

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

THE high-spot on this stand—on which there are some 20 machines—is undoubtedly the 346 o.h.c. model 39/7R, which has been improved in many respects for 1939. The specification of the engine is exactly the same as on the 1938 T.T. jobs, and it is fitted with the Amal remote needle-type carburetter, the float chamber of which is divorced from the main instrument, being mounted on the seat pillar tube. The foot gear-change mechanism has been redesigned; an 8-in. T.T. front brake is fitted and the handlebars are of $\frac{7}{8}$ -in. section with the very latest T.T.-type controls.

Of the other machines in the range, the three trials models complete with

competition tyres (which will be permitted in scrambles next year) look most business-like, and so do the Silver Streak machines.

In addition to the 250, 350 and 500 o.h.v. machines and a very sturdy 498 c.c. side-valve model, which caters for utility riders and tourists, there are a brace of big twins which are designed primarily for sidecar work. These are the models 39/2 and 39/2A, the price in each case being £81 18s., the only difference in the models being that the latter has what is termed "export" equipment, which comprises footboards, a foot clutch and a left-hand gear-change mechanism.