

1938

Motorcycles



A FEW 1937 SUCCESSES

TAUNTON M.C. ANNUAL SOLO TRIAL

EDWARDS TROPHY FOR BEST PERFORMANCE OF THE DAY

CARSHALTON EASTER TRIAL

BEST PERFORMANCE OF THE DAY
also BEST "350"

WEST OF ENGLAND SCRAMBLE

100 GN. PATCHQUICK TROPHY FOR THE BEST PERFORMANCE OF THE DAY

WEYBRIDGE CUP TRIAL

BEST PERFORMANCE OF THE DAY

WALDENE HILL CLIMB

UNLIMITED CUP, also COLLINS' SHIELD FOR FASTEST TIME OF THE DAY

PLYMOUTH M.C. SCRAMBLE

BEST PERFORMANCE OF THE DAY
also 350 c.c. EVENT

WATLING CUP TRIAL

WON FOR BEST PERFORMANCE OF THE DAY

COLMORE CUP TRIAL

CALTHORPE CUP FOR BEST "250" PERFORMANCE
and 2 FIRST-CLASS AWARDS

VICTORY CUP TRIAL

PREMIER CUP FOR BEST "250" PERFORMANCE
and 3 FIRST-CLASS AWARDS

KICKHAM MEMORIAL TRIAL

WESSEX CUP FOR BEST "250" PERFORMANCE OF THE DAY, also 2 FIRST-CLASS AWARDS

COTSWOLD CUP TRIAL

"250" CLASS CUP, HEREFORDSHIRE AUTOMOBILE CHALLENGE CUP, also 4 FIRST CLASS AWARDS

BEMROSE CUP TRIAL

COMMITTEE CUP FOR BEST "250" PERFORMANCE

SCOTTISH SIX DAYS

THE "250" CLASS CUP, JAMES BECK MEMORIAL CUP; 4 CORONATION CUPS

ELTHAM "100" TRIAL

THE SIR KINGSLEY WOOD TROPHY FOR BEST PERFORMANCE OF THE DAY

BERMONDSEY CUP TRIAL

WON FOR BEST PERFORMANCE OF THE DAY, also "RUNNER UP" CUP

OPEN KIDSON SCRAMBLE

THE POPULAR CUP FOR THE 350 c.c. PERFORMANCE

TAUNTON M.C.C. SCRAMBLE

BEST PERFORMANCE OF THE DAY, also WINNER OF "350" CLASS

CYRIL MORGAN CHALLENGE CUP

WON FOR THE BEST PERFORMANCE OF THE DAY

MITCHEL CUP TRIAL

WON FOR BEST PERFORMANCE OF THE DAY

BOORMAN CUP TRIAL

WON FOR BEST PERFORMANCE OF THE DAY

A.J.S

Motorcycles for 1938

A·J·S MOTORCYCLES

Proprietors - - - - Associated Motor Cycles Ltd.

PLUMSTEAD ROAD
LONDON, S.E.18

Telephone: WOOLWICH 1223 Telegrams: "ICANHOPIT-WOL-LONDON"
Codes: A.B.C. 5th Edition. A.B.C. 6th Edition. Bentleys
Cables: "ICANHOPIT-LONDON"

All Previous Lists Cancelled.

All prices and specifications are subject to alteration without notice and all motorcycles and/or sidecars, together with equipment, are sold subject to the limited guarantee printed on Page 24 of this catalogue.

General Specification . . .

Models 38/12, 38/22, 38/16 & 38/26

This general specification gives full details of the 1938 A.J.S. Models illustrated on pages 4, 5, 6 and 7 of this catalogue.

These four models are similar in their general design. The Models 38/12 and 38/22 have engines of 246 c.c. capacity, while the Models 38/16 and 38/26 have engines of 347 c.c. capacity.

The Models 38/12 and 38/16 have single-port cylinder heads with one exhaust pipe and silencer and black and gold petrol tanks, and are fitted with dynamo coil ignition and lighting equipment.

The Models 38/22 and 38/26 are deluxe editions of the aforementioned models, having two-port cylinder heads with two exhaust pipes and silencers and black and chromium petrol tanks, and are fitted with separate magneto ignition in addition to full dynamo electric lighting equipment.

All models are fitted with high frequency electric horns as part of the standard specifications.

ENGINE. Designed and manufactured throughout in the A.J.S. factory, these engines are of the overhead valve type combining high power output with unusual mechanical silence in operation, complete reliability, and great durability. Cylinders and cylinder heads are of the very latest design with large streamline shaped ovate cooling fins. The overhead valve gear is totally enclosed and is flood-lubricated with oil supplied from the main engine oil pump. A special adjustable feed supplies oil to the inlet valve guide. The enclosed valve springs are pedestal mounted to prevent the springs becoming overheated. The rocker box is fitted with a handsome finned cover giving easy access to the valve clearance adjustment.

Other features of these engines include "Lo-ex" alloy pistons, roller big-end bearings with duralumin roller cages, exceptionally stiff fly-wheel and crankshaft assemblies, twin camshaft timing gear running in oil-bath, etc., etc.

Models 38/12 and 38/16 are fitted with single-port cylinder heads and models 38/22 and 38/26 with two-port cylinder heads.

38/12 and 38/22. Bore, 62.5 mm.; Stroke, 80 mm.; Capacity, 246 c.c.
38/16 and 38/26. Bore, 69.0 mm.; Stroke, 93 mm.; Capacity, 347 c.c.

LUBRICATION. Engine lubrication is provided by a full dry-sump system operated by a sturdy rotating plunger pump driven direct from the crankshaft. One end of this pump draws oil from the oil tank and forces it to all working parts of the engine, while the other end draws excess oil from the crankcase sump and returns it to the oil tank. The pump plunger is the only moving part in the whole system. All oil passes through a pressure type fabric oil filter which removes all impurities from the oil. This filter, which is situated in the oil tank, can easily be removed for cleaning.

Oil is forced to all working parts, including the big-end bearing and the overhead rocker gear, while a constant level of oil is maintained in the timing case so that the timing gear and cams run in an oil bath. A special feed from the pump supplies oil to three points on the wall of the cylinder, oil thus being fed direct to the piston. The design, however, is such that the feed of oil to the cylinder wall is reduced as the engine warms up, the result being that there is a considerable supply of oil on the cylinder when the engine is first started—this being the time when wear is likely to occur if there is not ample lubrication. When the engine warms up, less oil is required on the piston and this variation is automatically provided by the design, which also reduces the supply to the cylinder at high engine speeds, when a higher proportion of the total oil in circulation is passed through the big-end bearing, from whence it is thrown off by centrifugal force on to the cylinder and piston.

The operation of the lubrication system can instantly be checked by removing the oil tank filler cap, when the return feed from the pump to the tank is immediately visible.

GEARBOX. Provides four-speeds with carefully chosen ratios. The clutch is designed to give very sweet engagement and is provided with an accessible adjustment. Entirely enclosed automatic stop foot gear-change is incorporated. Hand gear-change cannot be supplied. Gear ratios: 38/12 and 38/22 — 6.25, 8.74, 11.2 and 18.6 to 1.
Gear ratios: 38/16 and 38/26 — 5.52, 7.73, 9.88 and 16.4 to 1.

TRANSMISSION. By chain throughout. Front chain completely enclosed in pressed steel oil-bath chaincase of A.J.S. patent design with combined filling hole and oil level indicator. Rear chain completely protected by new design deep-section rear chain-guard—with front and back panels giving almost complete enclosure.

CARBURETTOR. "Amal" two-lever semi-automatic carburettor, with twist-grip control for throttle.

FRAME. Sturdy duplex loop frame designed to provide exceptional torsional and lateral rigidity, so ensuring perfect steering properties on bad roads. Self-centring head bearings. Forged rear fork-ends. Single front down tube with new design front engine lug which continues under crankcase and thus provides an effective crankcase shield.

STEERING DAMPER. A duplex frictional steering damper, instantly adjustable by means of a handsome knurled knob with inset A.J.S. medallion, is provided on Models 38/16, 38/22 and 38/26.

SPRING FORKS. Latest design locked-link fork girder assembly. Double anchor plate pattern adjustable fork dampers fitted on left-hand side.

PETROL TANK. A.J.S. deep contour petrol tank made from steel pressings and welded throughout. Capacity, 3 gallons. The tank top carries a flush-fitting instrument panel containing the electric lighting switch, ammeter, and on the Models 38/22 and 38/26 a detachable inspection lamp. There is provision for fitting an eight-day clock if desired. The tanks on Models 38/12 and 38/16 are finished in usual A.J.S. black and gold. On Models 38/22 and 38/26 the tanks are chromium-plated with black panels and gold lines in the design familiar on A.J.S. deluxe models. Handsome large-area knee-grips.

OIL TANK. Pressed steel oil tank, welded throughout, carried on substantial brackets below saddle. Fitted with large quick-action filler-cap. Capacity, 4 pints.

HANDLEBARS. Carried on sports pattern adjustable trailing links giving infinite adjustment for position and angle, thus ensuring to a rider of any stature a comfortable riding position. All controls are adjustable for position.

SADDLE. "Lycett Aero" flexible top saddle, with semi-roll back. Three-point mounting.

TYRES. 26 in. x 3.25 in. studded cord tyres on both wheels.

BRAKES. Internal expanding brakes on front and rear wheels fitted with hand adjusters, dust and water excluders. Cooling-fins fitted to front brake drum. Improved type high friction brake linings front and rear. Rear brake operating mechanism greatly improved to ensure smooth and powerful action. Quickly detachable brake connections.

WHEELS. Wheel rims heavily chromium-plated, black centred with gold lines. Adjustable taper roller bearings to both wheels.

STANDS. Low-lift spring-up rear stand and tubular stand for front wheel.

MUDGUARDS. Improved dome section mudguards with centre ribs and flared ends. Rear guard hinged to facilitate wheel removal.

ELECTRICAL EQUIPMENT. Models 38/12 and 38/16, six-volt electric lighting and coil ignition system. Thirty-watt dynamo rigidly mounted on engine plates and driven by roller chain enclosed in main oil-bath chaincase. Contact breaker built into engine timing-case. Large head-lamp with parking-light and dipping switch on handlebar. Extra large battery carried on special platform beneath saddle. Electric horn.

Models 38/22 and 38/26 as described above, except that ignition is by separate magneto carried in a protected position in front of the cylinder and driven by roller chain enclosed in cast aluminium chaincase, formed integral with timing case cover.

All models incorporate constant voltage control for the dynamo, thus ensuring perfect regulation of battery charging.

EQUIPMENT. Full kit of tools, grease gun, and tyre inflator.

Special Note...

All these models can be fitted with either high or low exhaust pipes. The illustrations on the following pages show examples of both types of exhaust systems. It is essential that when ordering, customers specify whether high or low exhaust pipes are required; if this is not specified we supply as the illustration of the corresponding model.

Unless specially ordered otherwise, all machines are supplied with speedometers at the extra charge shown on page 24. Speedometer dial illuminated when lights are in use.

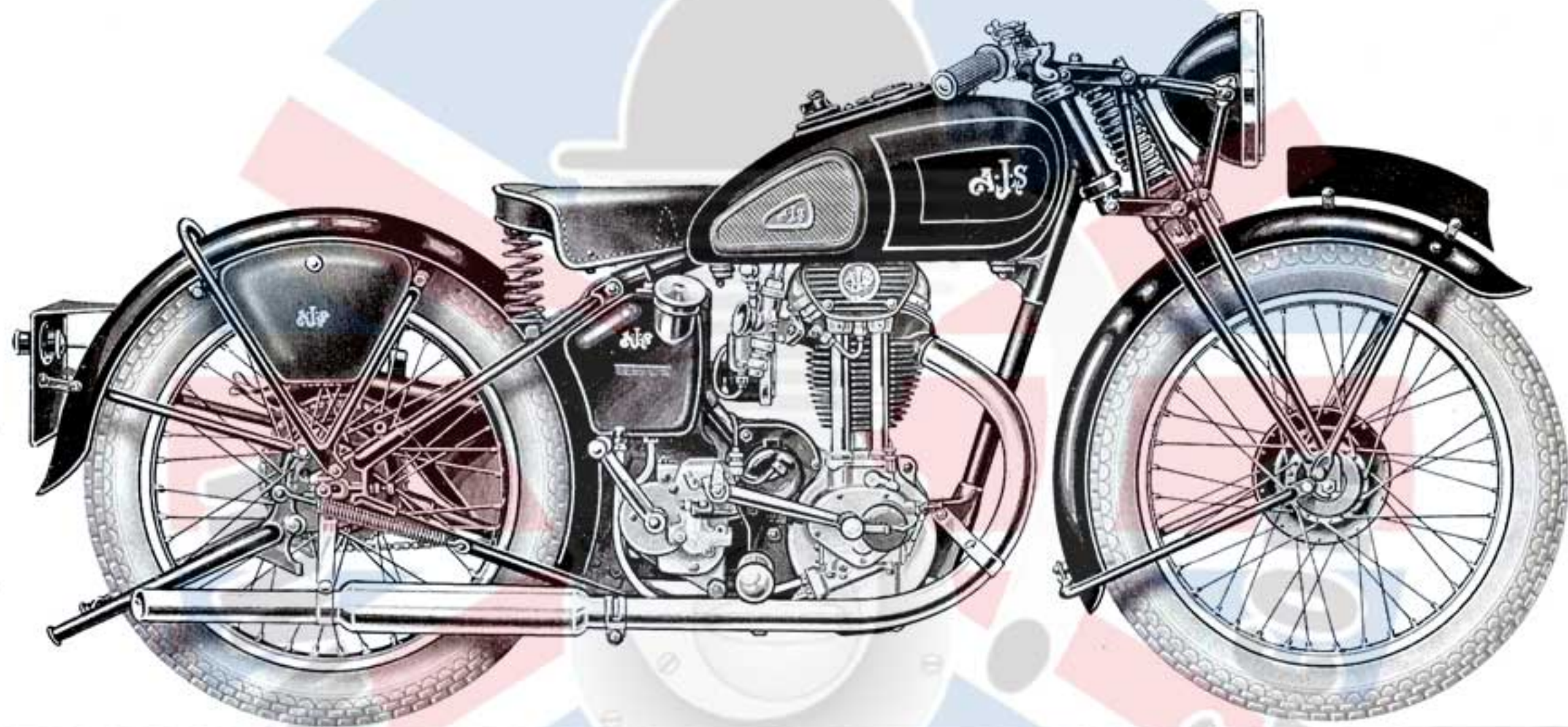
Prices: £

MODEL 38/12 45 GNS.

MODEL 38/22 50 GNS.

MODEL 38/16 48 GNS.

MODEL 38/26 53 GNS.

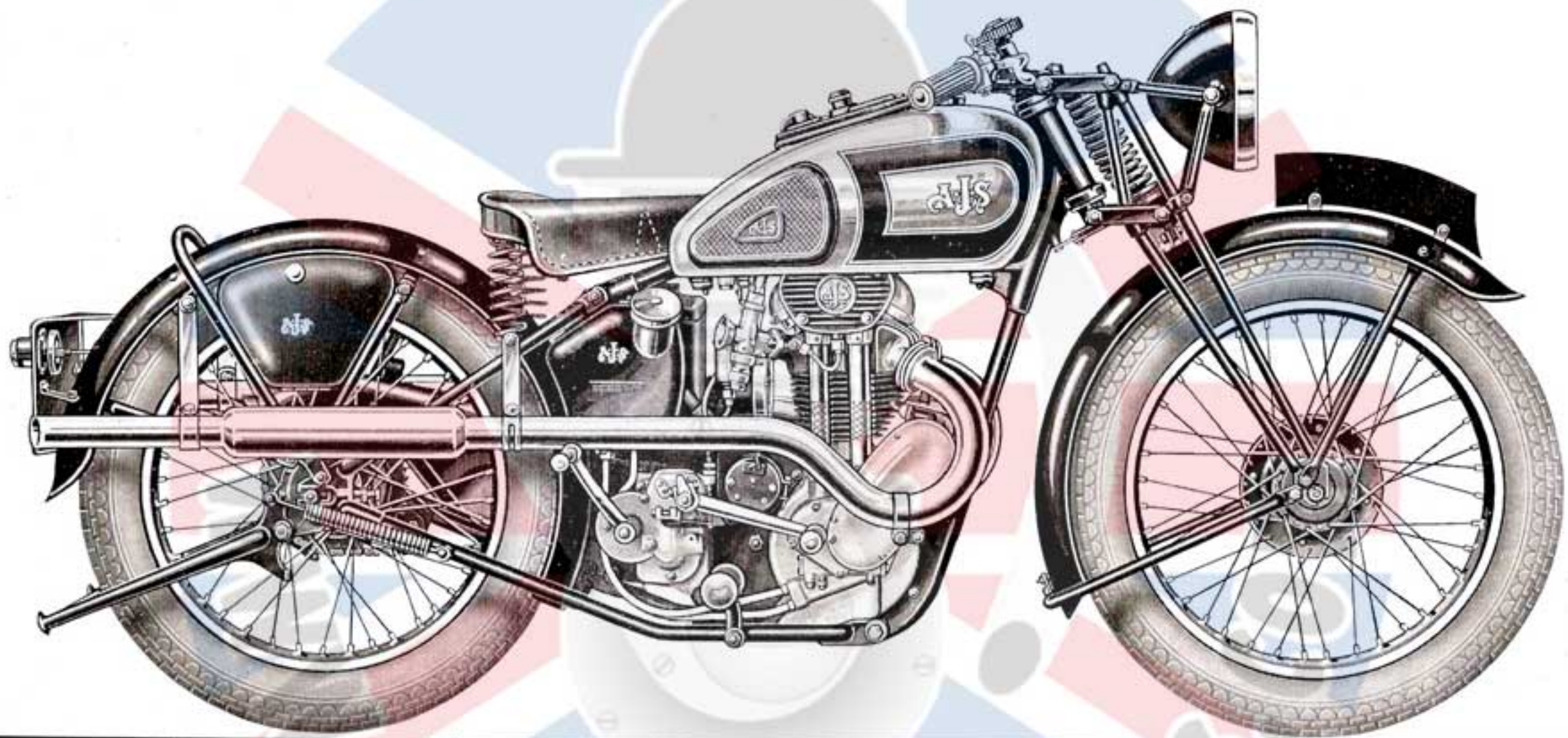


AJS

Model 38/12

2.46 h.p. Single-port O.H.V. (for full specification see pages 2 and 3)

PRICE
45 GNS

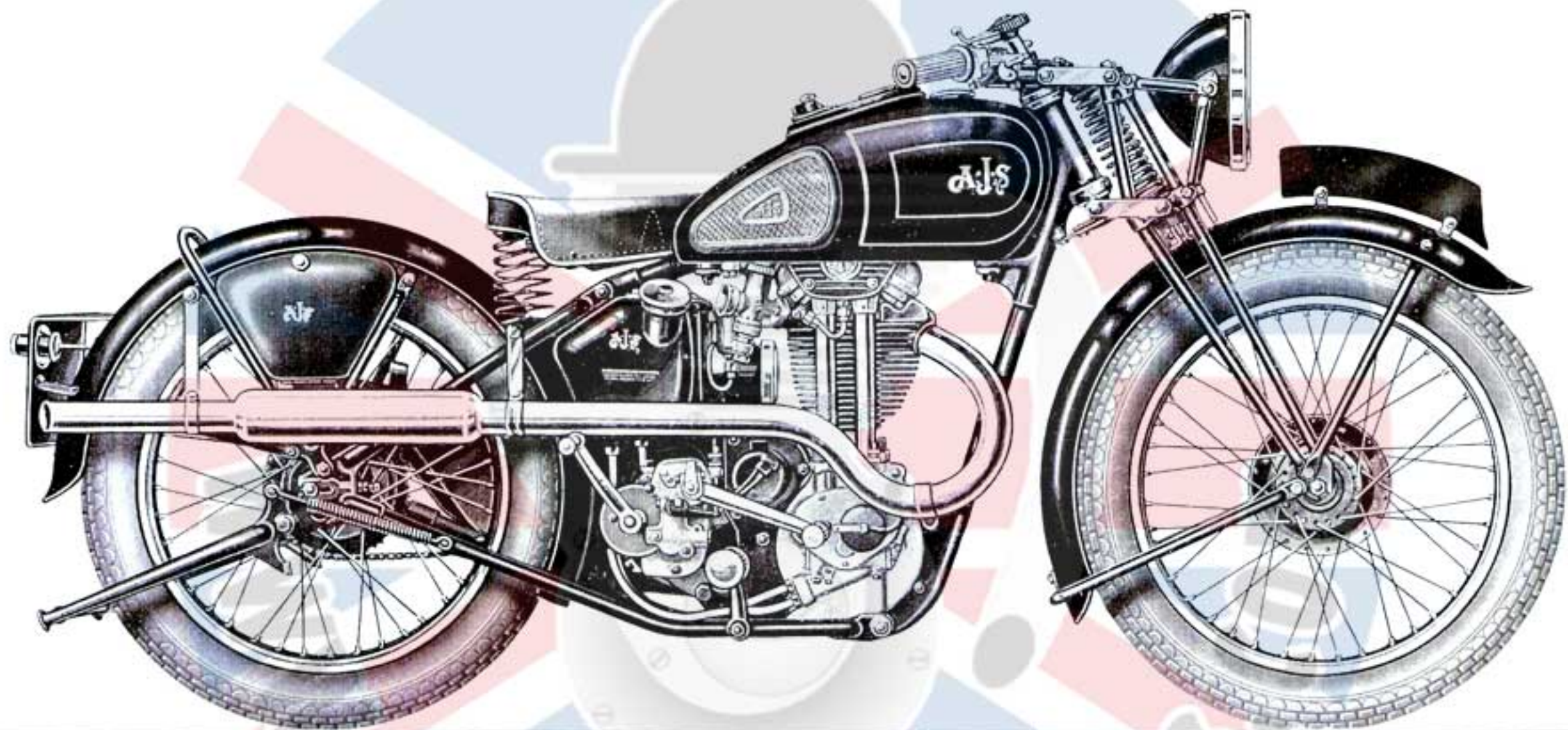


AJS

Model 38/22

2.46 h.p. Two-port O.H.V. (for full specification see pages 2 and 3)

PRICE
50 GNS

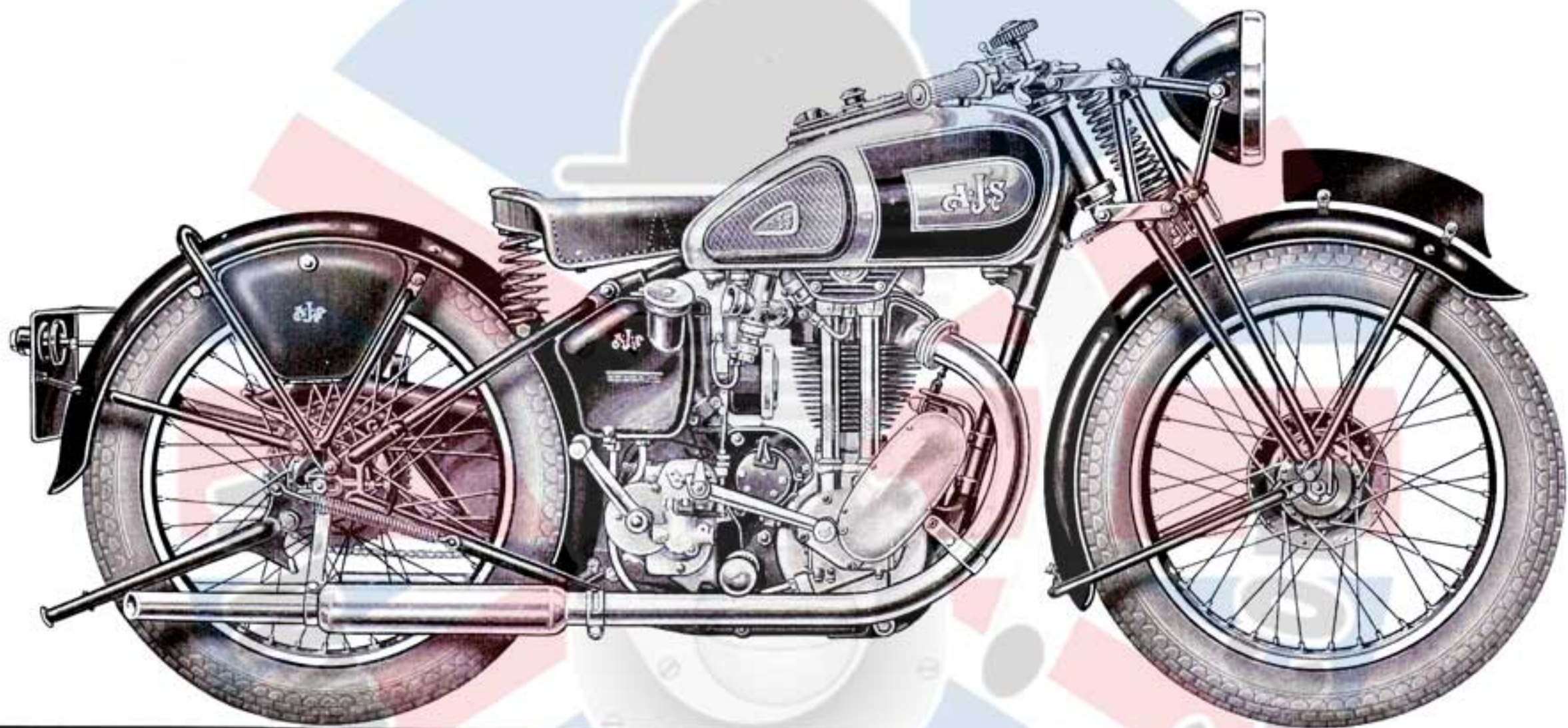


AJS

Model 38/16

3.47 h.p. Single-port O.H.V. (for full specification see pages 2 and 3)

PRICE
48 GNS



AJS

Model 38/26

3.47 h.p. Two-port O.H.V. (for full specification see pages 2 and 3)

PRICE
53 GNS

General Specification . . . Models 38/8, 38/18 & 38/9

This specification gives full details of the 1938 A.J.S. Models illustrated on pages 9, 10 and 11 of this catalogue.

The three models are generally similar in design, but the Models 38/8 and 38/18 are fitted with overhead valve engines, whereas the Model 38/9 is fitted with an engine of the side valve type. All three models have engines of 498 c.c. capacity.

ENGINE. Designed and manufactured throughout in the A.J.S. factory, the engines fitted in these three models incorporate every modern refinement. The design is generally similar to the models described in detail on page 2. All are of 498 c.c. capacity, the 38/8 and 38/18 being of the overhead valve type, while the 38/9 is of the side valve type. The Model 38/8 is fitted with two-port cylinder head and the Model 38/18 with a single-port head.

The side valve engine fitted in the Model 38/9 incorporates a car-type detachable cylinder head designed to promote turbulence combined with good cooling, so giving the highest possible power-output with smooth running and absence of "pinking." The design incorporates a dwarf tappet chest with the valve springs carried in steel cups which are entirely insulated from the heat of the cylinder. The handsome finned cover to the tappet chest is quickly removed to give access to the valve clearance adjustment.

The overhead valve engines fitted in the Model 38/8 and Model 38/18 produce nearly 25 B.H.P. but are exceptionally smooth running and flexible and are notable for an almost entire absence of mechanical noise in operation.

All three engines have the following dimensions: Bore, 82.5 mm.; Stroke, 93 mm.; Capacity, 498 c.c.

LUBRICATION. Full dry sump system with cylinder feed and pressure type fabric oil filter, as described on page 2.

GEARBOX. Heavyweight four-speed gearbox with built-in automatic stop foot gear change. Hand gear-change not available. Gear ratios: All three models—38/8, 38/18 and 38/9—5.0, 6.4, 8.8, 13.3 to 1.

TRANSMISSION. By chain throughout. Front chain completely enclosed in pressed steel oil-bath chaincase of A.J.S. patent design with combined filling hole and oil level indicator. Rear chain completely protected by new design deep-section rear chainguard with front and back panels giving almost complete enclosure.

EXHAUST SYSTEM. Model 38/8 is fitted with twin exhaust pipes of large diameter, terminating in tubular silencers. Models 38/18 and 38/9 fitted with one large diameter exhaust pipe with tubular silencer.

FRAME. Heavy duplex loop frame with single front down tube, self-centring head bearings, forged rear fork-ends, and extended front engine lug providing efficient crankcase shield.

SPRING FORKS. Heavyweight locked-link fork girder assembly, fitted with double anchor plate pattern adjustable fork dampers. Model 38/18 is fitted with special competition type forks with rebound

check springs exactly as used on A.J.S. racing and competition machines. Steering damper.

TANKS. A.J.S. deep contour petrol tank, made of pressed steel and welded throughout giving capacity of three gallons, fitted with flush-fitting instrument panel carrying electric lighting switch, ammeter, detachable inspection lamp, and with provision for fitting of clock. Tank finished in chromium plate with black panels and gold lines in usual A.J.S. deluxe design. Large-area knee-grips. Oil tank: Pressed steel, welded throughout, carried below saddle, with quick-action filler-cap. Capacity, four pints.

HANDLEBARS. Carried on adjustable trailing links giving infinite adjustment for position and angle; all controls adjustable for position.

TYRES. 26 in. x 3.25 in. studded cord tyres on both wheels.

BRAKES. Large diameter internal expanding front and rear, fitted with hand adjusters, dust and water excluders. Cooling fins fitted to front brake drum. Both brakes very smooth and progressive in action. Quickly-detachable brake connections. Special high-friction brake linings.

WHEELS. Rims chromium plated with black centres and gold lines, taper roller bearings in hubs. Rear wheel is quickly detachable without disturbing chain or brake.

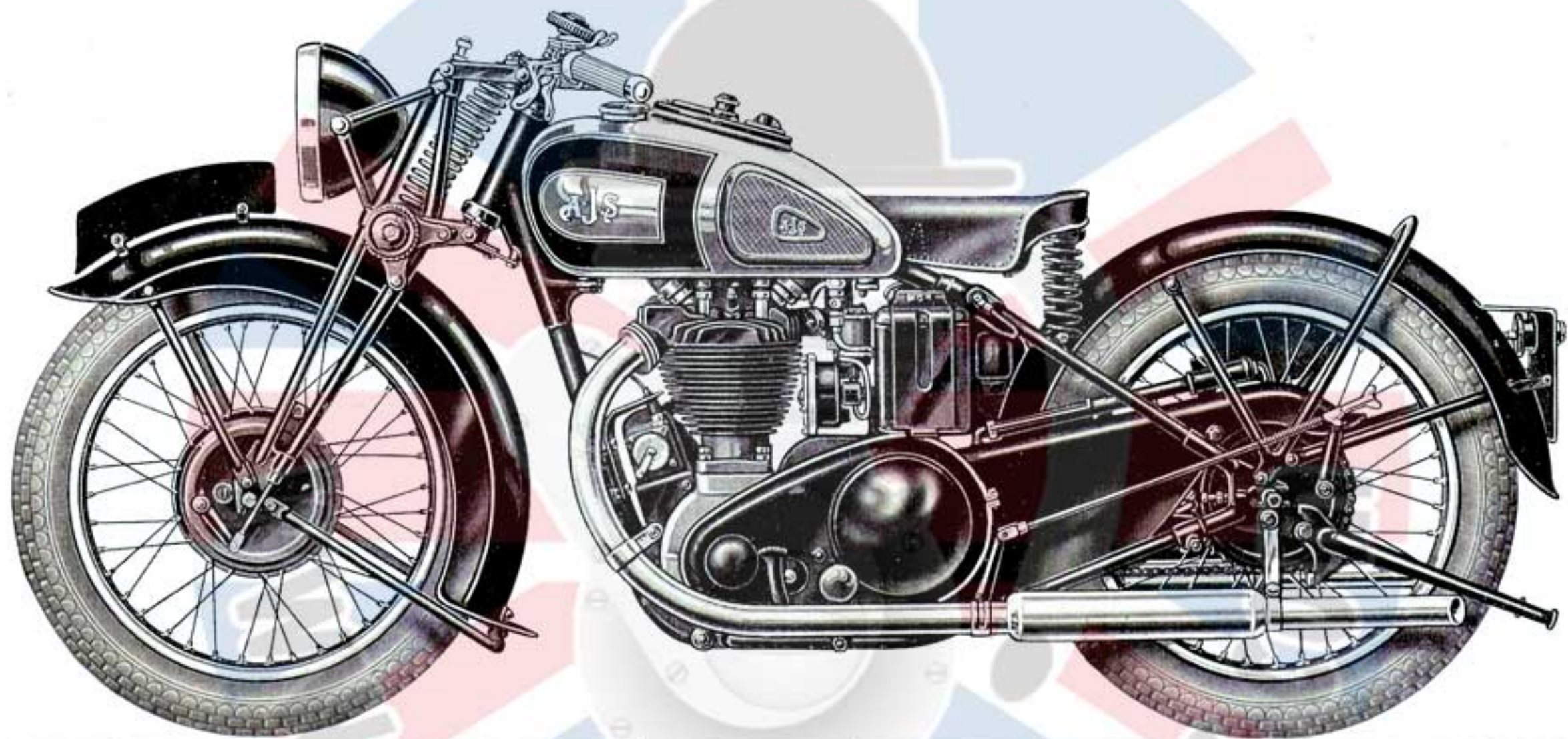
STANDS. Low-lift spring-up rear stand with separate tubular stand for front wheel.

MUDGUARDS. Models 38/8 and 38/9 fitted with valanced guards with centre rib giving handsome appearance and good weather protection. Model 38/18 fitted with wide dome-section guards of sports pattern. Back portion of rear mudguard detachable on 38/18, hinged on 38/8 and 38/9.

ELECTRICAL EQUIPMENT. Ignition by separate magneto, mounted in front of engine and driven by chain in cast-aluminium chaincase. Lucas six-volt electric lighting set, with separate dynamo, with constant voltage control. Electric horn.

SPECIAL NOTE. Models 38/8 and 38/18 can be fitted with either high or low exhaust pipes to order. It is essential that when ordering, the type of exhaust system required is specified; otherwise we supply as the illustration of the corresponding model.

Unless specially ordered otherwise, all machines are supplied with speedometer at the extra charge shown on page 24.

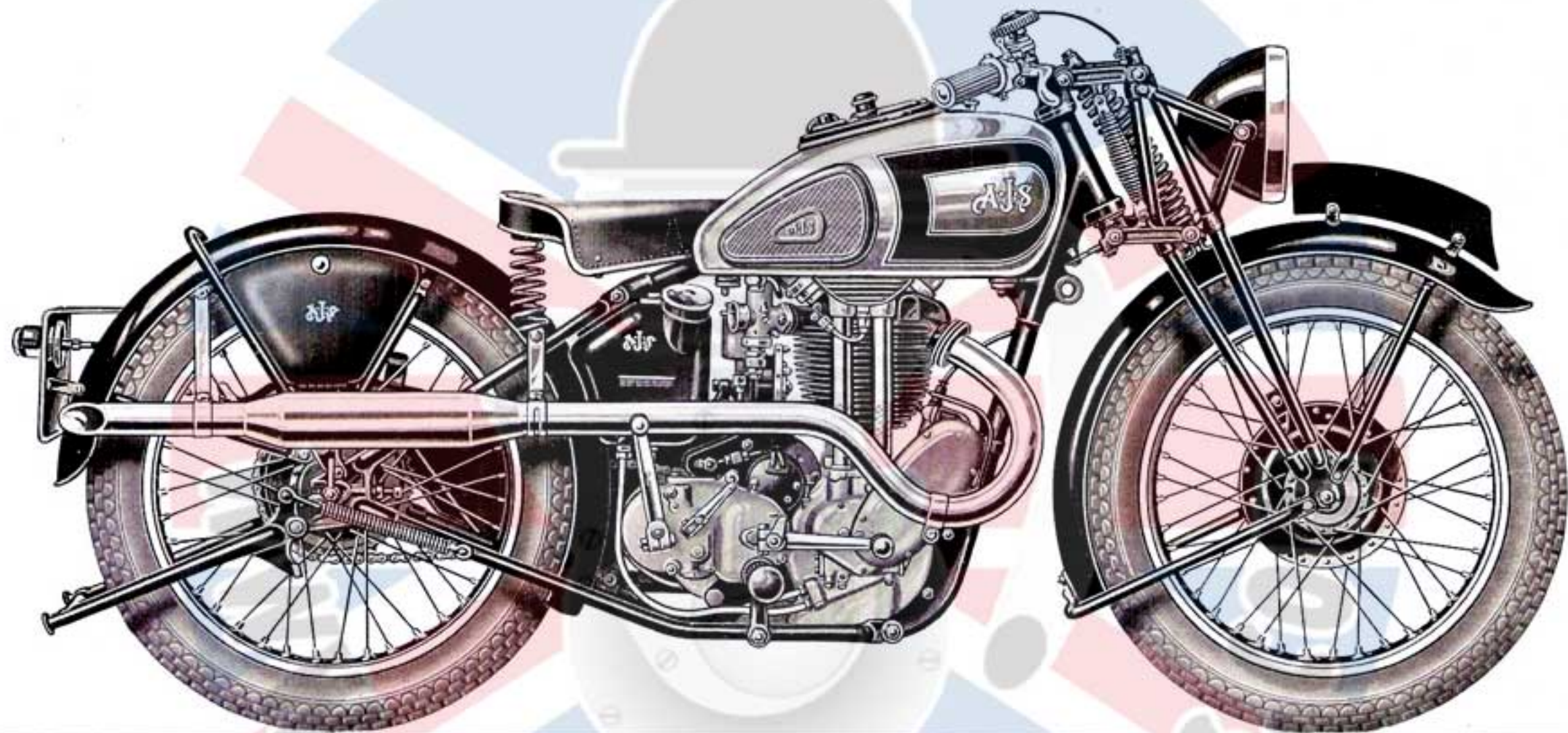


AJS

Model 38/8

4.98 h.p. Two-port O.H.V. (for full specification see page 8)

PRICE
62 GNS

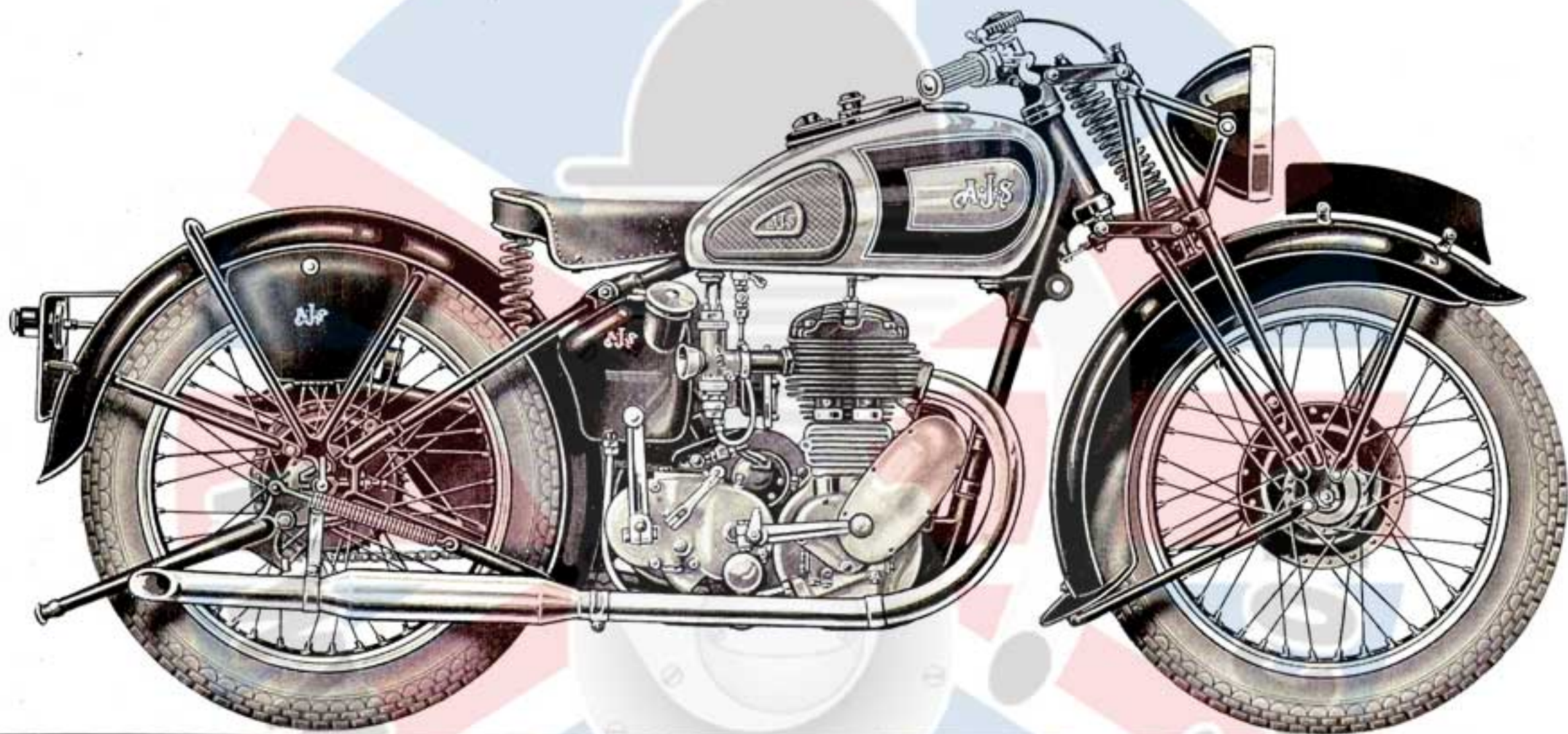


AJS

Model 38/18

4.98 h.p. Single-port O.H.V. (for full specification see page 8)

PRICE
62 GNS



AJS

Model 38/9

4.98 h.p. Side Valve (for full specification see page 8)

PRICE
56 GNS

General Specification . . .

The New 'A.J.S.' Silver Streaks

Models **38/22ss**, **38/26ss** & **38/18ss**

(As illustrated on Pages 13, 14 and 15).

For outstanding performance coupled with highly attractive appearance these three new machines are in a class by themselves. They have already been recognised by experienced motor-cyclists as the aristocrats of the motor-cycle world, and wherever they are seen they attract universal attention and admiration.

The general design of each model is based on the corresponding standard model—that is to say, the 250 c.c. Silver Streak, Model 38/22SS is in its general mechanical design similar to the Model 38/22, and similarly with the two other models.

Each Silver Streak Model, however, has a highly tuned engine with polished single-port cylinder head and ports, fully chromium plated mudguards, head lamp, fork links, front and rear chaincases, oil tank, tool-box, saddle springs, etc., giving an appearance which has never before been achieved in the motor-cycle industry. The petrol tanks are chromium plated with black panels in the usual deluxe A.J.S. design, but the A.J.S. name transfer on each side is in blue and the panels are lined in blue and silver.

Experience has proved that the quality of A.J.S. chromium plating is such that for weather proof properties it is the equal of stove enamel, hence it now becomes possible to take advantage of the attractive appearance of chromium plating in these new "Silver Streak" Models, which are definitely the most handsome motor cycles ever offered to the public.

All Silver Streak Models are fitted with 26 in. x 3 in. ribbed front tyres and 26 in. x 3.50 in. Dunlop Universal Tyres on the rear wheel. The standard compression ratios on these models are as follows:

Model 38/22SS	...	...	...	6.8 to 1.
Model 38/26SS	...	...	...	6.8 to 1.
Model 38/18SS	...	...	...	6.2 to 1.

Alternative compression ratios are available as follows: Model 38/22SS can be fitted with a high compression piston and compression plate under the cylinder, giving a ratio of 8.0 to 1. With the compression plate removed the ratio becomes 9.0 to 1. Models 38/26SS and 38/18SS can be supplied to special order with pistons giving compression ratios suitable for petrol—benzol or alcohol mixture (8 to 1 on Model 26SS, 7.5 on Model 18SS), or for special racing fuel (11 to 1 both models).

If any of the above non-standard compression ratios are required they must be clearly specified when ordering. For general use the standard compression ratios are recommended.

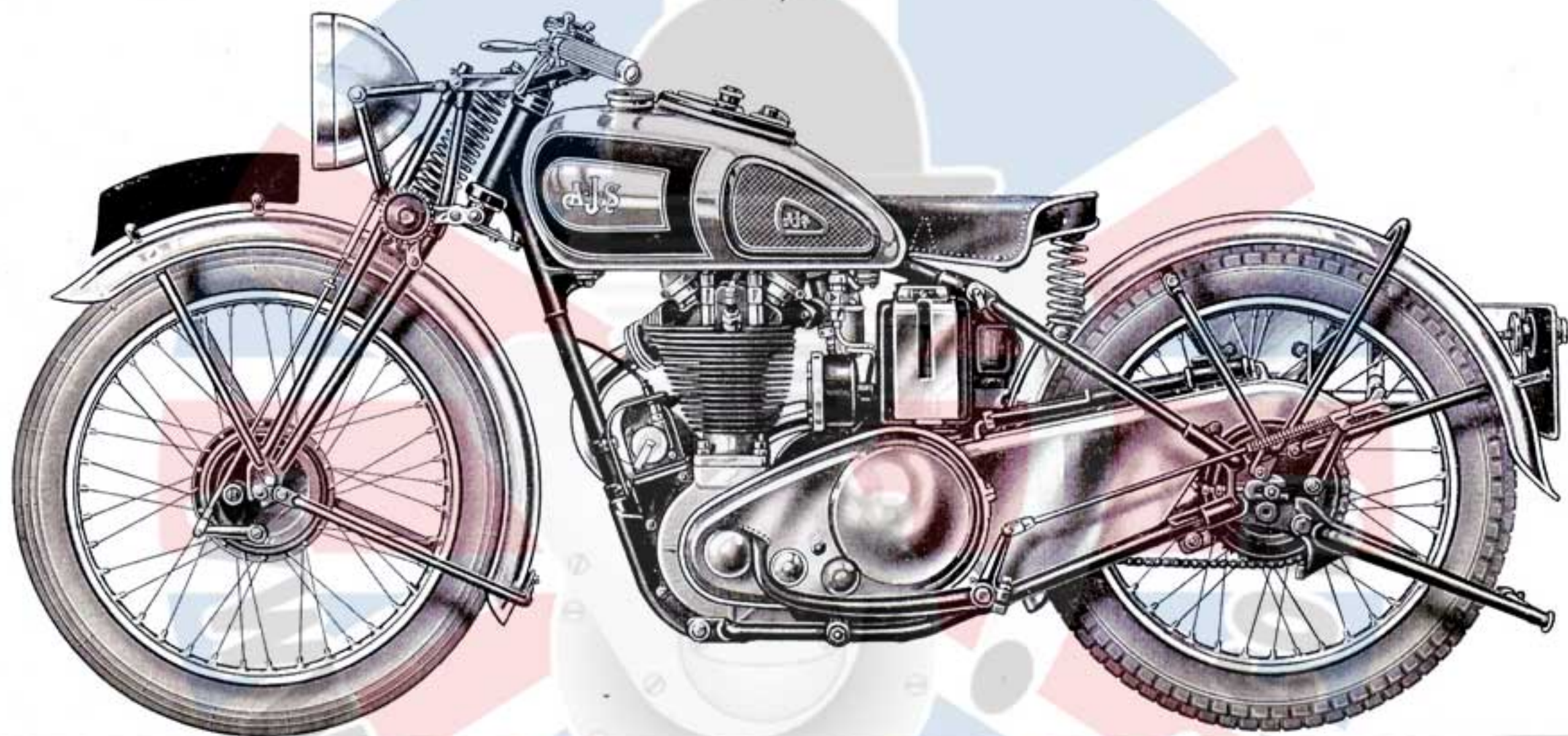
SPECIAL NOTE. Unless specially ordered otherwise, all Silver Streak Models are supplied with high level exhaust pipes, but low exhaust pipes can be supplied if required to special order.

Unless specially ordered otherwise, all machines are supplied with speedometers at the extra charge shown on page 24.

Prices:

250 SILVER STREAK, Model 38/22SS	...	...	...	54 GNS.
350 SILVER STREAK, Model 38/26SS	...	...	...	57 GNS.
500 SILVER STREAK, Model 38/18SS	...	...	...	66 GNS.



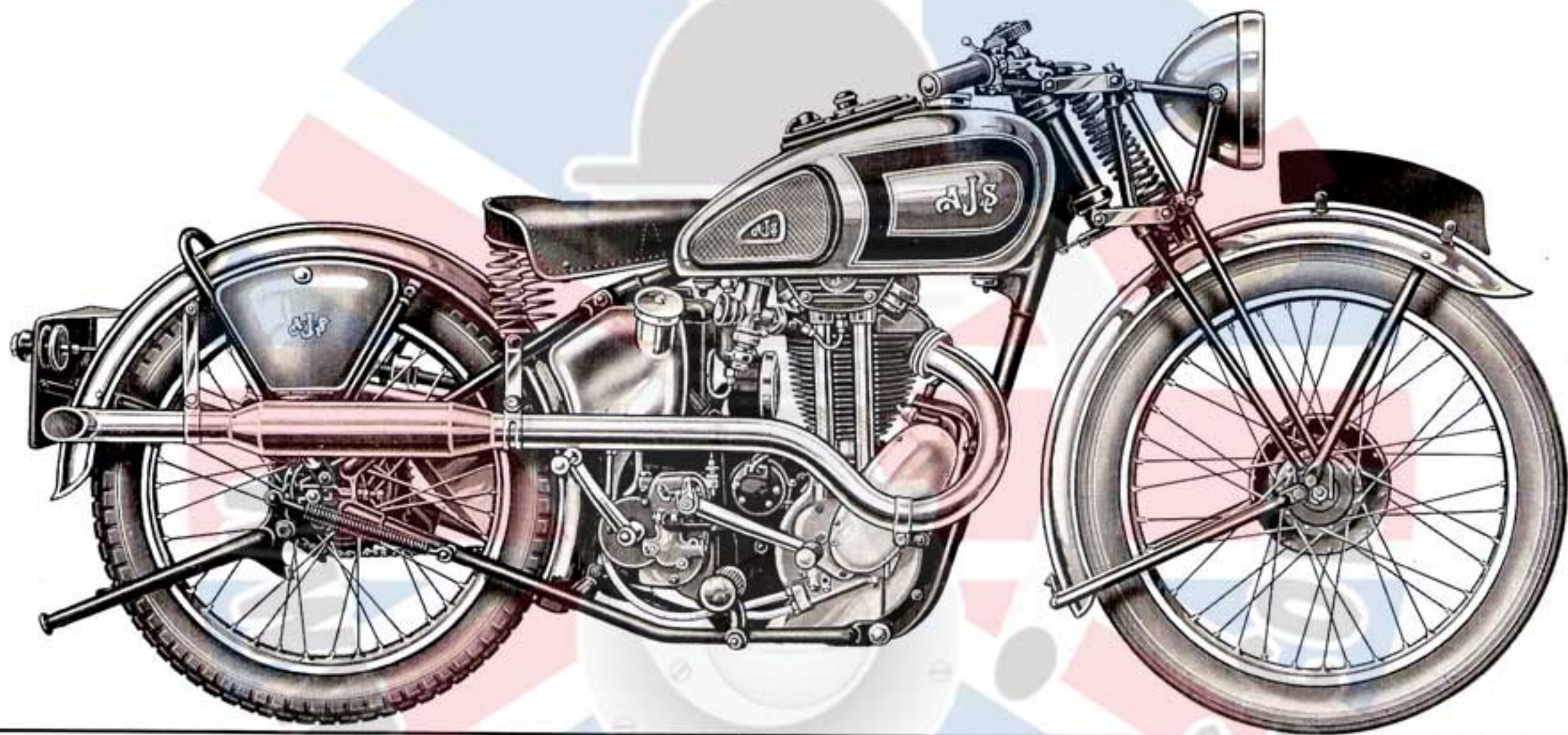


AJS

'250' Silver Streak

Model 38/22SS (for full specification see page 12)

PRICE
54 GNS

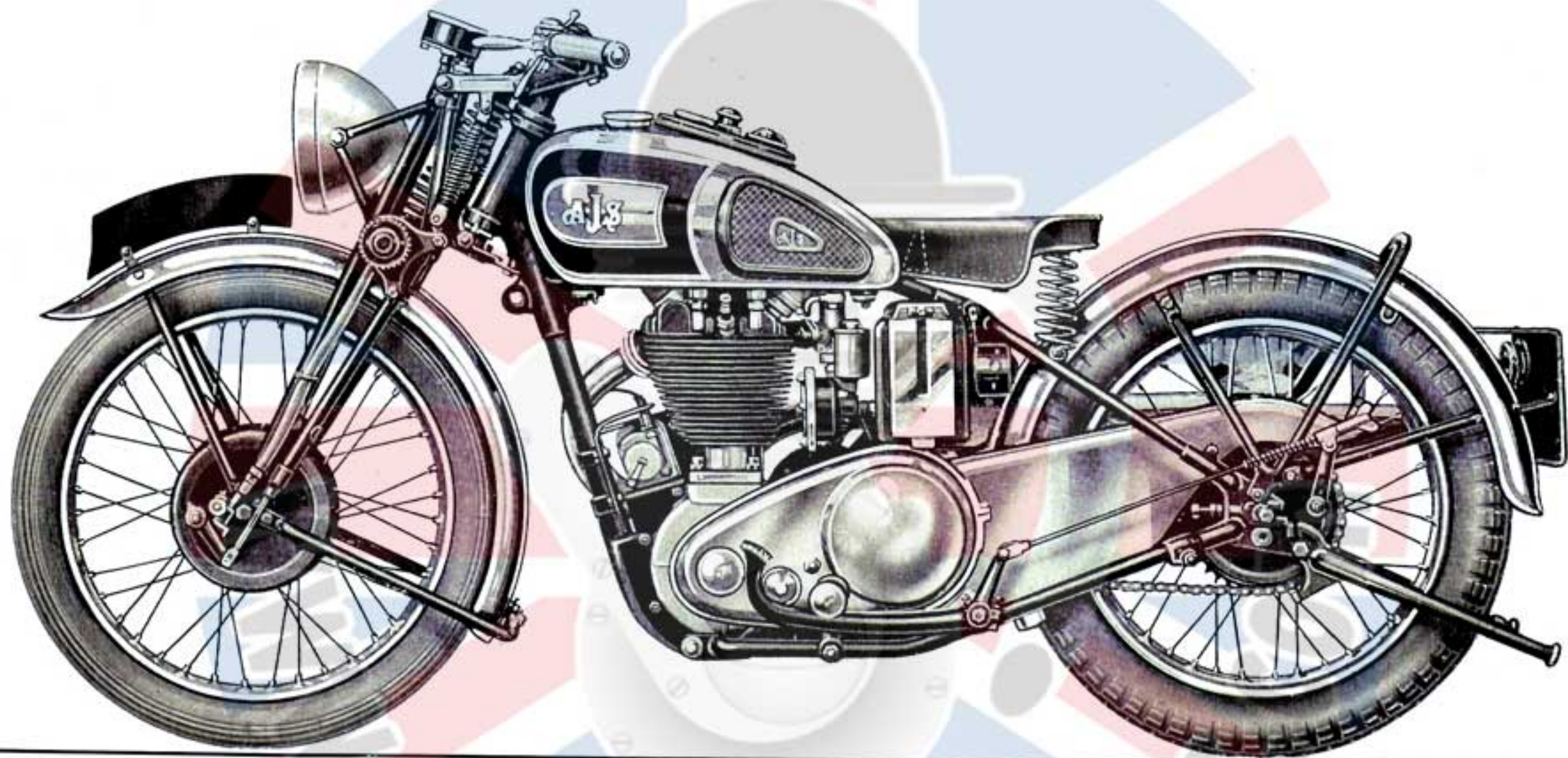


AJS

'350' Silver Streak

Model 38/26SS (for full specification see page 12)

PRICE
57 GNS



AJS

'500' Silver Streak

Model 38/18SS (for full specification see page 12)

PRICE
66 GNS

Special Competition Models...

Models 38/22T, 38/26T & 38/18T

These models are specially designed throughout for competition work and incorporate all those features which have been found valuable for reliability trials, scrambles, etc.

On the inside front and back covers of this catalogue particulars are given of some of the successes obtained by A.J.S. machines in competitions during 1937. The 1938 models are even better than the 1937 models on which those successes were achieved, as they incorporate the results of the experience obtained during 1937.

In the first big open trial of 1938, the "Colmore Cup Trial," a 350 A.J.S. Model 38/26T made the best performance of the day in the 350 c.c. class, sure proof that it is no idle slogan which says "Ride an A.J.S. and Ensure Success."

On pages 17 and 18 are illustrated the 250 c.c. Model 38/22T and 500 c.c. Model 38/18T. It should be noted that Model 38/26T is identical in appearance with the Model 38/22T illustrated on page 17 with the exception of the size of the engine. The general specifications are similar to the standard models 38/22, 38/26 and 38/18, but the following special features are incorporated.

Single-port cylinder heads.

Ignition by separate magneto, and separate dynamo lighting system with switches in head lamp.

Special small competition tank of two gallons capacity.

Special shallow section mudguards, chromium plated.

Single arm spring return prop-stand in addition to spring-up rear stand and usual front stand.

Dunlop competition saddle.

Adjustable saddle spring mounting.

Heavyweight gearbox with special competition gear ratios.

Specially tuned engine with polished cylinder head and ports.

SPECIAL NOTE. Unless specially ordered otherwise, all machines are supplied with speedometers at the extra charge shown on page 24.

Quickly detachable rear wheel with 27 in. x 4 in. competition tyre: 27 in. x 2.75 in. competition tyre on front wheel of Model 38/18T: 26 in. x 3 in. competition tyre on front wheels of Models 38/22T and 38/26T.

Large mudguard clearance on front and rear wheels.

Gear ratios:

Model 38/22T—6.56, 10.0, 13.7, 20.8 to 1.

Model 38/26T—6.17, 9.4, 12.9, 19.5 to 1.

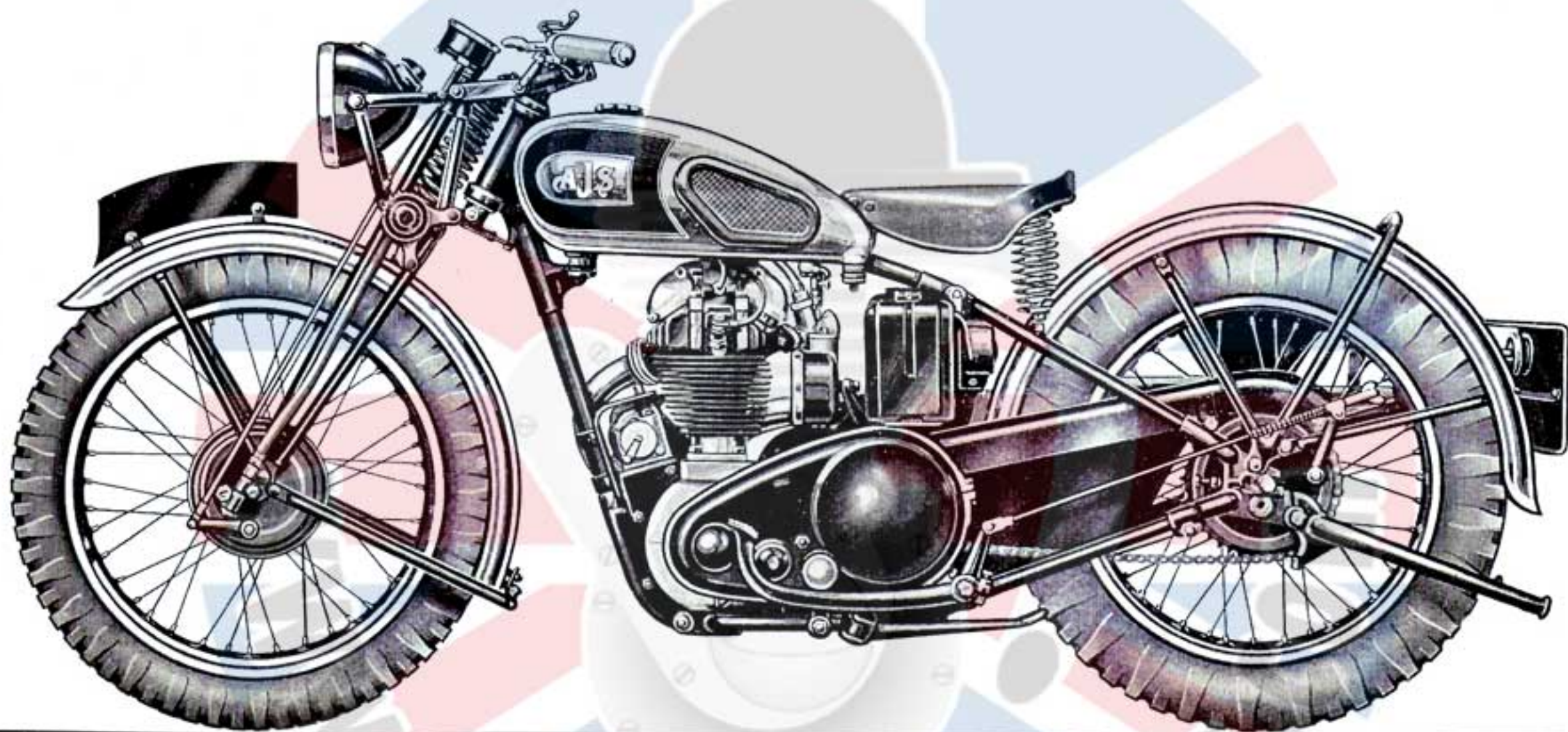
Model 38/18T—5.52, 8.4, 11.5, 17.5 to 1.

For alternative compression ratios, available without extra charge, see particulars given for Silver Streak Models on page 12.

All Models fitted with high exhaust pipes only.

Prices:

MODEL 38/22T	2.46 h.p.	.. ..	55 GNS.
MODEL 38/26T	3.47 h.p.	.. ..	58 GNS.
MODEL 38/18T	4.98 h.p.	.. ..	67 GNS.

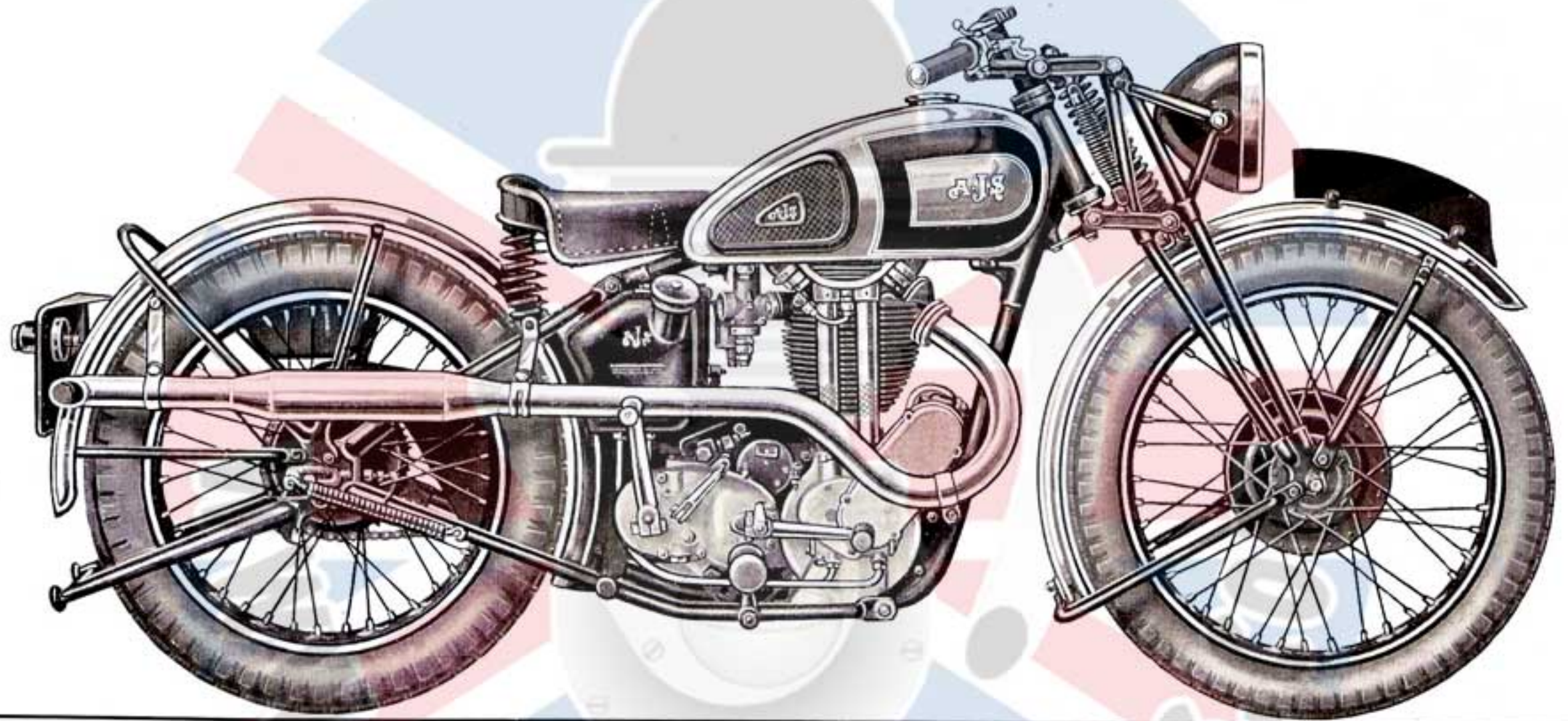


AJS

Model 38/22^T

2.46 h.p. Competition Model (for full specification see page 16)

PRICE
55 GNS



AJS

Model 38/18_T

4.98 h.p. Competition Model (for full specification see page 16)

PRICE
67 GNS

General Specification 9.9 H.P. Big Twin Models 38/2 & 38/2A

The specification below gives full details of the latest models of the famous A.J.S. Twin, which is available in English and Export forms as illustrated on pages 20 and 21 of this catalogue.

The English Model 38/2 is fitted with semi-sports handlebars, footrests, foot gear-change, and hand clutch control.

The Export Model 38/2A is fitted with upturned handlebars, rubber-covered footboards, left-hand gear change and foot clutch control.

ENGINE. A.J.S. high efficiency 50-degree twin cylinder 9.9 h.p. engine, with super-power detachable cylinder heads, and air-flow cylinders incorporating dwarf tappet chests with valve springs carried in insulated steel thimbles, preventing the transmission of heat from the engine to the valve springs. Anti-slap lightweight "Lo-ex" alloy pistons. Improved roller bearing big-end bearings giving exceptionally long life to this important part. Very stiff crankshaft assembly with crankshaft mounted on two journal ball bearings on driving side and flood lubricated bronze bearing on timing side. Tappets and valve gear totally enclosed and lubricated. Timing gear submerged in oil. Magneto chain running in cast-aluminium case.

Bore, 85.5 mm.; Stroke, 85.5 mm.; Capacity, 990 c.c.

LUBRICATION. Full dry-sump system with pressure-type fabric oil filter, as described on page 2.

GEARBOX. Four-speed pivot-mounted heavyweight gearbox to A.J.S. design. On model 38/2 built-in positive stop footgear change is incorporated. On Model 38/2A gear change is by convenient hand lever on left-hand side of petrol tank.

Model 38/2A can be fitted with gearbox giving three forward speeds and reverse gear at extra charge shown on page 24.

Gear ratios: Solo — 4.72, 5.95, 7.4, 12.6 to 1.

Sidecar — 4.9, 6.43, 8.12, 13.8 to 1.

CLUTCH. Multi-plate heavy duty large diameter clutch in separate compartment in chaincase to exclude oil from friction faces. Finger operated cable adjuster on Model 38/2 which has clutch control by lever on handlebar. On Model 38/2A clutch controlled by pedal at front end of left-side footboard.

FRAME. Full cradle-type with integral front engine lug. Extra large diameter chain stays and back fork stays. Rear portion of frame of extra width to allow ample clearance for large section tyres. This frame possesses great torsional rigidity and is designed to stand up to the heaviest sidecar loads for commercial or passenger work.

SPRING FORKS. Extra heavy locked-link girder-type forks, with duplex plate friction dampers, controlled by convenient knob on left side. Duplex-plate steering damper controlled by knob above handlebars.

BRAKES. Internal expanding front and rear. Front 7 in. diameter, rear 7½ in. diameter. Front drum fitted with large cooling fins. Improved type high friction brake linings front and rear. Both brakes

incorporate dust and water excluders and finger adjustment. Front brake controlled by lever on right handlebar. On Model 38/2 rear brake controlled by long pedal on left side, on Model 38/2A rear brake controlled by ratchet pedal at front end of right-side footboard.

CARBURETTOR. "Amal" semi-automatic two-lever, with twist-grip throttle control and large "Amal" air filter.

REAR CARRIER. Welded tubular steel, with quickly detachable top. Two large pressed steel tool-boxes provided.

TANK. Chromium plated petrol tank with usual A.J.S. black and gold finish. Flush-fitting instrument panel mounted on top of tank containing lighting switch, ammeter, detachable inspection lamp, and provision for clock. Capacity, four gallons three pints. Separate oil tank mounted under saddle with accessible filler-cap. Capacity, five pints.

TRANSMISSION. By chain throughout. Front chain completely enclosed in pressed steel oil-bath chaincase of A.J.S. patent design with combined filling hole and oil level indicator. Rear chain completely protected by new design deep-section chain-guard with front and back panels giving almost complete enclosure. Shock-absorber on engine shaft.

WHEELS. Well-known patent A.J.S. quickly detachable and interchangeable wheels, front and rear. Extra heavy 19 in. x 3 in., 14-gauge rims, with 6-gauge spokes, giving enormous strength. Wheel rims chromium plated with black centres and gold lines.

TYRES. Heavy duty 27 in. x 4 in. cord tyres.

MUDGUARDS. Deeply valanced front mudguard of wide section, with centre rib. Extra wide rear guard with centre rib, with back portion hinged to ensure easy wheel removal.

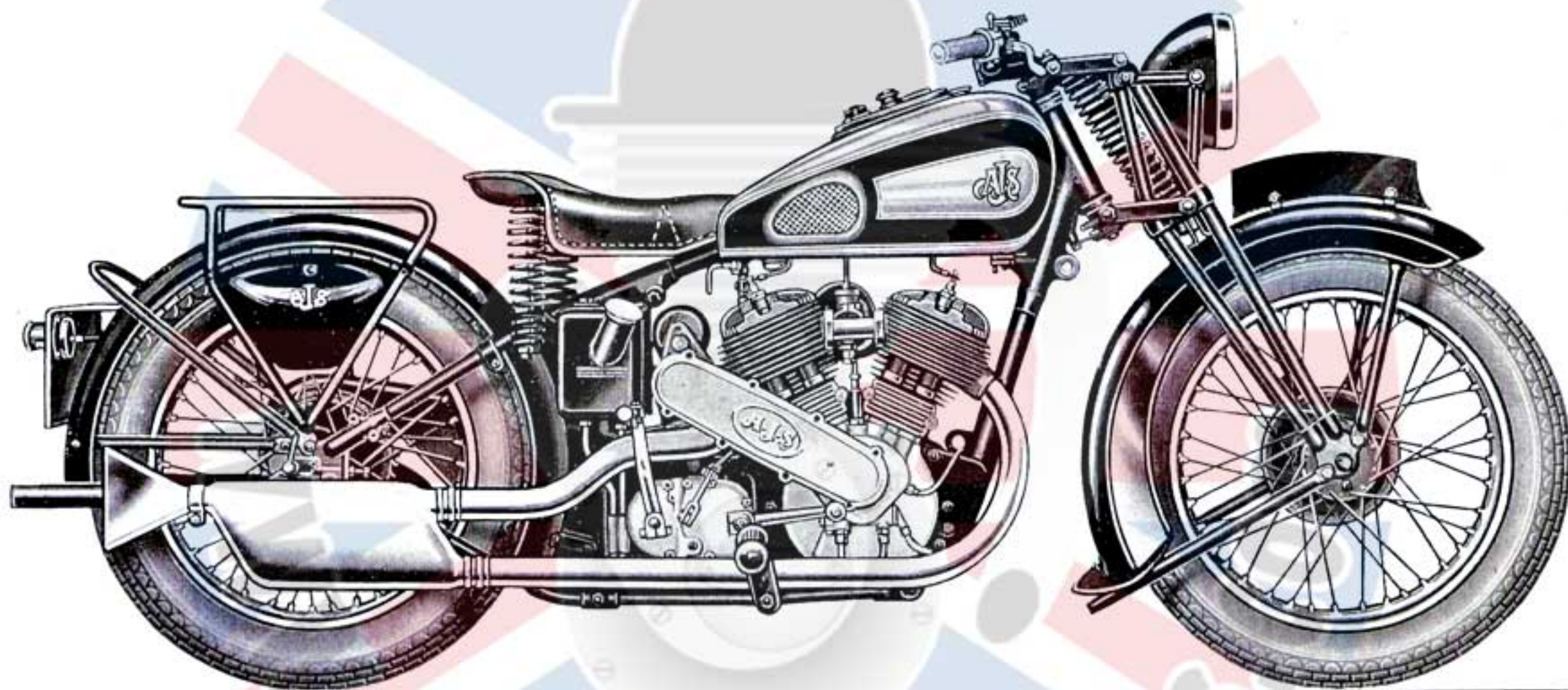
HANDLEBARS. Model 38/2 fitted with semi-sports handlebars, carried on trailing links, and with adjustable controls. Model 38/2A fitted with long comfortable touring handlebars.

SADDLE. Large pan-seat with three-point suspension and exceptionally long springs at the rear, affording great comfort.

ELECTRICAL EQUIPMENT. Lucas magdyno electric lighting set, with constant voltage control. Electric horn.

EQUIPMENT. Full kit of tools, grease gun, and tyre inflator.

SPECIAL NOTE. Unless specially ordered otherwise, all machines are supplied with speedometers at the extra charge shown on page 24.

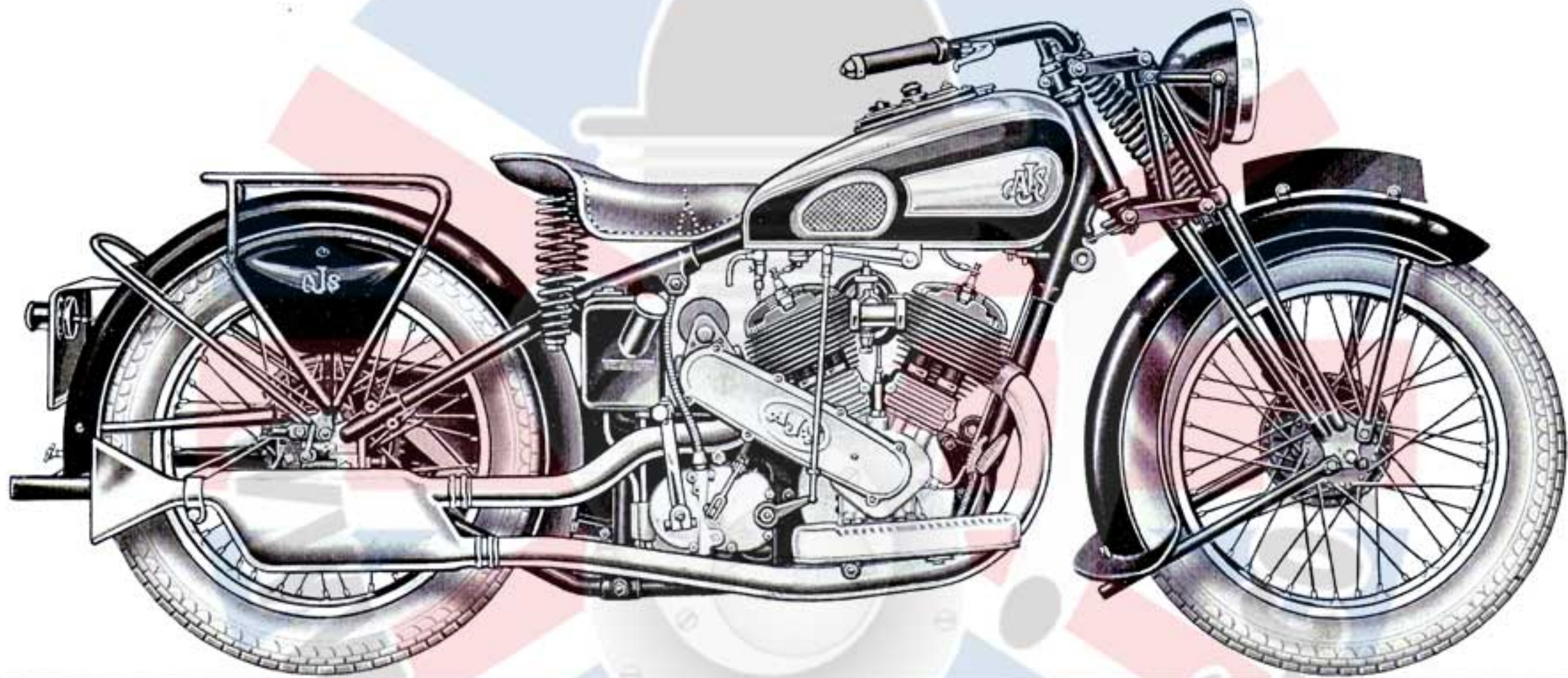


AJS

English Model 38/2

9.9 h.p. Side Valve Twin (for full specification see page 19)

PRICE
78 GNS



AJS

Export Model 38/2A

9.9 h.p. Side Valve Twin (for full specification see page 19)

PRICE
78 GNS

General Specification . . .

Overhead Camshaft Racing Model **38/7R**

This model is offered purely for racing purposes and can be supplied only with full racing equipment. It is, so far as is commercially practicable, a replica of the actual A.J.S. racing machines which have during recent seasons put up such a remarkable display of high speed reliability in the Isle-of-Man T.T. Races, the Ulster Grand Prix, and many other important races.

Before delivery every machine is tested under racing conditions at Brooklands Racing Track and is not passed for delivery unless it has achieved a set minimum lap speed. It should be specially noted that no deviation can be made from the specification given below and that these machines cannot be supplied with electric lighting equipment.

ENGINE. A.J.S. high efficiency overhead camshaft dry-sump engine, similar in design to those used in the Isle-of-Man T.T. Races. The cylinder head is cast in aluminium alloy with inserted valve seats. Aluminium cylinder barrel with special alloy liner. The cast aluminium rocker-box is of the sump pattern affording ample lubrication to the camshaft chain and timing gear mechanism. The driving side mainshaft of very sturdy design running in four row roller bearing. Valve stems and valve guides mechanically lubricated. The piston, which is cast in special alloy, gives a compression ratio of 8.5 to 1. Capacity, 346 c.c.

IGNITION. B.T.H. racing magneto.

GEARBOX. Heavyweight four-speed racing gearbox with positive stop foot change. No kickstarter.

CLUTCH. Multi-plate clutch of T-T pattern.

WHEELS. Both wheels fitted with taper roller bearings. Rear wheel is of quickly detachable type.

TYRES. 27 in. x 3.25 in. triple studded rear and 27 in. x 3.00 in. ribbed front.

MUDGUARDS. Racing pattern.

FORKS. Sturdy design fork girder assembly giving maximum lateral rigidity. Double lock fork spindle assembly and double duplex integral dampers. Rebound check springs.

STAND. Centre spring-up stand, quickly detachable.

FRAME. Semi-duplex type with triple rear fork members, ensuring absolute rigidity at high speeds. One piece cradle engine plates carrying engine and gearbox.

TANKS. Identical with those used in the 1937 Isle-of-Man T-T Races. Petrol tank finished in usual A.J.S. black and gold. Capacity, 4½ gallons. Oil tank capacity, 1 gallon.

CARBURETTOR. Latest Amal racing type, with quick-action twist grip.

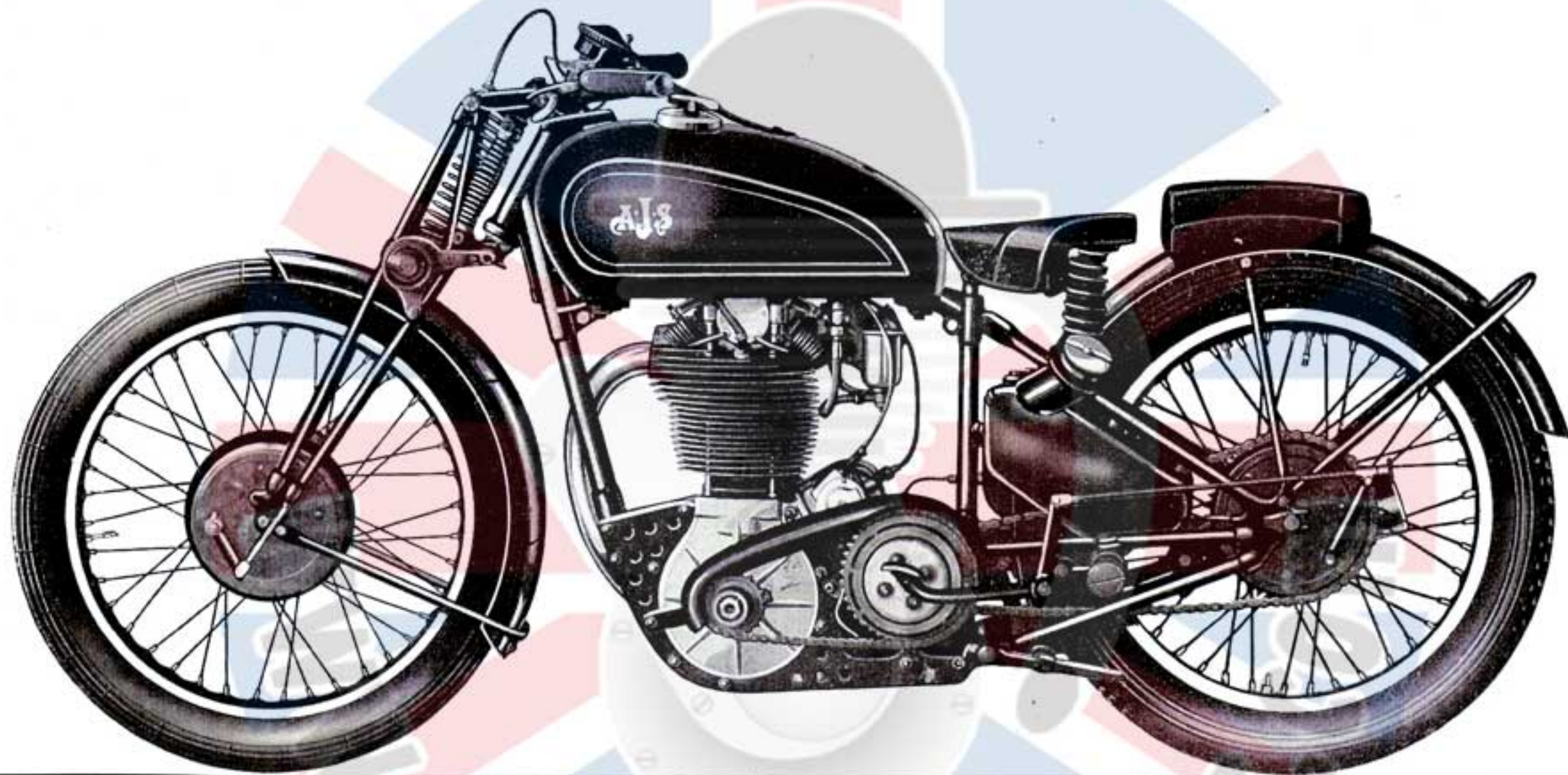
CHAINGUARD. Top run chainguard to front chain giving adequate protection. Special oil lead to chain.

EXHAUST SYSTEM. Straight through exhaust pipe, downswept pattern, with detachable megaphone trumpet.

FOOTRESTS. Racing type footrests mounted on rear frame, affording ideal riding position for high speed work.

SADDLE. Terry racing saddle and Moseley mudguard pad.

Price TO STANDARD SPECIFICATION AS GIVEN ABOVE **90 GNS.**



AJS

Racing Model 38/7 R

3.46 h.p. O.H. Camshaft (for full specification see page 22)

PRICE

- **90** GNS

Equipment

SMITH'S NON-TRIP SPEEDOMETER 80 m.p.h.	£2 5 0
SMITH'S TRIP SPEEDOMETER 80 m.p.h.	£2 10 0
SMITH'S TRIP SPEEDOMETER 120 m.p.h.	£2 15 0
NOTE. —All above speedometers have illuminated dials and are driven by enclosed gearing from the front hub.	
SMITH'S 8-DAY CLOCK FITTED IN INSTRUMENT PANEL ...	£1 10 0
CHROMIUM PLATED TANK ON MODELS 38/12 and 38/16 ...	£1 0 0

LUGGAGE CARRIER ON ANY MODEL (except 38/2 and 38/2A)	12 6
26 in. x 3.50 in. TYRES ON MODELS 38/12, 38/22, 38/16, 38/26, 38/18, 38/8 and 38/9... ..	10 0
MUDGUARD TYPE PILLION SEAT	12 6
PILLION FOOTRESTS	7 6
LUCAS STOP LIGHT	5 0
THREE-SPEED AND REVERSE GEARBOX ON MODEL 38/2A	£1 0 0

Guarantee

We do not appoint agents for the sale on our behalf of our Motorcycles and other goods, but we assign to Motorcycle Dealers areas in which we supply to such Dealers exclusively for the re-sale in such areas. No such Dealer is authorised to transact any business, give any warranty, make any representation or incur any liability on our behalf.

We give the following guarantee with our motorcycles, motorcycle 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 overriding this guarantee. In the case of machines (a) which have been used for "hiring out" purposes or (b) any motorcycle and/or sidecar used for any dirt track, cinder track or grass track racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition) or (c) machines from which the trade mark, name or manufacturing number has been removed, no guarantee, condition or warranty of any kind is given or is to be implied.

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable 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 free supply of a new part in exchange for the parts of the motorcycle, motorcycle combination or sidecar which may have proved defective. We do not undertake to replace or refix, or bear the cost of replacing or refixing, such new part in the motorcycle, motorcycle combination or sidecar. We undertake, subject to the conditions mentioned below, to make good at any time within six months any defects in these respects. As motorcycles, motorcycle combinations and sidecars 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 a motorcycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden.
2. The use of a motorcycle or of a motorcycle and sidecar combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturer.

3. The attaching of a sidecar to a motorcycle by any form of attachment not provided, supplied, or approved by us or to a motorcycle which is not designed for such use.

Any motorcycle, motorcycle 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 materials 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 motorcycles, motorcycle 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 specialities such as tyres, saddles, chains, electrical equipment, lamps, etc., or any component parts supplied to the order of the Purchaser differing from standard specifications supplied with our motorcycles, motorcycle combinations, sidecars or otherwise.



A FEW 1937 SUCCESSES

HORSHAM CORONATION SCRAMBLE

BEST PERFORMANCE BY A "250"

KNILL MEMORIAL TRIAL WON FOR BEST PERFORMANCE OF THE DAY

MITCHEL MEMORIAL TRIAL THE "250" CLASS CUP also 4 FIRST-CLASS AWARDS

NEATH M.C.C. SCRAMBLE BEST PERFORMANCE OF THE DAY

THE PALMER CUP WON FOR BEST PERFORMANCE DURING 1937 IN THE BEXLEYHEATH CLUB

KITE CUP TRIAL WON FOR BEST PERFORMANCE OF THE DAY

INTER-CENTRE TEAM TRIAL TIED FOR BEST INDIVIDUAL PERFORMANCE OF THE DAY

SUNBEAM "200" TRIAL

THE "250" CLASS CUP, also FIRST-CLASS AWARD

CLAYTON TROPHY TRIAL

THE "250" CLASS CUP, also 3 FIRST-CLASS AWARDS

INTERNATIONAL SIX DAY'S TRIAL

THREE ENTRIES, THREE GOLD MEDALS
G. E. ROWLEY (350 A.J.S.) WAS A MEMBER OF
WINNING INTERNATIONAL TROPHY TEAM

SOUTHERN TRIAL

THE STREATHAM CUP and THE BEST "250"
PERFORMANCE OF THE DAY

ALAN TROPHY TRIAL

BEST SOLO PERFORMANCE OF THE DAY and
THE CUMBERLAND COUNTY TROPHY FOR THE
THIRD YEAR

WEST OF ENGLAND TRIAL

THE "MOTOR CYCLE" CUP FOR THE BEST
PERFORMANCE OF THE DAY

DOUGLAS MEMORIAL TRIAL THREE ENTRIES—THREE FIRST-CLASS AWARDS

SCOTT TRIAL "250" CLASS AWARD

GENERAL AIRCRAFT M.C.C. TRIAL

BEST PERFORMANCE OF THE DAY

NORTH HANTS SCRAMBLE "250" CLASS AWARD

EXMOOR OPEN SCRAMBLE "250" CLASS AWARD

AMMANFORD M.C.C. CORONATION SCRAMBLE

BEST PERFORMANCE OF THE DAY

OTTER VALE TRIAL BEST PERFORMANCE OF THE DAY