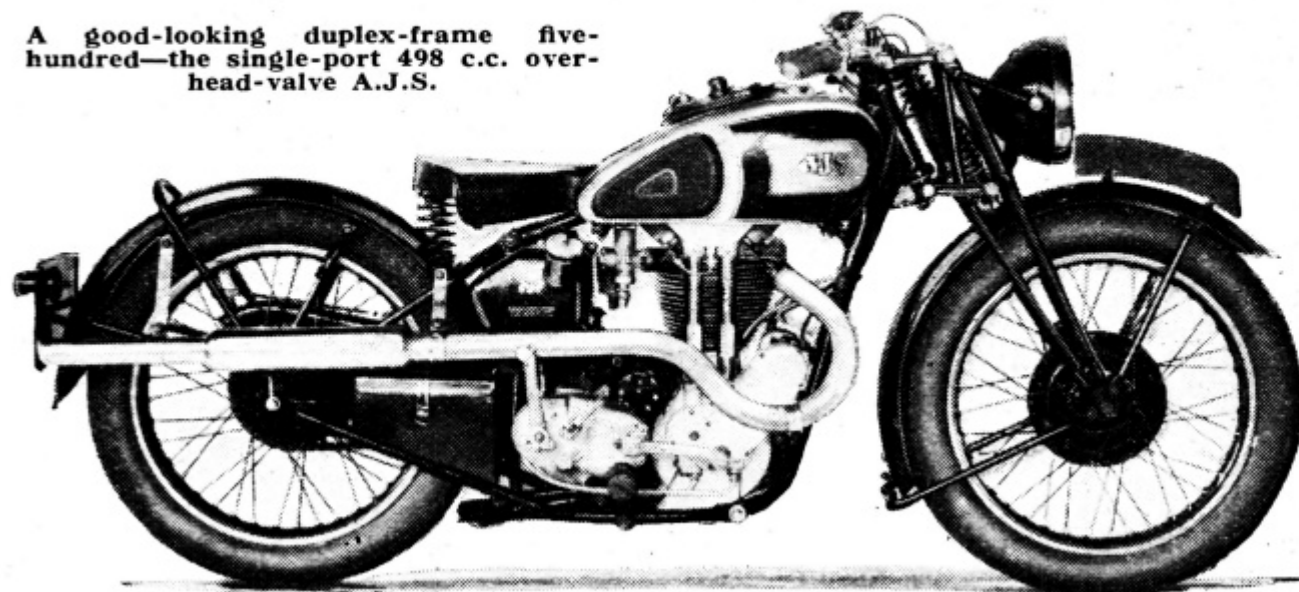




The position of the Lucas automatic voltage control on the new A.J.S.s.

appeared, but that does not indicate that the design of these two models has been allowed to stand still, and there are many

A good-looking duplex-frame five-hundred—the single-port 498 c.c. overhead-valve A.J.S.



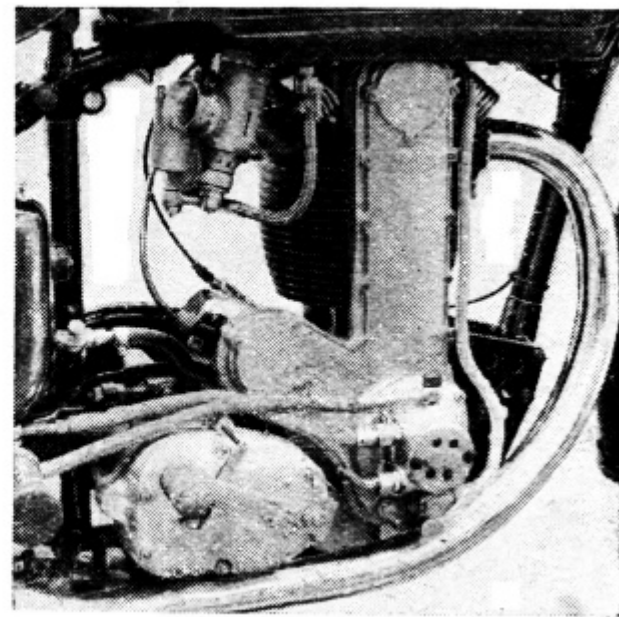
detail improvements. The 990 c.c. side-valve twin at £76 13s. is available either in "home" or "export" form.

Model 37/7.—347 c.c. single-cyl. o.h.c. A.J.S.; dry-sump lubrication; magneto ignition; all-chain drive; 4-speed gear with foot control; fuel, 4 gals.; 3.00×21 (front), 3.25×19 (rear) tyres. Price (solo), £39 5s.

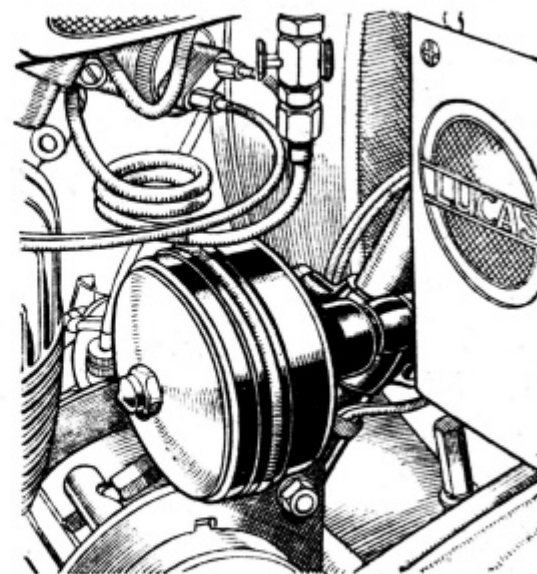
Racing men are getting a "kick" from the sight of the camshaft A.J.S.—a model beloved by their fraternity. It reveals the authentic speed type, for it has a chain-driven camshaft, hairpin valve springs and a racing magneto fitted on an inclined platform at the back of the crank case.

A large-capacity tank is fitted, while the oil container is fitted pannier-fashion around the rear mudguard beneath the back stays. Flexible piping is used, and narrow guards, ribbed tyres, and foot-rests set well back, complete a real speed specification.

A special attraction on this stand is the actual machine used by George Rowley in this year's International Trial.



Power unit of the new 347 c.c. overhead-camshaft model



On the overhead-valve A.J.S.s the horn is neatly mounted at the bottom of the seat pillar tube where it is protected from dirt

CYCLE SHOW

Enthusiastic Crowds : Machines from Sixteen Guineas to £140 : Sound, Sane Design the Keynote of the Exhibition : Many New Motor Cycles, and Old Favourites in New Forms with Numerous Valuable Improvements : Automatic Advance = and = retard Mechanism, Sidecar Wireless Set, and Side-valve Engines with "Remote" Valve Springs Among the Novelties

A.J.S.

STAND 37 : A Display of Overhead-valve Models that is Delighting Sporting Riders: Improved Big-twin and a Real "Camshaft" Racing Model

A.J.S. MOTOR CYCLES, Plumstead Road, London, S.E.18.

Model 37/26.—347 c.c. single-cyl. o.h.v. A.J.S.; dry-sump lubrication; magneto ignition; all-chain drive; oil-bath primary chain case; 4-speed gear with foot control; fuel, 3 gals.; 3.25x19 tyres. Price with lighting, horn and licence holder (solo), £50 13s.

A FEATURE of the new o.h.v. push-rod singles is the complete enclosure of the valve gear, no external working parts being visible. Not only are the push-rods enclosed in tubes which enter the rocker box, but the rockers themselves are enclosed where they engage with the valves, while the valve springs are in cups or thimbles which also enter the rocker box.

Lubrication, also, has been specially considered, for apart from the dry-sump pressure oiling to all the essential engine bearings, a lead is taken to the rocker box for lubrication of the rocker bearings and the push-rod top cups (by spray jets);

the inlet valve guide is not overlooked, for there is a connection to it from the rocker box, and a needle-valve adjuster is provided to control the supply.

Frame design is now of the cradle or built-up loop type, while the forks are of the central-spring girder type with (on certain models) rebound tension springs in addition to the main compression spring.

The single-port 250 and 350 c.c. models have coil ignition and cost £42 and £45 5s. respectively. All the two-port models and the single-port "competition" models have magneto ignition and a separate lighting dynamo carried in the rear engine plate and driven by chain, which is enclosed in the primary chain case.

On the competition models the equipment includes a heavy-duty wide-ratio gear box, quickly-detachable rear wheel, and prop stand; the price of the 250 c.c. edition is £53 11s.

Model 37/9.—498 c.c. single-cyl. side-valve A.J.S.; dry-sump lubrication; magneto ignition; all-chain drive; oil-bath primary chain case; 4-speed gear with foot control; fuel, 3 gals.; 3.25x19 tyres. Price with lighting, horn and licence holder (solo), £54 17s.

Apart from the 500 c.c. single and the big-twin, side-valve models have dis-



PLEASE TURN TO—
 Pages 622-627 : A Critical Analysis of Modern Design, Illustrated with Special Sectioned Drawings of the Latest Engines
 Pages 630-650 : Illustrated Descriptions of the Motor Cycle and Three-wheeler Exhibits
 Pages 651 and 664-665 : Sidecars at Olympia
 Pages 658-663 : Interviews with the Men who Regained the International Trophy for Britain
 Pages 670-672a : Accessories at the Show