of machine which has been submitted to more gruelling tests than the A.J.S. For over 20 years they have figured prominently in all important trials and competitions at home and abroad, and the numerous successes achieved definitely prove their unequalled reliability. Such events as the Tourist Trophy Races, which A.J.S. machines have won six times—the English, Scottish and International Six Days Trials, etc., etc., in all of these A.J.S. machines have figured conspicuously year after year. Then during 1929 A.J.S. broke over 100 World's Speed and Endurance Records, ranging from one kilometre to one thousand miles, and during 1930 a large list of successes has been piled up, details of which will be found on page 19 of this catalogue.

## The Meaning of our Successes.

To achieve success in racing and reliability trials has never been the paramount consideration, but only a means to an end. These events give us opportunities of testing publicly our motor cycles for soundness in design and materials, which tests cannot easily be carried out under ordinary touring conditions. It is therefore only logical that the practical application of design, which has withstood the tremendous strains imposed during these tests, will give the maximum of all-round efficiency for the ordinary rider. This experience enables us to give Speed, for those who want it—Smooth Running—Flexibility—Silence and Perfect road-holding qualities under all conditions.

## Pioneers in Design.

It will be of interest to note that many of the design-features now standard on modern machines were first incorporated on the A.J.S. For instance:—Chain Drive and Three Speed Gearboxes were fitted as long ago as 1905—Hand-controlled Clutch in 1910—Footstarter and Detachable Cylinder Head in 1911—Internal Expanding Brakes and Quick-Detachable Wheels in 1914, and so on. Here we have accumulated experience—evolution and development for 33 years. This then is the experience behind the 1931 products, and we are confident that in these models we have more than attained our object in giving the rider all the features he requires.



*For the man who buys  
the best—as a matter  
of economy.*



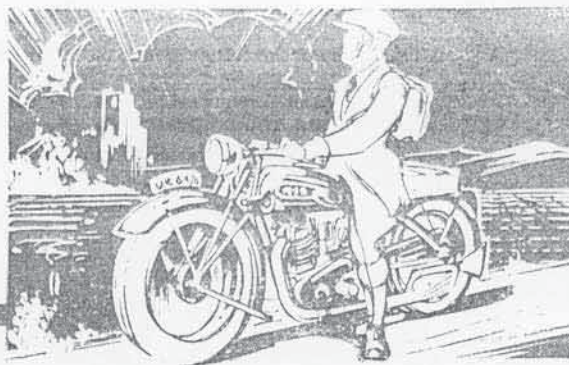
# Why a Motor cycle !

**U**NDER this heading many replies could be given. There is so much to be said in favour of the Motor Cycle that we could fill many pages of this catalogue extolling its virtues, but perhaps its chief attribute is its utility. Its usefulness appeals to everybody, and its low price brings it within the reach of almost every pocket. The Motor Cycle is the lowest taxed vehicle on the roads—it is less in first cost—gives more miles per gallon than any other petrol driven vehicle, and requires the minimum of care and attention. Nothing can compare with it for mobility and handiness.

Public bodies such as Police Forces, County Council Officials, etc., are using Motor Cycles in ever-increasing quantities, due to their utility. For the conveyance of light commercial products they are also to be found in large quantities on our roads to-day—again due to their utility and low cost of transport. For business or pleasure, therefore, the Motor Cycle remains unrivalled.

A Motor Cycle provides exhilaration and a health-giving pastime not approached by any other form of road locomotion. It gives a wonderful sense of freedom, enabling the jaded city worker to obtain fresh air and new environment. It gives a complete independence of the time-table and dispenses with travelling in crowded trains, trams or buses. There are no parking difficulties, and it can be taken into places where a Car cannot be driven. Used as a solo mount, with pillion passenger or with a sidecar attached, it affords an ideal method of conveyance. A Motor Cycle is cheap, reliable, economical and safe.

"See your Country on an A.J.S." is a slogan which should be adopted by those who wish to enjoy the advantages of Motor Cycling at its best.





# Consider these Factors

**T**HE 1931 A.J.S. models, as in previous years, embody the design-features and improvements which previous experience and research have proved to be desirable.

So satisfactory have been the 1930 models that we have not found it necessary to materially alter the general design for the coming year. Many detail refinements, however, have been incorporated, resulting in machines which we claim are years ahead of competitors in design, specification, performance and value.

The engines of all side-valve models, excepting the S5, have been redesigned, and now follow car practice by fitting the valves in the cylinder block, instead of in the detachable head as previously.

In the Model S4, the cubic capacity has been raised from 349 c.c. to 399 c.c., affording greater power and efficiency. The capacity of the larger model remains unaltered at 498 c.c. All models excepting the S5 and S12 incorporate adjustable saddles, giving the rider the choice of three positions. On all models with inclined engines, a hinged rear mudguard has been fitted, giving easier access for wheel removal. An improved centre stand also figures on these models, handlebars on all the 1931 machines have the controls integral with the bars. For those who so desire, an instrument panel for mounting on top of the tank can be had. This contains the speedometer, ammeter, clock and switches. All instruments are illuminated by concealed lighting. Another refinement on all 1931 models is the improved cush drive on the engine shaft, which gives perfect smoothness and flexibility at all speeds.

It has always been the policy of the A.J.S. to refuse to build a motor cycle down to a price, but rather to build up to the highest possible standard of excellence—thereby creating confidence amongst its tens of thousands of devotees.

Before purchasing a machine the potential buyer should take careful note of the following and make comparison accordingly.

**Purchase only the product of a manufacturer with a reputation and considerable experience.**

**Choose a machine outstanding for constructional simplicity and accessibility.**

**See that the specification and equipment are complete and comply with the most modern requirements.**

**The machine must be handsome in appearance and conform with modern design tendencies.**

**Maintenance and upkeep must be low.**

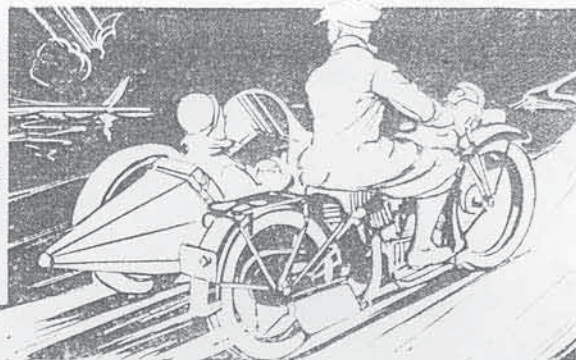
**Service.**

**Popularity.**

Taking the above factors under their various headings.

## **Reputation and Experience.**

A.J.S. have been manufacturing motor cycles since 1897, and are noted for excellence of workmanship and materials. Their





# when choosing your Machine

products are of world-wide repute. A.J.S. have won more Tourist Trophy Races than any other one make, having won Four Junior, One Senior and One Lightweight, in addition to having put up Eight Record Laps. In 1929 117 World's Records for speed and endurance were established, and for many years A.J.S. has shone conspicuously in speed events and reliability trials in all parts of the world.

## **Constructional Simplicity and Accessibility.**

A.J.S. motor cycles have always been noteworthy for clean design and simplicity of construction. These are points which strongly appeal to the novice and expert alike. Decarbonising, adjustments, etc., are easily dealt with even by the most inexperienced of riders.

## **Specification and Equipment.**

In choosing a motor cycle, careful comparison of specification and equipment should be made. A study of the specification of the 1931 models will prove that the utmost care has been used to satisfy the discriminating motor cyclist's requirements.

## **Appearance.**

The clean symmetrical lines and handsome appearance of the 1931 models will be instantly appreciated. Every part of the machine shows the touch of the master hand. The A.J.S. machines are designed as a whole, consequently there is no suggestion in their appearance that various parts have been added as an after-thought.

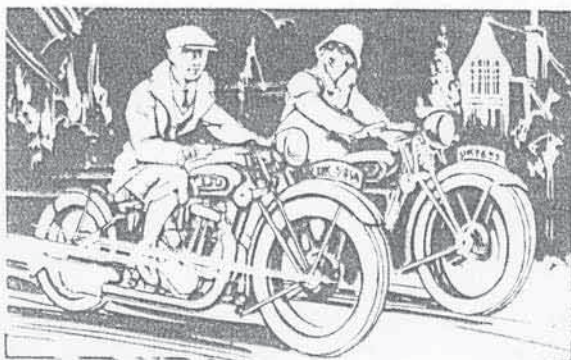
Comfort, too, is obvious at the first glance—the low saddle, in conjunction with the natural position of the handlebars and footrests, in addition to the large tyres, all contribute towards the comfort of the rider.

## **Maintenance and Upkeep.**

A.J.S. motor cycles are well-known for the fact that they require the minimum of care and attention. This, of course, is due to the excellence of workmanship and material used in their construction.

## **Service.**

All motor cycles at some time or other require replacement parts, and even an A.J.S. is not immune from this. Our dealers and service agents are to be found in every large town in the British Isles and in fact every part of the world. Service therefore is assured to every rider.

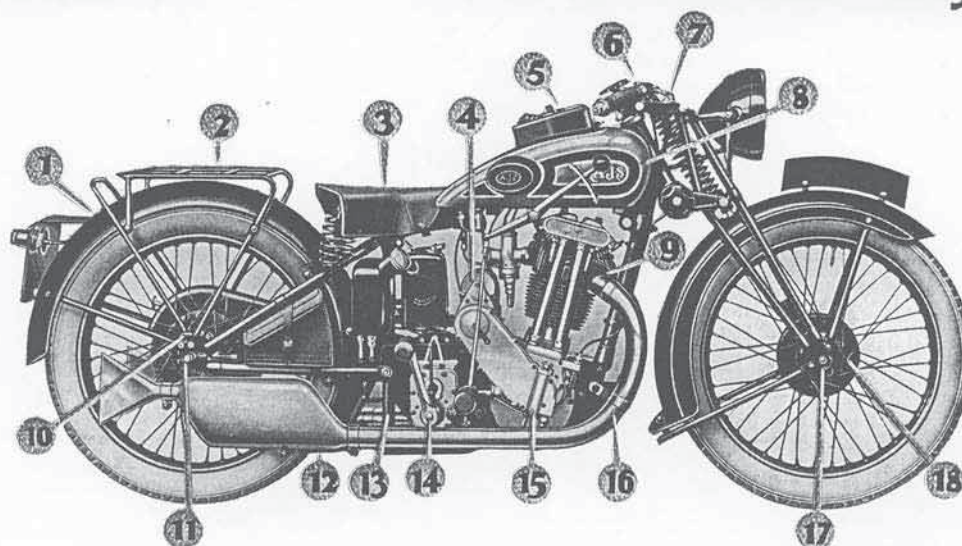


## **Popularity.**

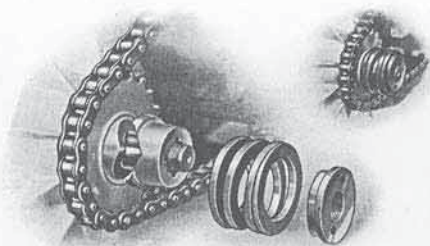
The proof of satisfaction of a motor cycle is perhaps best gauged by its popularity. A.J.S. motor cycles are ridden and praised by satisfied owners in ever increasing numbers in all parts of the world. Therefore be guided by the satisfaction of others, and you too will become a satisfied A.J.S. owner.



# Features & Advantages



- |   |  |
|---|--|
| ① Hinged Rear Mudguard.   | ⑩ Lug for Pillion Footrests.                 |
| ② Detachable Rear Carrier.  | ⑪ Quick Detachable Rear Wheel.               |
| ③ Adjustable Saddle.  | ⑫ Improved Central Spring-up Stand.          |
| ④ Magneto carried behind Engine.  | ⑬ Semi-cradle Frame with Duplex Chain Stays. |
| ⑤ Instrument Panel containing Speedometer, Clock, Ammeter, Main Switch and Concealed Lighting Switch. | ⑭ Enclosed Footstarter.                      |
| ⑥ Improved Type Handlebars with Integral Levers and Controls.   | ⑮ Improved Mechanical Lubrication            |
| ⑦ Finger adjustment to all Controls.  | ⑯ Two-port Exhaust.                          |
| ⑧ Chromium and Black Panel Tank.  | ⑰ Patent Taper Roller Bearing Hubs.          |
| ⑨ Inclined Engine.  | ⑱ Large Diameter Brakes.                     |

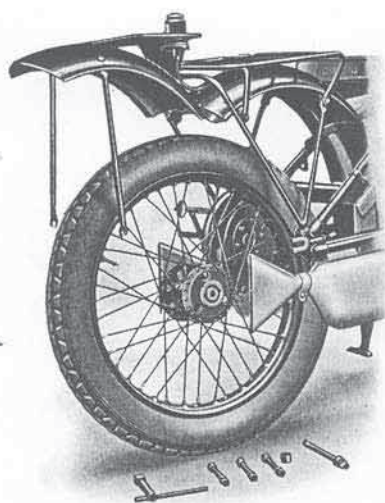


## *Cush Drive.*

This illustration shows the new Cush Drive, which is fitted to all 1931 models. It is carried on an extension of the engine shaft on the driving side, and works in conjunction with the chain sprocket. It most effectively damps out transmission shocks and imparts a sweeter top gear performance at low speeds.

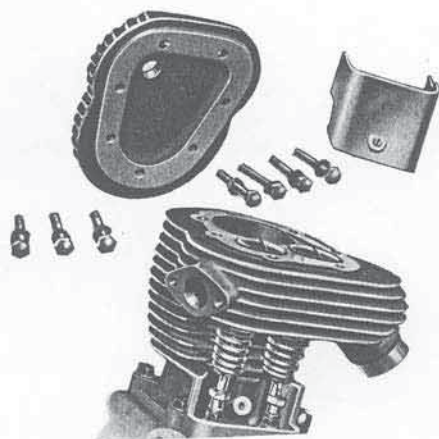


# of the 1931 A.J.S Models



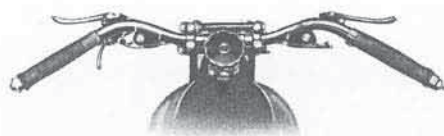
## *Quick Detachable Wheel.*

To further facilitate the removal of the rear wheel we have introduced a hinged rear guard for 1931, which is fitted to models S4, S6, S8 and S9. In conjunction with the patent A.J.S. detachable wheel, this now affords the greatest simplicity and ease of operation. To remove the wheel first slack off the nuts on either side of the machine which hold the stays of the mudguard to the frame. The guard can then be lifted up. Next unscrew and detach the three sleeve bolts, centre pin and distance piece of the wheel and draw the wheel off the driving sprocket. It will then roll out of the fork ends. Nothing else is touched, the chain and brake adjustment remaining unaltered, likewise wheel alignment is undisturbed. Nothing could be simpler.



## *New Side Valve Engines.*

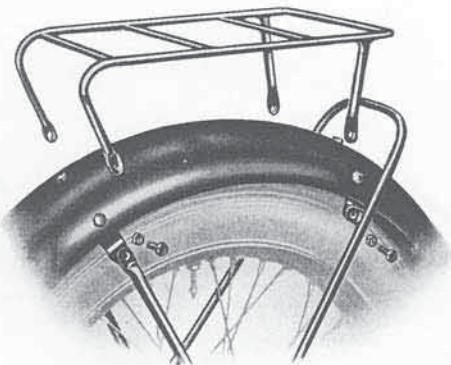
The 3.99 h.p., 4.98 h.p., and 9.96 h.p. Side Valve Engines have been redesigned for 1931. In these engines the valves are housed in the cylinder block instead of being in the detachable head as previously. This is clearly shewn in the illustration. The advantages of this form of construction are:—greater ease of dismantling, carburettor remains untouched when the cylinder head is lifted off, tappet clearances are not affected as they are when the valves are in the cylinder head. This fitting of the valves in the cylinder block is, of course, following car practice, and the new engines are more efficient in every way.



## *New Handlebars.*

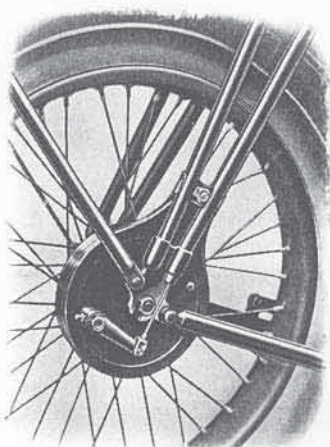
A great advance has been made in the way of cleaning up the handlebars by the improved type fitted to all 1931 models. All levers and controls are integral with the bars, and the position of the various controls fall easily to the hands. Our illustration gives an excellent impression of the neatness of the handlebars.

# Refinements that ensure



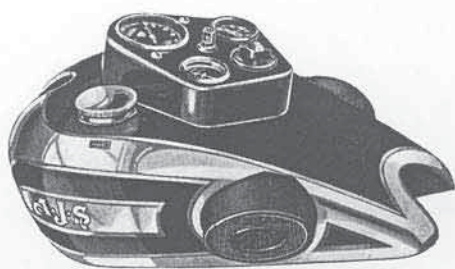
## *Detachable Rear Carrier.*

On models S2, S4, S6, S8 and S9 provision is made for removal of the rear carrier as shown in the accompanying illustration. Four pins and nuts only have to be removed and the carrier can then be lifted off leaving the rear mudguard clear, and conforming to the sporting appearance which so many riders prefer. The carrier is made of finest quality steel tube, oxy-acetylene welded.



## *Front Brake Operation.*

On all models excepting S5 and S12 the operating cable of the front brake passes down the front fork blade. Thus it is completely enclosed except for the small portion which protrudes where it is attached to the brake-operating lever. Adjustment for the Bowden cable is provided at the top of the forks. The neatness of this fitment will be apparent from the accompanying illustration.

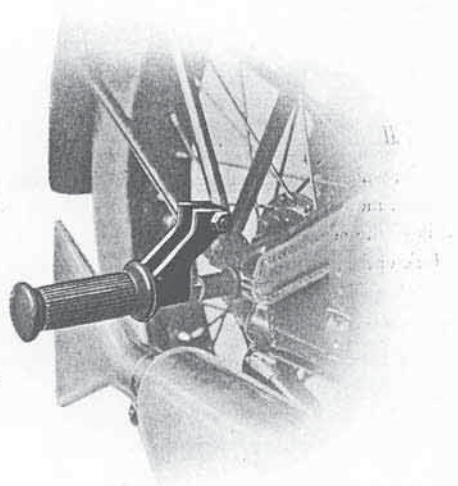


## *Instrument Panel.*

The handsome instrument panel for fitting on top of the tank can be had on all models except S5 and S12. This panel contains the speedometer, clock, ammeter, main switch and concealed lighting switch. This fitting is an extra.

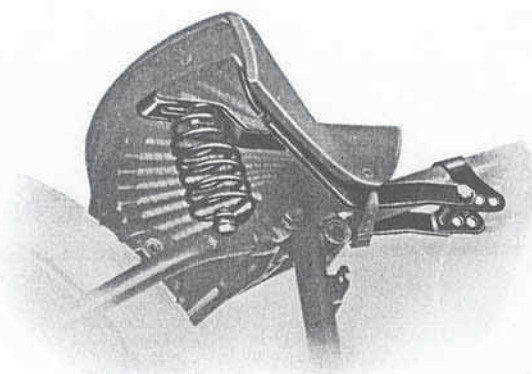


# Greater Comfort & Safety.



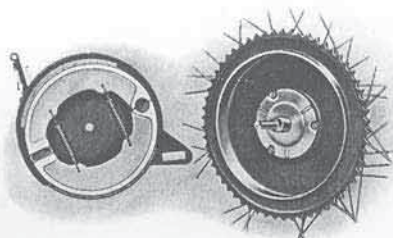
## *Pillion Footrests.*

Provision is made on all 1931 A.J.S. models for the fitting of footrests for the pillion passenger. This consists of a lug on either side at the bottom of the carrier stays, on to which the special A.J.S. footrests can be instantly fitted. Our illustration shows this clearly.



## *Adjustable Saddle.*

To suit riders' varying requirements, we have provided an adjustment on the saddles of all models, except S5 and S12, which is shown in the accompanying illustration. The under-carriage of the saddle at the front is provided with a bolt which can be fitted into either of three holes on a lug on the top tube. The rear end of the under-carriage is slotted to permit the saddle to be moved forwards or backwards. To adjust the position of the saddle, the pin and nut at the front are unscrewed, and the nut that fastens the top of coil springs to the under-carriage is slacked off sufficiently to allow the saddle to be moved into whichever of the three positions the rider may desire. Afterwards the pin and nut are tightened up and the rear spring fastened down again securely.

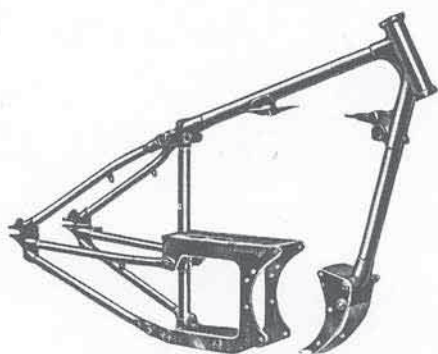


## *Internal Expanding Brakes.*

Both front and rear brakes of all A.J.S. machines are of the internal expanding type, which afford a security and safety not otherwise obtainable. The A.J.S. brake work has always been famous for effectiveness and smoothness of operation. Both brakes have long anchorage and large diameter drums and shoes.

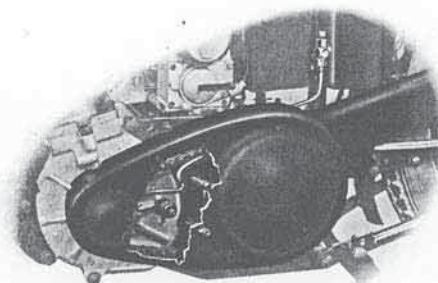


# Details which illustrate Advanced Design



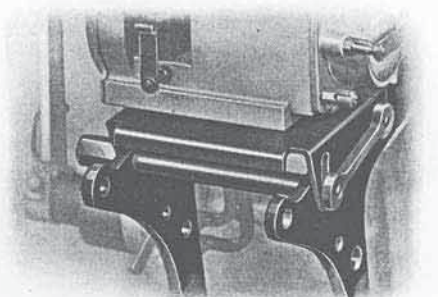
## *Semi-Cradle Type Frame.*

This frame, which was introduced in 1930, is again specified on models S4, S6, S8 and S9. As will be seen it is of the semi-cradle type with torque tubes to the fork ends, which absorb all torsional stresses of the transmission. The bottom bracket and rear engine plates are in one piece, thus affording great strength and rigidity. The saddle pillar tube also extends right down to the lower cradle plates and torque tubes. A single rail only is employed for the top tube, this being of very large diameter.



## *Automatic Oil Feed to Front Chain.*

This illustration shows a refinement which is standard on all 1931 A.J.S. models. Oil is fed to the primary chain from the main supply tank, and adjustment is controlled by a needle valve. The oil feed starts and stops with the engine.

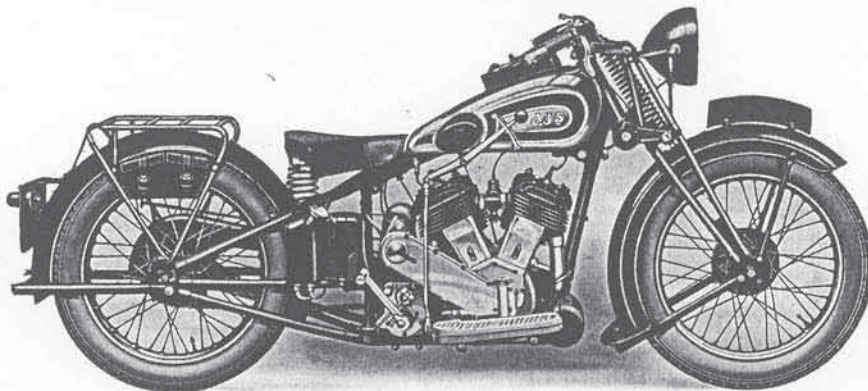


## *Improved Magneto Mounting.*

This illustration shows the new method of holding down the Magneto on 1931 models, with inclined engines. Two long threaded bolts pass through the Magneto platform and screw into a tapped link on the opposite side. This affords very easy removal of the Magneto when necessary.



ANY MODEL SUPPLIED ON THE HIRE PURCHASE SYSTEM.



## The A.J.S. 9.96 h.p. Twin Cylinder Model S2

**Engine,** A.J.S. Design and Manufacture. Twin Cylinder. (84 × 90 m.m. Bore and Stroke, 996 c.c. capacity). Improved system of Mechanical Lubrication. Detachable Cylinder Heads. Aluminium Pistons. Roller Bearings to Big Ends of Connecting Rods. Ball Bearing Main Shafts.

**Frame,** Semi-Cradle Type, with Duplex Chainstays.

**Three-Speed Countershaft Gear.**

**Clutch,** Multiple Plate.

**Footstarter,** with enclosed operating mechanism.

**Wheels,** A.J.S. Patent Quick Detachable and Interchangeable Front and Rear.

**Tyres,** 26" × 3.50" Wired-on Avon Heavy Non-skid.

**Hubs,** Taper Roller Bearing.

**Front Forks,** Improved Design.

**Handlebars,** New Type, with Steering Damper.

**Carburettor,** Amal with twist grip control.

**Footboards,** heavy rubber covered.

**Brakes,** Internal Expanding Front and Rear, quick adjustable.

**Transmission,** All Chain (Hans Renold),  $\frac{3}{8}$  in. pitch,  $\frac{3}{8}$  in. width. Primary Drive enclosed. Rear Drive, top half only is covered.

**Shock Absorber,** on Engine Shaft.

**Saddle,** adjustable to three positions.

**Magneto,** Lucas, mounted behind Engine.

**Tools,** complete kit.

**Rear Carrier,** Detachable.

**Weight,** to standard specification, 375 lbs.

Extra for Lucas Magdyno Electric Lighting Set with Instrument Panel, as illustrated,

Price Solo ... £ 9 : 10 : 0

Price Combination £10 : 0 : 0

Extra for Lucas Magdyno Electric Lighting Set, without Instrument Panel,

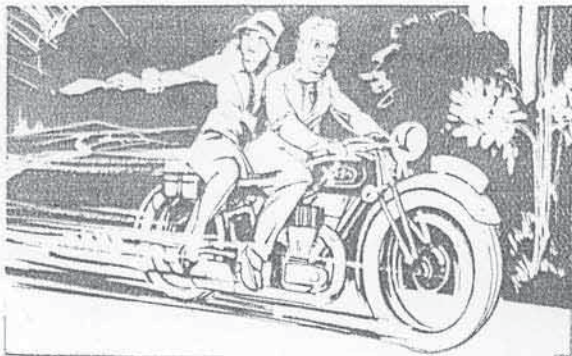
Price Solo ... £5 : 10 : 0

Price Combination £6 : 0 : 0

Extra for 27" × 4.00" Tyres ... £0 : 3 : 0

### Price - £63.0.0.

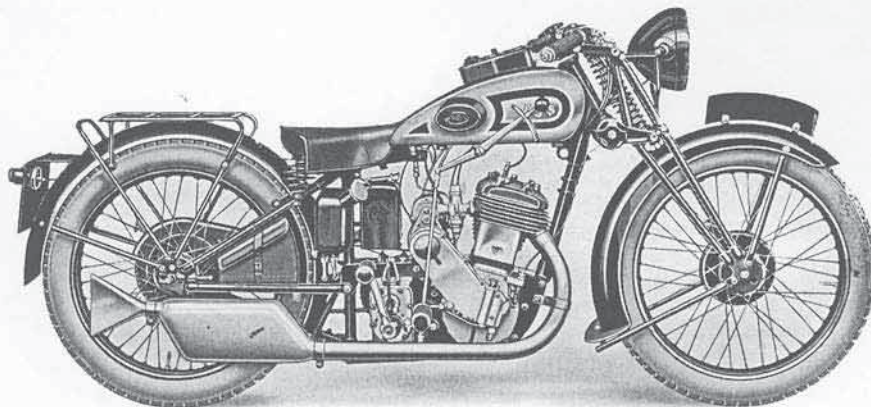
(We reserve the right to modify or deviate from the above Specification and Prices without notice.)



All Prices in this List include Carriage per Passenger Train at Our Own Risk to any Station in the United Kingdom.



ANY MODEL SUPPLIED ON THE HIRE PURCHASE SYSTEM.



## The A.J.S. 3.99 h.p. De Luxe Side Valve Model S4

**Engine**, A.J.S. Design and Manufacture. Inclined Single Cylinder. Side-by-Side Valves. (74 × 93 m.m. Bore and Stroke, 399 c.c. capacity). Improved system of Mechanical Lubrication. Detachable Cylinder Head. Aluminium Piston. Roller Bearings to Big End of Connecting Rod. Ball Bearing Main Shafts.

**Frame**, Semi-cradle, with Duplex Chainstays. **Three-Speed Countershaft Gear**, Ratios. 5.8, 8.51 and 15.46 to 1.

**Clutch**, Hand-controlled.

**Footstarter**, with enclosed operating mechanism.

**Rear Wheel**, A.J.S. Patent Quick Detachable.

**Tyres**, 26" × 3.00" Wired-on Avon Heavy Non-skid.

**Rear Mudguard**, Hinged.

**Hubs**, Taper Roller Bearing.

**Carburettor**, Amal with twist grip control.

**Handlebars**, New Type, with Steering Damper.

**Footrests**, adjustable to any position.

**Brakes**, Internal Expanding Front and Rear, quick adjustable.

**Transmission**, All Chain (Hans Renold), ½ in. pitch, .305 width. Primary Drive enclosed. Rear Drive, the top half only is covered.

**Shock Absorber**, on Engine Shaft.

**Saddle**, adjustable.

**Magneto**, Lucas, mounted behind Engine.

**Stand**, Central, Spring-up.

**Rear Carrier**, Detachable.

**Tools**, complete kit.

**Wheel Base**, 54½ in.

**Petrol Tank**, capacity 2 gallons.

**Oil Tank**, capacity 4½ pints.

**Weight**, to standard specification, 278 lbs.

Extra for Lucas Magdyno Electric Lighting Set with Instrument Panel, as illustrated,

Price Solo ... £ 9 : 10 : 0

Price Combination £10 : 0 : 0

Extra for Lucas Magdyno Electric Lighting Set, without Instrument Panel,

Price Solo ... £5 : 10 : 0

Price Combination £6 : 0 : 0

Extra for 26" × 3.25" Tyres ... £0 : 2 : 9

### Price - £44.10.0.

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

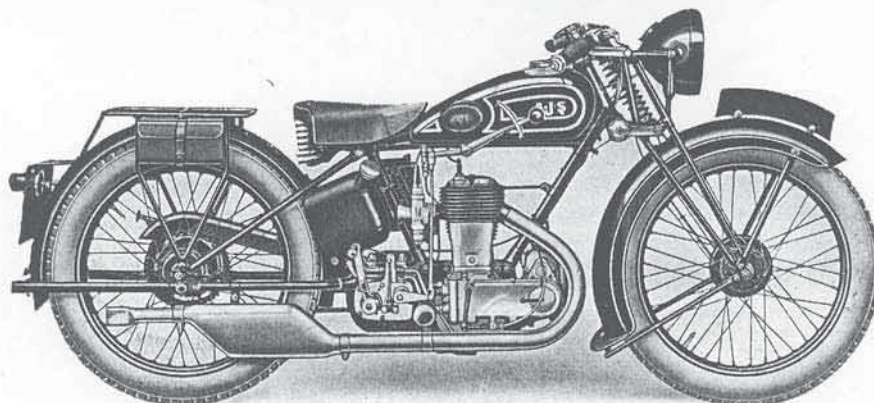
## The A.J.S. 3.49 h.p. De Luxe Model S.A. 4

The Specification and Price is the same as the Model S4, except that the capacity is 349 c.c. instead of 399 c.c., in order to come under the 350 c.c. schedule for insurance.

All Prices in this List include Carriage per Passenger Train at Our Own Risk to any Station in the United Kingdom.



ANY MODEL SUPPLIED ON THE HIRE PURCHASE SYSTEM.



## The A.J.S. 3.49 h.p. Standard Lightweight Model S5

**Engine,** A.J.S. Design and Manufacture. Single Cylinder. Side-by-Side Valves. (74 x 81 m.m. Bore and Stroke, 349 c.c. capacity). Improved system of Mechanical Lubrication. Aluminium Piston. Roller Bearings to Big End of Connecting Rod. Ball Bearing Main Shafts.

**Three-Speed Countershaft Gear,** Ratios, 5.8, 9.02 and 16.05 to 1.

**Clutch,** Hand-controlled.

**Footstarter,** with enclosed operating mechanism.

**Tyres,** 25" x 3.00" Wired-on Avon Heavy Non-skid.

**Hubs,** Taper Roller Bearing.

**Carburettor,** Amal, with Twist Grip Control.

**Handlebars,** New Type with Steering Damper.

**Footrests,** adjustable to any position.

**Brakes,** Internal Expanding Front and Rear, quick adjustable.

**Transmission,** All Chain (Hans Renold)  $\frac{1}{2}$  in. pitch, .305 width. Primary Drive enclosed. Rear Drive, the top half only is covered.

**Shock Absorber,** on Engine Shaft.

**Stands,** fitted to Front and Rear Wheels.

**Tools,** complete kit.

**Wheel Base,** 51 $\frac{1}{2}$  in.

**Petrol Tank,** capacity 1 $\frac{1}{2}$  gallons.

**Oil Tank,** capacity 3 $\frac{1}{2}$  pints.

**Weight,** to standard specification, 210 lbs.

**Weight,** with Lucas Electric Lighting Set, 234 lbs.

Extra for Lucas Magdyno Electric Lighting Set, as illustrated,

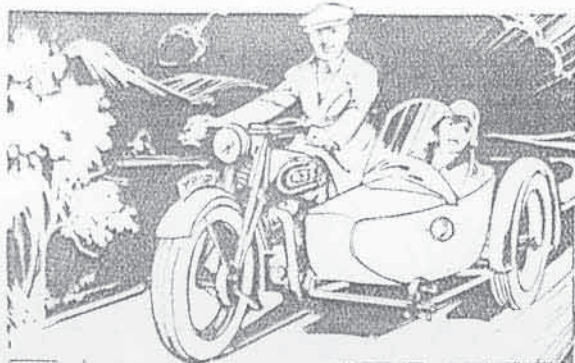
Price Solo ... £5 : 10 : 0

Extra for Black and Chromium

Tank ... .. £1 : 0 : 0

### Price - £40.0.0.

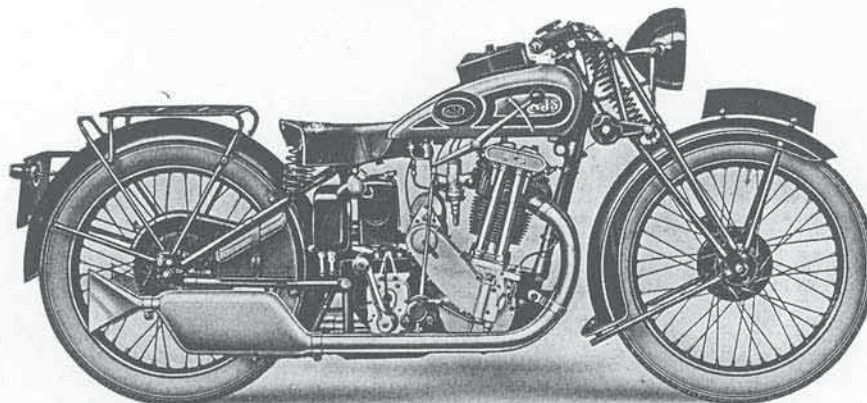
*We reserve the right to modify or deviate from the above Specification and Prices without notice.)*



All Prices in this List include Carriage per Passenger Train at Our Own Risk to any Station in the United Kingdom.



ANY MODEL SUPPLIED ON THE HIRE PURCHASE SYSTEM.



## The A.J.S. 3.49h.p. O.H.V. Two Port Model S6

**Engine,** A.J.S. Design and Manufacture. Inclined Single Cylinder. Overhead Valves. Entirely enclosed Rocker Gear and Push Rods. (74 x 81 m.m. Bore and Stroke, 349 c.c. capacity). Improved system of Mechanical Lubrication. Detachable Cylinder Head. Two-port Exhaust. Aluminium Piston. Roller Bearings to Big End of Connecting Rod. Ball Bearing Main Shafts.

**Frame,** Semi-cradle, with Duplex Chainstays.

**Three-Speed Countershaft Gear,** Ratios, 5.8, 8.51 and 15.46 to 1.

**Clutch,** Hand-controlled.

**Footstarter,** with enclosed operating mechanism.

**Rear Wheel,** A.J.S. Patent Quick Detachable.

**Tyres,** 26" x 3.00" Wired-on Avon Heavy Non-skid.

**Rear Mudguard,** Hinged.

**Hubs,** Taper Roller Bearing.

**Carburettor,** Amal, with twist grip control.

**Handlebars,** New Type, with Steering Damper.

**Footrests,** adjustable to any position.

**Brakes,** Internal Expanding Front and Rear, quick adjustable.

**Transmission,** All Chain (Hans Renold),  $\frac{1}{2}$  in. pitch, .305 width. Primary Drive enclosed. Rear Drive, the top half only is covered.

**Shock Absorber,** on Engine Shaft.

**Saddle,** adjustable.

**Magneto,** Lucas, mounted behind Engine.

**Stand,** Central. Spring-up.

**Rear Carrier,** Detachable.

**Tools,** complete kit.

**Wheel Base,** 54 $\frac{1}{2}$  in.

**Petrol Tank,** capacity 2 gallons.

**Oil Tank,** capacity 4 $\frac{1}{2}$  pints.

**Weight,** to standard specification, 291 lbs

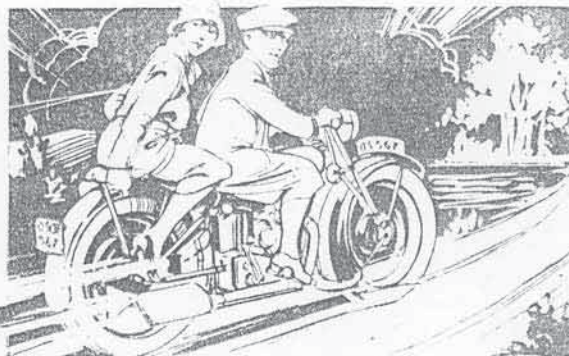
Extra for Lucas Magdyno Electric Lighting Set with Instrument Panel, as illustrated,  
Price Solo ... £ 9 : 10 : 0  
Price Combination £10 : 0 : 0

Extra for Lucas Magdyno Electric Lighting Set, without Instrument Panel.  
Price Solo ... £ 5 : 10 : 0  
Price Combination £ 6 : 0 : 0

Extra for 26" x 3.25" Tyres ... £ 0 : 2 : 9

### Price - £53.0.0.

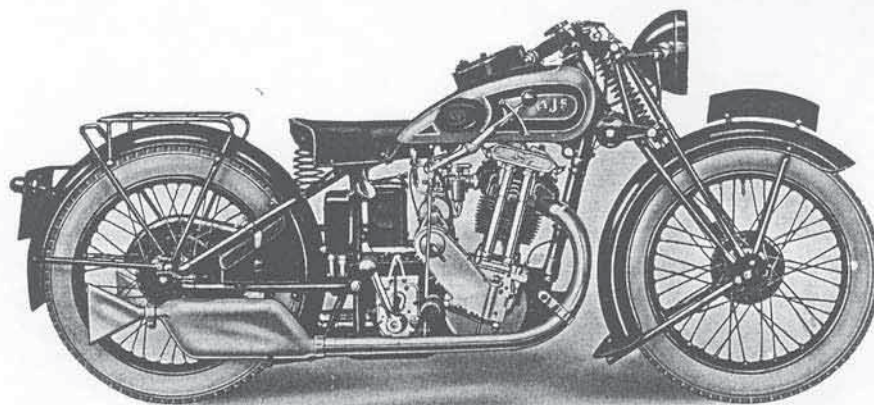
(We reserve the right to modify or deviate from the above Specification and Prices without notice.)



All Prices in this List include Carriage per Passenger Train at Our Own Risk to any Station in the United Kingdom.



ANY MODEL SUPPLIED ON THE HIRE PURCHASE SYSTEM.



## The A.J.S. 4.98 h.p. De Luxe O.H.V. Two Port Model S8

**Engine,** A.J.S. Design and Manufacture. Inclined Single Cylinder. Overhead Valves. Entirely enclosed Rocker Gear and Push Rods. (84 x 90 m.m. Bore and Stroke, 498 c.c. capacity). Improved system of Mechanical Lubrication. Detachable Cylinder Head. Two-port Exhaust. Aluminium Piston. Roller Bearings to Big End of Connecting Rod. Ball Bearing Main Shafts.

**Frame,** Semi-cradle, with Duplex Chainstays.

**Three-Speed Countershaft Gear,** Ratios, 4.77, 7.0 and 12.74 to 1.

**Clutch,** Hand-controlled.

**Footstarter,** with enclosed operating mechanism.

**Rear Wheel,** A.J.S. Patent Quick Detachable.

**Tyres,** 26" x 3.25" Wired-on Avon Heavy Non-skid.

**Rear Mudguard,** Hinged.

**Hubs,** Taper Roller Bearing.

**Carburettor,** Bowden, with twist grip control.

**Handlebars,** New Type, with Steering Damper.

**Footrests,** adjustable to any position.

**Brakes,** Internal Expanding Front and Rear, quick adjustable.

**Transmission,** All Chain (Hans Renold), Front  $\frac{1}{2}$  in. pitch, .305 in. width, Rear  $\frac{3}{8}$  in. pitch,  $\frac{3}{8}$  in. width. Primary Drive enclosed. Rear Drive, the top half only is covered.

**Shock Absorber,** on Engine Shaft.

**Saddle,** adjustable.

**Magneto,** Lucas, mounted behind Engine.

**Stand,** Central, Spring-up.

**Rear Carrier,** Detachable.

**Tools,** complete kit.

**Wheel Base,** 56 $\frac{1}{2}$  in.

**Petrol Tank,** capacity 2 $\frac{1}{4}$  gallons.

**Oil Tank,** capacity, 4 $\frac{1}{2}$  pints.

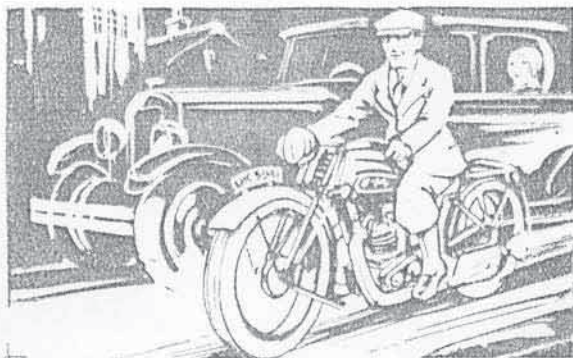
**Weight,** to standard specification, 323 lbs

Extra for Lucas Magdyno Electric Lighting Set with Instrument Panel, as illustrated,

Price Solo ... £ 9 : 10 : 0  
Price Combination £10 : 0 : 0

Extra for Lucas Magdyno Electric Lighting Set, without Instrument Panel,

Price Solo ... £ 5 : 10 : 0  
Price Combination £ 6 : 0 : 0



### Price - £59.10.0.

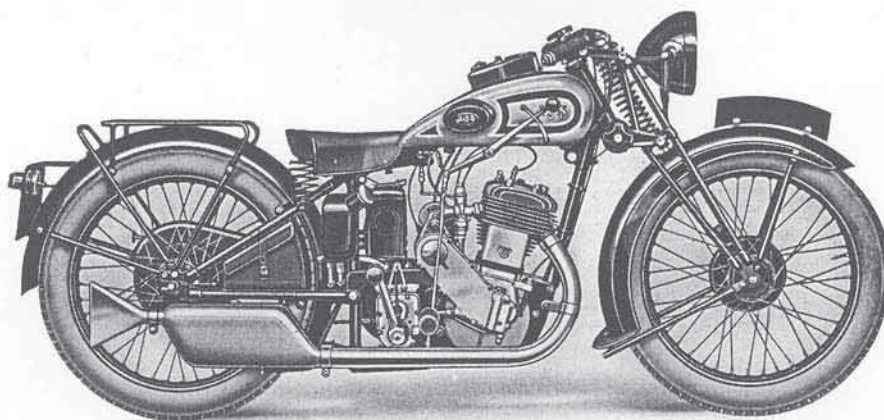
(We reserve the right to modify or deviate from the above Specification and Prices without notice.)

All Prices in this List include Carriage per Passenger Train at Our Own Risk to any Station in the United Kingdom.

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ANY MODEL SUPPLIED ON THE HIRE PURCHASE SYSTEM.



## The A.J.S. 4.98 h.p. De Luxe Side Valve Model S9

**Engine,** A.J.S. Design and Manufacture. Inclined Single Cylinder. Side-by-Side Valves. (84 x 90 m.m. Bore and Stroke, 498 c.c. capacity). Improved System of Mechanical Lubrication. Detachable Cylinder Head. Aluminium Piston. Roller Bearings to Big End of Connecting Rod. Ball Bearing Main Shafts.

**Frame,** Semi-cradle, with Duplex Chainstays. **Three-Speed Countershaft Gear,** Ratios, "Light," 4.81, 7.06 and 12.85 to 1; "Heavy," 4.77, 7.0 and 12.74 to 1.

**Clutch,** Hand-controlled.

**Footstarter,** with enclosed operating mechanism.

**Rear Wheel,** A.J.S. Patent Quick Detachable.

**Tyres,** 26" x 3.25" Wired-on Avon Heavy Non-skid

**Rear Mudguard,** Hinged.

**Hubs,** Taper Roller Bearing.

**Carburettor,** Amal, with twist grip control.

**Handlebars,** New Type with Steering Damper.

**Footrests,** adjustable to any position.

**Brakes,** Internal Expanding Front and Rear, quick adjustable.

**Transmission,** All Chain (Hans Renold) "Light," Front and Rear,  $\frac{1}{2}$  in. pitch, .305 width; "Heavy," Front,  $\frac{1}{2}$  in. pitch, .305 width, Rear,  $\frac{3}{8}$  in. pitch,

$\frac{3}{8}$  in. width. Primary Drive enclosed. Rear Drive, the top half only is covered.

**Shock Absorber,** on Engine Shaft.

**Saddle,** adjustable.

**Magneto,** Lucas, mounted behind Engine.

**Stand,** Central, Spring-up.

**Rear Carrier,** Detachable.

**Tools,** complete kit.

**Wheel Base,** "Light," 54 $\frac{1}{2}$  in.; "Heavy" 56 $\frac{1}{2}$  in.

**Petrol Tank,** capacity, "Light," 2 gallons;

"Heavy," 2 $\frac{1}{2}$  gallons.

**Oil Tank,** capacity, "Light," 4 $\frac{1}{2}$  pints; "Heavy," 4 $\frac{1}{2}$  pints.

**Weight,** to standard specification—

"Light" 293 lbs; "Heavy" 308 lbs.

Extra for Lucas Magdyno Electric Lighting Set with Instrument Panel, as illustrated,

Price Solo ... £ 9 : 10 : 0

Price Combination £10 : 0 : 0

Extra for Lucas Magdyno Electric Lighting Set, without Instrument Panel,

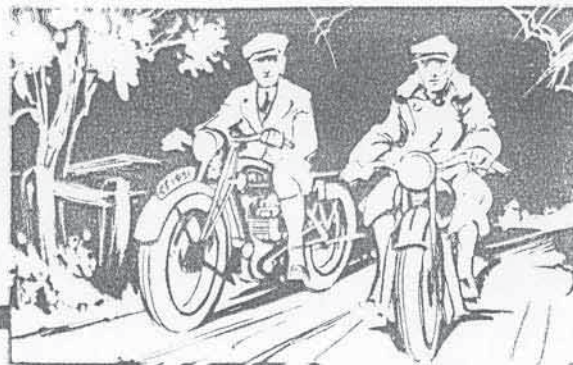
Price Solo ... £ 5 : 10 : 0

Price Combination £ 6 : 0 : 0

**Prices**  
'Light' - £49. 0. 0.  
'Heavy' - £52. 10. 0.

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

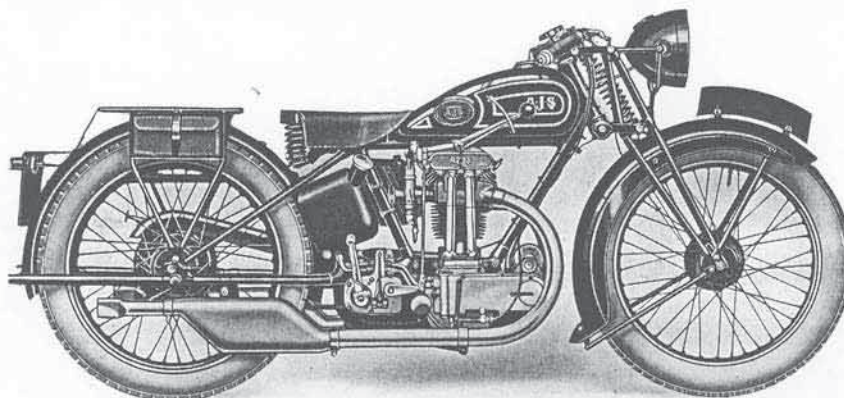
This machine can be had in Two Models, viz., S9 "Light," and S9 "Heavy."



All Prices in this List include Carriage per Passenger Train at Our Own Risk to any Station in the United Kingdom.



ANY MODEL SUPPLIED ON THE HIRE PURCHASE SYSTEM



## The A.J.S. 248h.p. O.H.V. Two Port Model S12

**Engine,** A.J.S. Design and Manufacture. Single Cylinder. Overhead Valves. Entirely enclosed Rocker Gear and Push Rods. (65 x 75 m.m. Bore and Stroke, 248 c.c. capacity). Improved System of Mechanical Lubrication. Detachable Cylinder Head. Two-port Exhaust. Aluminium Piston. Roller Bearings to Big End of Connecting Rod. Ball Bearing Main Shafts.

**Three-Speed Countershaft Gear,** Ratios, 5.83, 9.02 and 16.05 to 1.

**Clutch,** Hand-controlled.

**Footstarter,** with enclosed operating mechanism.

**Tyres,** 25" x 3.00" Wired-on Avon Heavy Non-skid.

**Hubs,** Taper Roller Bearing.

**Carburettor,** Amal with twist grip control.

**Handlebars,** New Type with Steering Damper.

**Footrests,** adjustable to any position.

**Brakes,** Internal Expanding Front and Rear, quick adjustable.

**Transmission,** All Chain (Hans Renold),  $\frac{1}{2}$  in. pitch, .305 in. width. Primary Drive enclosed. Rear Drive, the top half only is covered.

**Shock Absorber,** on Engine Shaft.

**Stands,** fitted to Front and Rear Wheels.

**Tools,** complete kit.

**Wheel Base,** 51 $\frac{1}{2}$  in.

**Petrol Tank,** capacity 1 $\frac{1}{2}$  gallons.

**Oil Tank,** capacity 3 $\frac{1}{2}$  pints.

**Weight,** to standard specification, 218 lbs.

**Weight,** with Lucas Electric Lighting Set, 243 lbs.

Extra for Lucas Magdyno Electric Lighting Set, as illustrated,

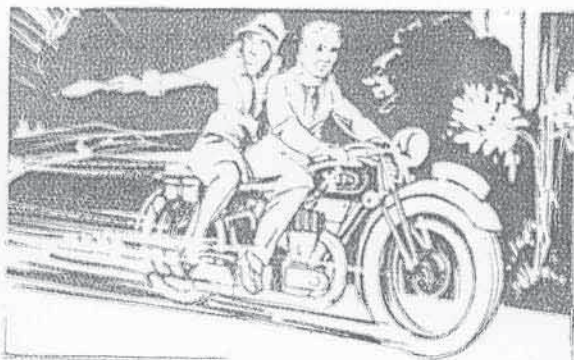
Price Solo ... £5 : 10 : 0

Extra for Black and Chromium

Tank ... .. £1 : 0 : 0

### Price - £40.0.0.

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



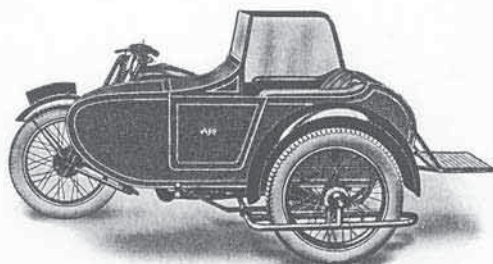
All Prices in this List include Carriage per Passenger Train at Our Own Risk to any Station in the United Kingdom.

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ANY MODEL SUPPLIED ON THE HIRE PURCHASE SYSTEM.

# A.J.S. Passenger Comfort



## *The A.J.S. De Luxe Sidecar, Type S 31.*

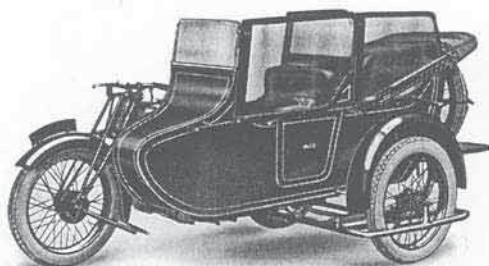
This Sidecar is suitable for fitting to our 9.96 h.p. Motor Cycle, Model S2. The Body is fitted with Lift-up Dash and Door, Glass Windscreen, Storm-proof Apron, Right-hand Sidescreen, Carpet Mat, Luggage Carrier at rear, and Sidecar Stand. The Body is fabric finish. The Chassis to which this Sidecar is fitted incorporates Quick Detachable Wheel, which is interchangeable with those of the Motor Cycle.

**Price £23 : 0 : 0**

Extra for Hood, £2 : 7 : 6

Extra for Left hand Sidescreen, £0 : 17 : 6

## *The A.J.S. Tandem Two-Seater Sidecar, Type S 33.*



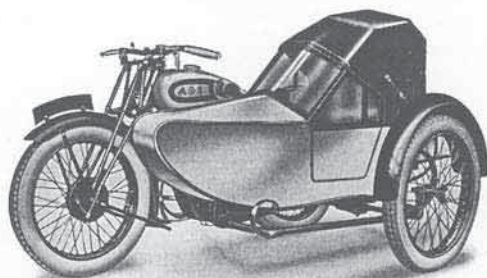
As will be seen from the illustration the seats in this Sidecar are arranged tandem fashion, and the back rest of the front seat is hinged so that it can be folded back when entrance is being made to the rear seat. The back rest of this seat also forms the dash carrying the windscreen for the rear seat. Equipment includes—Storm-proof Apron, Luggage Carrier at rear and Sidecar Stand. A special Chassis for the 9.96 h.p. Twin Cylinder A.J.S. Machine is manufactured for this Sidecar.

**Price £27 : 5 : 0**

Extra for Hood, £3 : 0 : 0

Extra for Set of Three Sidescreens, £3 : 10 : 0

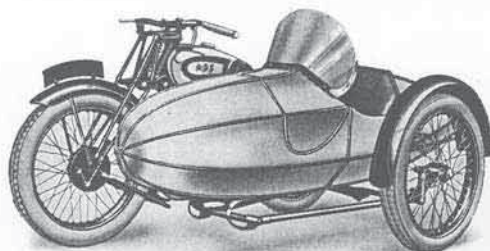
## *The A.J.S. Standard Sports Sidecar, Type S 224.*



The Body illustrated is suitable for fitting to a variety of Chassis. It is finished in highly polished aluminium with coloured beadings. Upholstery is of the finest leather cloth and ample locker space is provided at the rear. Equipment includes—Carpet Mat, Weather-proof Apron, Folding Hood and Screen. The illustration shows this Sidecar mounted on the A.J.S. standard, medium-weight Chassis, Model 4.

**Price £17 : 10 : 0**

## *The A.J.S. Super Sports Sidecar, Type S 233.*



The handsome and attractive lines of this Sidecar are well shown in the accompanying illustration. It is finished in highly polished aluminium with coloured beadings. The Lift-up Dash also forms the door, the two being in one piece. Upholstery is of the finest leather cloth, and ample locker space is provided at the rear. Equipment includes—Carpet Mat, Weather-proof Apron and Screen. The illustration shows the Sidecar mounted on the Standard Lightweight Chassis No. 3.

**Price £18 : 10 : 0**

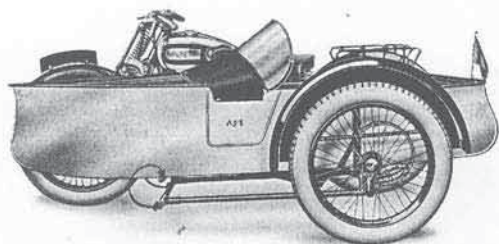
*(We reserve the right to modify or deviate from the above Specifications and Prices without notice.)*

All Prices in this List include Carriage per Passenger Train at Our Own Risk to any Station in the United Kingdom.



ANY MODEL SUPPLIED ON THE HIRE PURCHASE SYSTEM.

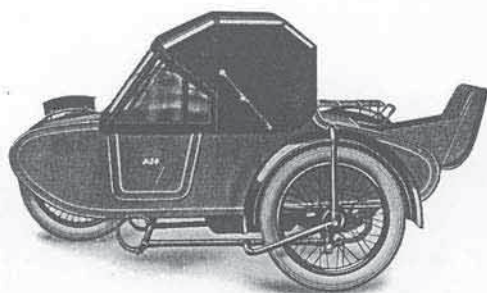
# Sidecar Outfits for Every Purpose



*The A.J.S. Launch Sidecar,  
Type S 245.*

This Sidecar is finished in polished aluminium and the decking on top is of metal, grained to resemble polished mahogany, and secured with nickel plated screws. Upholstery is of the finest quality leather cloth, well padded cushion, low and comfortable seating position. On the "bows" a nickel-plated cowl gives a realistic effect. Equipment includes—Carpet Mat, Waterproof Apron and Screen, Pennant Mast. It is shown fitted to the Heavyweight Chassis, No. 5.

**Price £21 : 10 : 0**



*The A.J.S. Occasional Two-Seater  
Sidecar, Type S 206.*

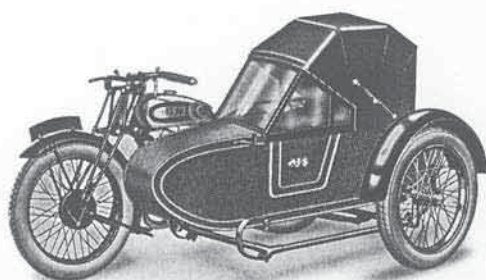
In this Sidecar the seats are placed tandem fashion. The second seat is formed by an extension of the rear of the Body. This extra seat can be folded down when not in use, and forms an ideal receptacle for luggage or when occasion demands a second passenger. The floor is provided with a well, thus giving ample leg room for an adult.

The body is fabric covered and specification includes, Folding Hood and Screen, Carpet Mat and Storm-proof Apron.

This Body is suitable only for the A.J.S. 9.96 h.p. Machine.

It is shown fitted to the Standard Heavyweight Chassis with Cradle Wheel Frame, No. 6.

**Price £25 : 10 : 0**



*The A.J.S. Medium-Weight Touring  
Sidecar, Type S 154.*

This Sidecar is eminently suitable for fitting to 500 c.c. A.J.S. Machines.

The Body is fabric covered. Upholstery is of the finest leather cloth, and ample locker space is provided behind the seat.

Equipment includes—Folding Hood and Screen, Waterproof Apron and Carpet Mat.

This Sidecar is shown fitted to the Medium-weight Chassis, No. 4.

**Price £16 : 10 : 0**

A similar body, fitted with Child's Seat can be had, extra, £2 : 10 : 0.

The full range of Sidecars for pleasure and commercial use is described and illustrated in  
"The Graiseley" Sidecar Catalogue.

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

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# Additional Equipment

## Extras for 1931 Models & Sidecars.

	£	s.	d.
Extra for Trip Speedometer fitted in Instrument Panel ... ..	0	5	0
Smith Trip Speedometer ... ..	2	5	0
Smith Non-Trip Speedometer ... ..	2	0	0
Miller Electric Horn ... ..	0	9	6
Lucas Sparton Electric Horn ... ..	0	15	0
Lucas Buzzer Electric Horn ... ..	0	11	6
Lucas Bulb Horn No. 60P ... ..	0	11	6
Lucas Bulb Horn No. 63 ... ..	0	8	6
Spare Wheel with Fittings ... ..	3	0	0
Tyre and Tube for above ... ..	1	19	6
Spare Wheel Cover ... ..	0	12	6
Legshields for machines with Footrests ... ..	1	4	0
Legshields for machines with Footboards ... ..	1	2	6
Luggage Carrier for all Models except Super Sports and Launch Bodies	1	0	0
Luggage Grid to fit on rear deck of Launch Bodies ... ..	1	15	0
Hood Cover for De Luxe and Tandem ... ..	0	6	0
Chromium Plated Tank to Models S5 and S12 ... ..	1	0	0
Licence Holder ... ..	0	1	6
Four Speed Gear Box with Gate Change, Models S5 and S12 ... ..	1	7	6
Four Speed Gear Box with Gate Change, Models S4, S6, S8, S9L and S9H	1	10	0
Special A.J.S. Pillion Footrests ... .. per pair	0	12	6

## Four Speed Gear Box Ratios.

Models S5 and S12, 5.83, 7.76, 11.42 and 17.32 to 1.  
 Models S4 and S6 (Solo) 5.80, 7.04, 12.60 and 17.4 to 1.  
 Models S4 and S6 (Combination) 6.41, 7.76, 13.92 and 19.23 to 1.  
 Models S8 and S9H (Solo) 4.777, 5.78, 10.36 and 14.33 to 1.  
 Models S8 and S9H (Combination) 5.574, 6.74, 12.10 and 16.72 to 1.  
 Models S9L (Solo) 4.81, 5.81, 10.41 and 14.43 to 1.  
 Models S9L (Combination) 5.53, 6.70, 12.02 and 16.59 to 1.

Four Speed Gear Box cannot be fitted to Model S2.



## Outstanding Successes of 1930.

### Speed.

<b>GREAT BRITAIN.</b>					
Tourist Trophy, Isle of Man	Lightweight Race	Mr. J. Guthrie	2.48 h.p.	A.J.S.	FIRST, in Record Time also Record Lap.
Scottish Speed Championship	(350 c.c. Class)	Mr. J. Guthrie	3.46 h.p.	A.J.S.	FIRST.
Welsh Speed Championship	(350 c.c. Class)	Mr. R. F. Parkinson	3.46 h.p.	A.J.S.	FIRST.
200 Miles Sidecar Race, Brooklands	(350 c.c. Class)	Mr. F. G. Hicks	3.46 h.p.	A.J.S.	FIRST.
"The Motor Cycle Meeting," Brooklands	(500 c.c. Class)	Mr. A. Denly	4.95 h.p.	A.J.S.	FIRST.
<b>Scratch Race</b>					
Brooklands Grand Prix, May 31st, 1930	(350 c.c. Class)	Mr. G. E. Rowley	3.46 h.p.	A.J.S.	FIRST, Fastest Time of the meeting
	(500 c.c. Class)	Mr. G. E. Rowley	3.46 h.p.	A.J.S.	FIRST.
Brooklands Grand Prix, Aug. 16th, 1930	(350 c.c. Class)	Mr. F. G. Hicks	3.46 h.p.	A.J.S.	FIRST.
	(500 c.c. Class)	Mr. F. G. Hicks	4.95 h.p.	A.J.S.	FIRST.
Brooklands 200 Miles Solo Race	(350 c.c. Class)	Mr. J. A. Baker	3.46 h.p.	A.J.S.	FIRST.
	(500 c.c. Class)	Mr. A. Denly	4.95 h.p.	A.J.S.	FIRST.
<b>IRELAND.</b>					
Ulster Grand Prix.	(350 c.c. Class)	Mr. L. H. Davenport	3.46 h.p.	A.J.S.	FIRST, also Record Lap.
Irish Speed Championship	(350 c.c. Class)	Mr. J. J. Byrne	3.46 h.p.	A.J.S.	FIRST.
Leinster "100"	(350 c.c. Class)	Mr. J. J. Byrne	3.46 h.p.	A.J.S.	FIRST, and Fastest Time.
<b>AUSTRALIA.</b>					
Australian T.T.	Senior Race	Mr. Brewster	4.95 h.p.	A.J.S.	FIRST, in Record Time.
" "	" "	Mr. Robbins	3.46 h.p.	A.J.S.	SECOND.
" "	Junior Race	Mr. Bain	3.49 h.p.	A.J.S.	FIRST.
" "	Sidecar Race	Mr. Wetherby	4.98 h.p. s/c.	A.J.S.	FIRST.
<b>SOUTH AFRICA.</b>					
Orange Free State	Blue Riband Race	Mr. R. McDonough	2.48 h.p.	A.J.S.	FIRST, A.J.S. machines also secured Fourth and Sixth Places.
<b>GERMANY.</b>					
German Grand Prix	(350 c.c. Class)	Mr. J. Guthrie	3.46 h.p.	A.J.S.	FIRST, in Record Time.
German T.T.	(350 c.c. Class)	Herr Bindersaam	3.46 h.p.	A.J.S.	FIRST.
" "	(350 c.c. Sidecar Class)	Count Bismarck	3.46 h.p.	A.J.S.	THIRD.
		Herr Heyer	3.46 h.p.	A.J.S.	FIRST.
		Herr Hippmann	3.43 h.p.	A.J.S.	THIRD.
<b>AUSTRIA.</b>					
Austrian Grand Prix.	(350 c.c. Class)	Mr. L. H. Davenport	3.46 h.p.	A.J.S.	FIRST, in Record Time and Record Lap.
		Mr. Gayer	3.46 h.p.	A.J.S.	SECOND.
<b>HOLLAND.</b>					
Dutch T.T.	(350 c.c. Class)	Mr. A. Simcock	3.46 h.p.	A.J.S.	FIRST.
<b>HUNGARY.</b>					
Hungarian T.T.	(350 c.c. Class)	Mr. L. H. Davenport	3.46 h.p.	A.J.S.	FIRST, in Record Time & Record Lap.
<b>FRANCE.</b>					
French Grand Prix	(350 c.c. Class)	Mr. F. G. Hicks	3.46 h.p.	A.J.S.	FIRST.
		Mr. L. H. Davenport	3.46 h.p.	A.J.S.	SECOND.
		Mons. A. Breslau	3.46 h.p.	A.J.S.	FOURTH
<b>BELGIUM.</b>					
Grand Prix de Namur	(350 c.c. Class)	Mons. A. Breslau	3.46 h.p.	A.J.S.	FIRST, Fastest Time and Fastest Lap. All Classes
		Mons. Charlier	3.46 h.p.	A.J.S.	SECOND.
		Mons. Gilson	3.46 h.p.	A.J.S.	THIRD.
Grand Prix d'Europe	(350 c.c. Class)	Mr. A. Simcock	3.46 h.p.	A.J.S.	SECOND.
		Mr. G. Himing	3.46 h.p.	A.J.S.	THIRD.
Grand Prix de Brussels	(350 c.c. Class)	Mons. Charlier	3.46 h.p.	A.J.S.	FIRST.
		Mons. Tacheney	3.46 h.p.	A.J.S.	SECOND.
		Mons. Gilson	3.46 h.p.	A.J.S.	THIRD.
<b>WORLD'S RECORDS.</b>					
Brooklands	(600 & 1,000 c.c. Sidecar Classes)	Capt. O. M. Baldwin & Mr. A. Denly	4.95 h.p. A.J.S. and Sidecar		830 miles in 12 hours. Average Speed 69.17 m.p.h. Also the records for 8, 9, 10 and 11 hours, and the 1,000 Kilometres were lowered.
Arpaion	(350 c.c. Class)	Mr. J. A. Baker	...	...	1 Kilom (Standing Start) 76.33 m.p.h. 1 Mile (Standing Start) 84.63 m.p.h.
Monthery	(500 c.c. 750 c.c. & 1,000 c.c. Classes)		...	...	1 Hour at 108.608 m.p.h. 100 Miles at 108.504 m.p.h.
Monthery	(600 c.c. Sidecar Class)	Mr. A. Denly	4.96 h.p. A.J.S. and Sidecar		5 Kiloms (Flying Start) 96.20 m.p.h. 5 Miles (Flying Start) 96.20 m.p.h. 10 Kiloms (Standing Start) 92.96 m.p.h. 10 Miles (Standing Start) 93.68 m.p.h.
Brooklands	(350 c.c. Solo Class)	Mr. A. Denly	3.46 h.p. A.J.S.		500 Kiloms at 85.85. 4 Hours at 85.58.

### Reliability.

SCOTTISH SIX DAYS TRIAL	...	...	...	...	Best Performance in 350 c.c. Solo Class. Made for the Second year in succession. Also Manufacturers' Team Prize and Four Silver Cups. Riders—Messrs. G. E. Rowley, C. E. Wise and F. Turley.
ALAN TROPHY TRIAL	...	...	...	...	2.48 h.p. A.J.S. Mr. G. E. Rowley. Best Solo Performance of the day, winning the Cumberland County Trophy. Mr. Rowley also made the Best 250 c.c. Performance, winning the "Wrynose" Cup.



## Terms of Business.

### PAYMENT.

ONE-THIRD cash with order and balance against invoice when machine is ready for delivery. We accept orders only on the condition that the prices in this list are subject to alteration without notice, and goods will be invoiced at the prices ruling at the time of delivery.

### CARRIAGE.

Delivery free to any railway station in the Free State per PASSENGER TRAIN AT OUR OWN RISK. If delivery is required per Goods Train, crates will be charged for at current prices and strictly non-returnable.

### RAILWAY TRANSIT.

All machines should, on arrival, be carefully examined, and if damaged, sign for as such, and an immediate claim made on the carriers. *The sale of all A.J.S. Motor Cycles, Sidecars, parts thereof and accessories for same, is upon the terms that delivery is effected when the goods are handed to the carriers, addressed as per consignee's instructions.*

## Guarantee.

We 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, condition or representation contained in any catalogue, advertisement, leaflet, or other publication, shall not be construed as enlarging, varying, or over-riding this guarantee. In the case of machines which have been used for "hiring out" purposes, 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 usual and reasonable precautions 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 date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the replacement of any part which may have proved defective, and any work involved by us in the replacement of such part or parts will be charged for. We undertake, subject to the conditions mentioned below, to make good at any time within six months any defects in these respects. As motor-cycles or motor-cycle combinations 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 or supplied by the manufacturers, or to a motor-cycle which is not designed for such use.

Machines used in Races are not guaranteed, but should any trouble arise through or because of racing, we will deal with such cases on their merits.

Any motor-cycle, 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 material 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.

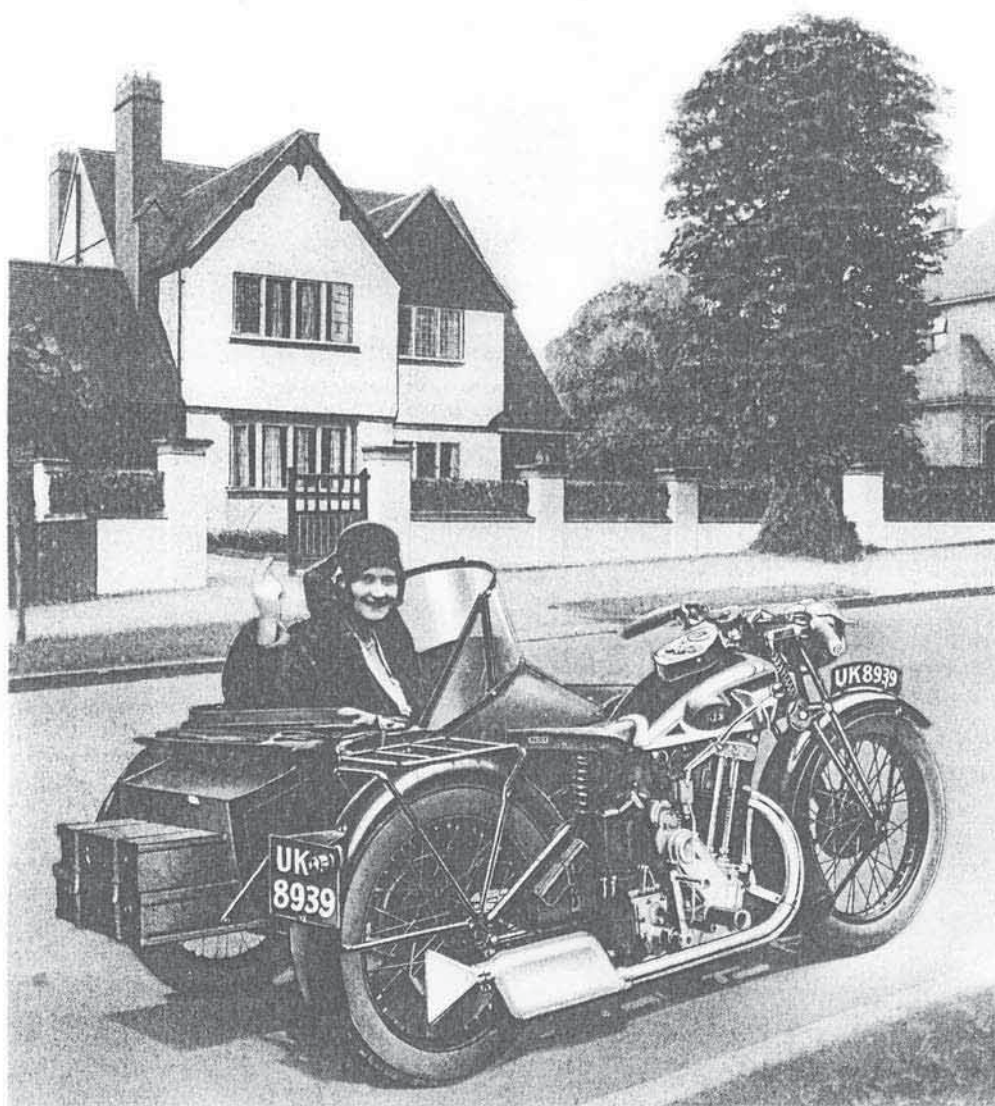
If a defective part should be found in our motor-cycles, motor-cycle combinations or sidecars, or in any part supplied by way of exchange before referred to, it must be sent to us CARRIAGE PAID, and accompanied by an intimation from the Owner that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the date of the 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 enforceable.

We do not guarantee the specialities of other firms, such as magnetos, carburettors, 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 combination, sidecars, or otherwise.




# Waiting for You !



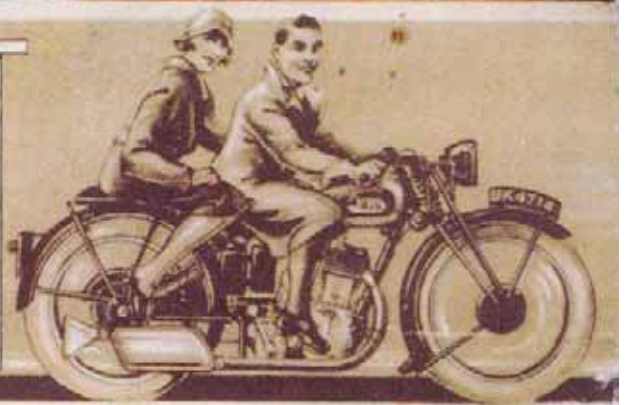
MAJOR **AJS** CYCLES





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