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J



W

MOTOR
CYCLES

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1935

Another year—another spring—summer with its sunshine and long days—the open road—miles to cover—sometimes fast, sometimes to dawdle—happy times.

Happy if your bus is going well, if it eats up the miles happily and keeps on doing it, or ambles along comfortably whilst you revel in the view. Happy!—there's literally no limit to your enjoyment with an A.J.W., a bus which you can depend on giving you unfailing reliability. But that's not all. Just watch how she attracts attention from the roadside—distinctive lines and an individuality compelling admiration and envy; and notice how safely she corners and the effortless control—no need to worry if it's greasy; take a run over that bumpy stretch really fast and feel how comfortably she handles and what a revelation in road-holding; or should you feel inclined, have a go at that local trials hill and you'll be surprised how she'll climb—and rock steady too.

Whichever model you decide on, you get these same characteristics in every A.J.W. and, what's more, a delightful feeling of possessing a mount which can more than hold its own in appearance, comfort, performance and all-round value against all comers.

Manufacturers :

A. J. W. MOTOR CO. LTD.
FRIERNHAY STREET EXETER.

Telegrams : A.J.W., Exeter.
Telephone : Exeter 4535.

World Distributors :

PRIDE & CLARKE LTD.
158 STOCKWELL RD. BRIXTON S.W.9.

Telegrams : PriClarke, London.
Telephone : Brixton 6411 (8 lines).

Here's Evidence

SOME TYPICAL OPINIONS OF A.J.W. OWNERS.

● I received the A.J.W. in perfect condition. I am quite surprised at the appearance and value for money. I think she is a topping machine for the money and worth pounds more than what it is priced at. Thanking you very much and wishing you the best of trade.
J.H.E., Truro.

● The A.J.W. Flying Fox is in my opinion the sweetest machine on the road. I have covered some 20,000 miles of trouble-free running and the engine is in perfect condition. I get 88-90 m.p.g. on petrol and 2,000 m.p.g. on oil and can attain a speed of 70 m.p.h. I am interested in your 1935 production: please forward catalogue and literature.
W.G.M., Dublin.

● A little appreciation of the bike. She's a real 'spanker,' and an enthusiastic rider who gave her a good trial said "I could sit on her until the cows came home."
G.A.W., Harrow.

● I should like to add that the bike is going wonderfully well, and since I am the only one at our club with a Flying Vixen, every one seems to be interested and likes the way she runs, and two of my friends, one with a 1932 — and the other with a —, are definitely going in for the Flying Vixen. I should also like to mention that I get many admirers when on the roadside, and my remarks are always, "She's a lovely job."
W.T.B., West Croydon.

● I am the owner of one of your 1933 motor cycles and am very much satisfied with same, and although I have had many machines, including two of your 1930 models, I have never had one to equal this for performance, and up to now I have had no trouble at all.

A.P.G., London.

● I had one of your 1933 models, and I am proud to say that I found the machine very reliable and it gave me every satisfaction, finding no fault whatever. I have just of late sold it to my brother, and did not hesitate in buying one of your 1934 models for this year, and that is also giving me every satisfaction.

W.C., Gravesend.

● I have bought just recently for my work as an R.A.C. Guide one of your Flying Fox models, and am more than pleased with same. After having had numerous other machines, I consider the A.J.W. to be the best road-holding and fastest machine I have had.

L.C., Stowmarket.

● I have now had the machine a month and have just finished the running-in, and I must say that for speed, smooth running, etc., it has the race-bred bike I rode before it absolutely beaten. She has not used a pint of oil in 1,000 miles, and petrol consumption works out at 80 m.p.g.

J.R., Shipston-on-Stour.

● I am more than satisfied with my A.J.W. and it is the envy of many, and I can thoroughly recommend them. I have done a very good mileage, including a trip to the T.T. at the I.O.M. this year, and I have not had one moment's trouble, the engine is unfailing.

D.A.A., Hadleigh.

● May I, in conclusion, compliment you on the general finish and all-round performance of the machine, which leaves nothing to be desired.

H.E.S., Hayes.

● The machine has never been a trouble in any way. It is the only A.J.W. in this district, and my friends call it a beautiful machine—and it is. I cannot praise it enough.

R.C.A., Canterbury.

● I would like to mention that I am delighted with the performance of the machine, apart from the mechanical satisfaction it gives. It is comfortable to ride and easy to handle.

D.C.J., Dulwich.

● I would like to add that I am very well pleased with the machine, and for its price I consider it quite the best on the road.

A.L.M.W., Twickenham.

● I can now take the greatest pleasure in writing these few words in appreciation of the service given and the trouble taken over my machine. I have given it a very good test, including my run back to London from your Works, which was as good as anybody could wish, and I must say that I am absolutely satisfied in every way. I want to thank you and everybody for the amount of work carried out in such a short time.

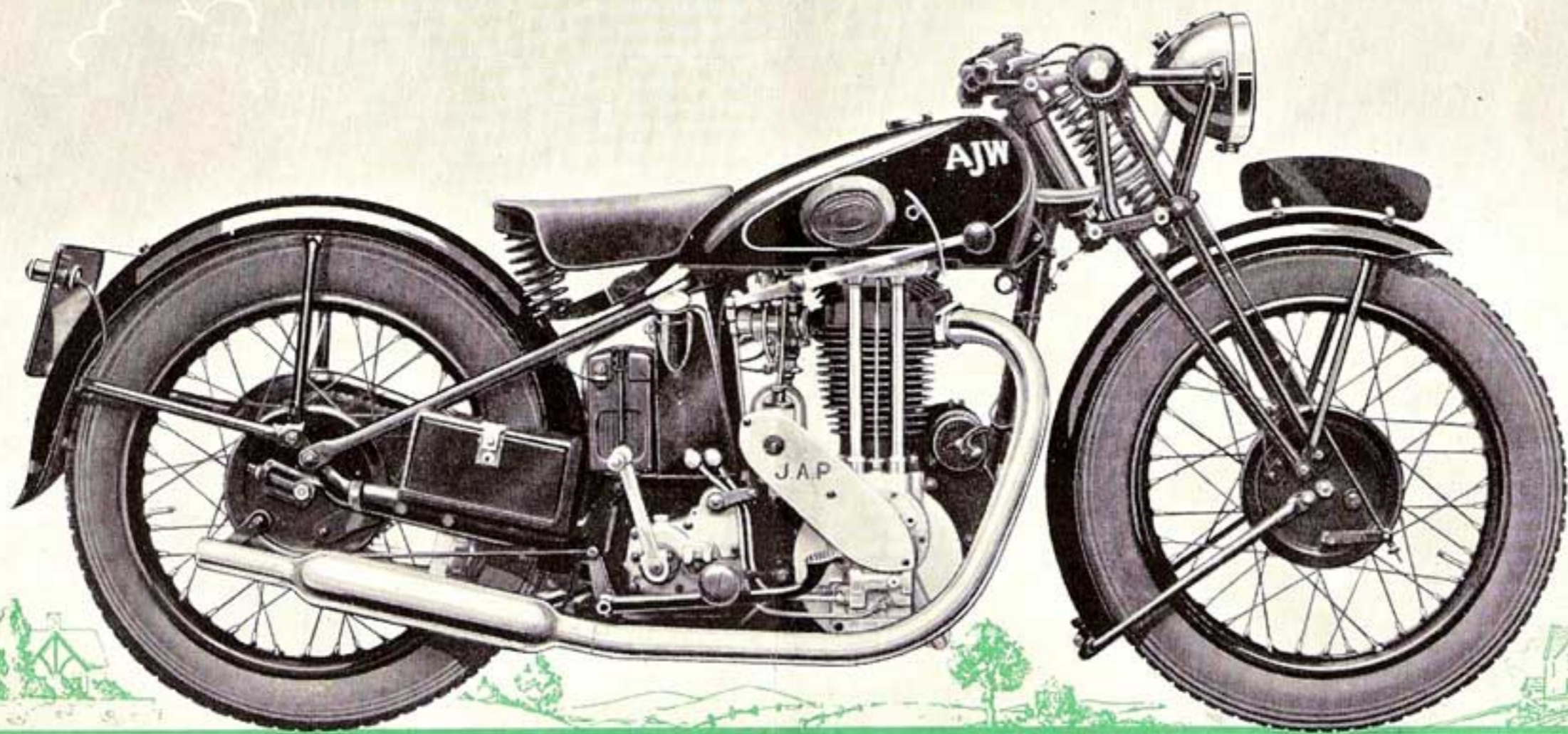
I should have no hesitation in recommending these machines to one and all.

A.R.H., Tottenham.

● I should like to mention that your machines are really hot jobs. I have had quite a number of admirers of my machine in the motor-cycling world.

S.A.B., Bournemouth.

The original letters from which the above are quoted can be seen in the Offices of the A.J.W. Motor Co., Ltd., Exeter.



RED FOX MODEL

RED FOX SPECIFICATION

Here is real man-sized mount at 250 cost, with a specification to price ratio never before attained in motor-cycling's history. No skimping of essentials—only economy in luxuries.

FRAME.

Made of best quality steel tubing, main tubes 1½ in. diam., chainstays and gearbox housing made in one piece to ensure strength and rigidity. Sidecar lugs incorporated.

ENGINE.

490 c.c. O.H.V. 2-port Jap (85.5 m.m. bore by 85 m.m. stroke). Totally enclosed valve operating gear. Bronze-lined valve guides automatically lubricated. Improved type piston with four rings.

Dry sump lubrication with force feed to roller bearing big end and to other moving parts.

IGNITION.

By Lucas variable magneto mounted on engine platform.

CARBURETTER.

Bowden, with twist grip throttle control.

GEAR BOX.

Three-speed heavyweight pattern with gate change on tank. Ratios 4.6, 7 and 11.7. Four-plate clutch of new and improved design.

TRANSMISSION.

Coventry chains ½ in. pitch. Primary chain fully enclosed and lubricated by crankcase breather. Shock absorber incorporated in clutch.

FORKS.

Special A.J.W. pattern with shock absorbers and steering damper.

WHEELS.

Built of best quality hubs, black enamelled Dunlop rims and heavy gauge spokes. Rear wheel removable without dividing chain.

BRAKES.

Internal expanding 7 in. front and rear, with water excluding cover plates. Finger adjustment.

TYRES.

Dunlop or Firestone, 26 in. by 3.25 in., wired-on type.

MUDGUARDS.

Dome section with strengthening rib. Rear guard hinged, permitting easy removal of wheel.

SADDLE.

Lycett spring seat. Adjustable.

HANDLEBARS.

Amal, black enamelled with C.P. fittings.

FOOTRESTS.

Fully adjustable and rubber covered.

STANDS.

Central spring-up type. Front stand fitted to mudguard.

PETROL TANK.

All-welded steel construction, black enamelled and gold lined. Capacity 2½ gallons. Quick-action filler cap. Comfortable rubber knee grips attached.

OIL TANK.

Separate from petrol tank. Welded steel throughout. Capacity ½ gallon. (Oils recommended—Aero-Shell, Castrol "XXL," or Mobiloil "D.")

EXHAUST SYSTEM.

Down-swept pipes leading into tubular pattern silencers, all chromium plated.

LIGHTING.

Miller 6-volt with separate dynamo driven by Dunlop V belt. 13 ampere hour Exide battery mounted under saddle, easily removable.

EQUIPMENT.

Full kit of tools, including grease gun, carried in all metal toolbox. Tyre inflator.

FINISH.

Best quality black enamel, high temperature stoved. Bright parts chromium plated.

PERFORMANCE FIGURES (Approx.)

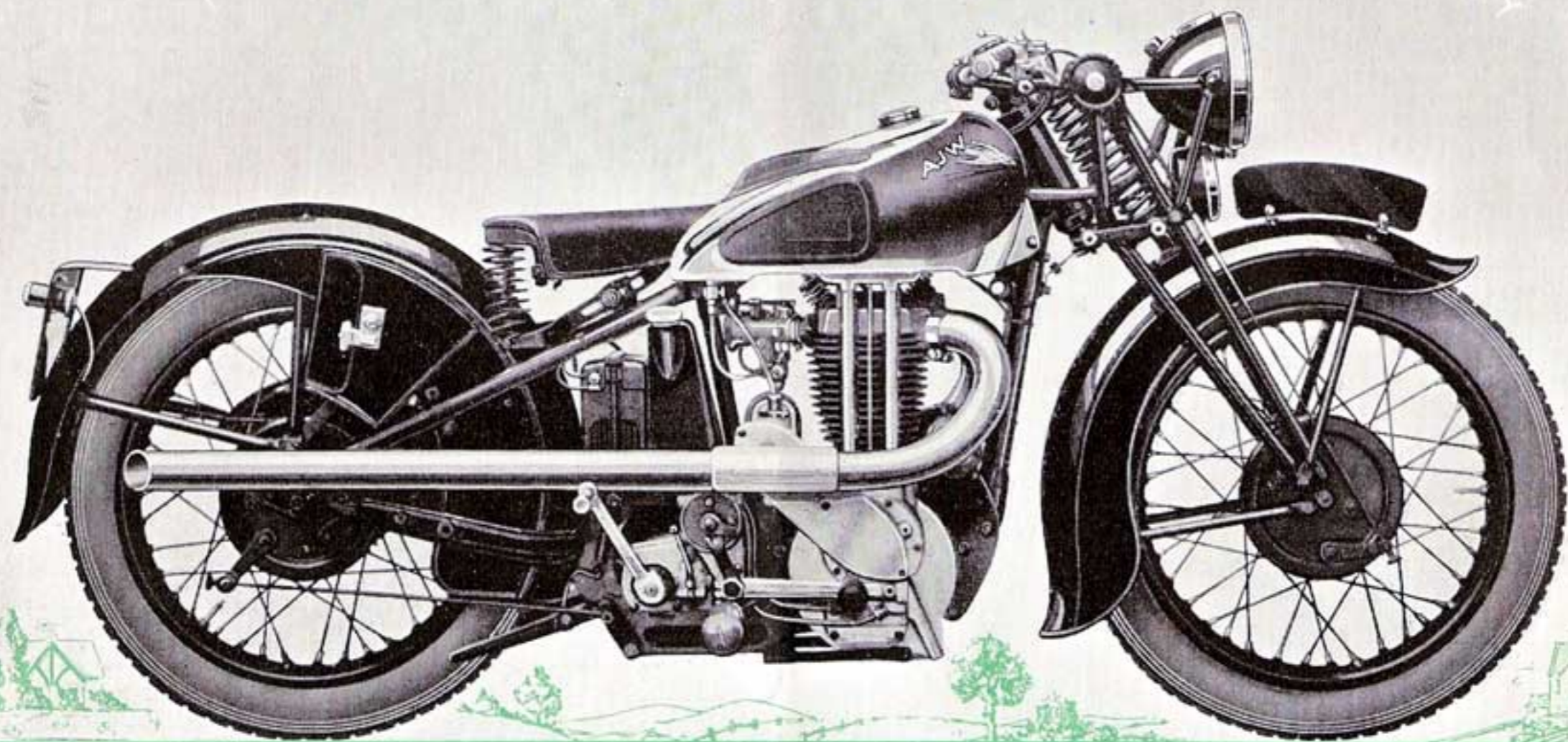
Maximum speed 70-75 m.p.h.
Petrol consumption 90 m.p.g.
Oil consumption 2,000 m.p.g.

EXTRAS.

Electric Horn	...	...	...	...	12/6
80 m.p.h. Trip Speedometer with enclosed front wheel drive	...	...	...	...	50/-
Detachable Carrier	...	...	...	...	10/-
Pillion Seat	...	...	...	...	12/6
Pillion Footrests	...	...	...	...	7/6

PRICE with Electric Lighting - £48 10 0

or £12 5 secures and 11/7 weekly.



FLYING FOX MODEL

FLYING FOX SPECIFICATION

Combining every refinement associated with high-class motor-cycling, this is a luxury edition of the Red Fox. A distinctive machine built for the discriminating rider at an unextravagant price.

FRAME.

Made from best quality steel tubing, main tubes 1½ in. diam., chainstays and gearbox housing made in one piece to ensure strength and rigidity. Sidecar lugs incorporated.

ENGINE.

490 c.c. O.H.V. 2-port Jap (85.5 m.m. bore by 85 m.m. stroke). Totally-enclosed valve operating gear. Bronzed-lined valve guides automatically lubricated. Dry sump lubrication with force feed to roller bearing big end, and to other moving parts. Improved type piston with four rings.

IGNITION.

Lucas variable magneto mounted on engine platform, twist grip control.

CARBURETTER.

Bowden, with twist grip throttle control.

GEAR BOX.

Albion heavyweight four-speed with new short movement positive-stop foot change. Ratios 4.4, 5.8, 8 and 12.3. Four-plate clutch of new and improved design.

TRANSMISSION.

Coventry chains, ½ in. pitch. Primary chain fully enclosed and lubricated by crankcase breather. Shock absorber incorporated in clutch.

FORKS.

Special A.J.W. pattern, central compression spring, hand adjustment shock absorbers and steering damper.

WHEELS.

Built of best quality hubs, black enamelled Dunlop rims and heavy gauge spokes. Rear wheel removable without dividing chain.

BRAKES.

Internal expanding 7 in. diam. front and rear, with water excluding cover plates. Finger adjustment.

TYRES.

Dunlop, 26 in. by 3.25 in. wired-on type.

MUDGUARDS.

Deep dome section with strengthening rib, deeply valanced and flared. Hinged rear portion, permitting easy removal of wheel.

SADDLE.

Terry spring seat. Adjustable.

HANDLEBARS.

Amal clean type, rubber mounted, enamelled black, adjustable C.P. fittings.

FOOTRESTS.

Fully adjustable, rubber covered.

STANDS.

Central spring-up type. Front stand fitted under crankcase.

PETROL TANK.

Welded construction, with rain deflector and drain pipe. Capacity 2½ gallons. Chromium plated and panelled in blue, with large knee grips attached. Quick-action filler cap.

OIL TANK.

All steel, welded, capacity ½ gallon. Fitted with removable filter. Quick-action filler cap. (Oils recommended—Aero-Shell, Castrol "XXL," or Mobiloil "D.")

EXHAUST SYSTEM.

2 in. diam. high level pattern pipes of straight-through design, with Burgess patent mufflers inserted. Heavily chromium plated finish. Fluted aluminium leg guards fitted.

LIGHTING.

Miller 6-volt with separate dynamo driven by Dunlop V belt. 13 ampere hour Exide battery mounted under saddle, easily removable. 7 in. headlamp with chromium plated rim, double filament main bulb, controlled by dip-light switch on handlebar.

EQUIPMENT.

Electric horn. Full kit of tools, including grease gun, carried in leather-fronted pannier bag. Tyre inflator.

FINISH.

Best quality black enamel, high temperature stoved. Bright parts chromium plated.

PERFORMANCE FIGURES (Approx.)

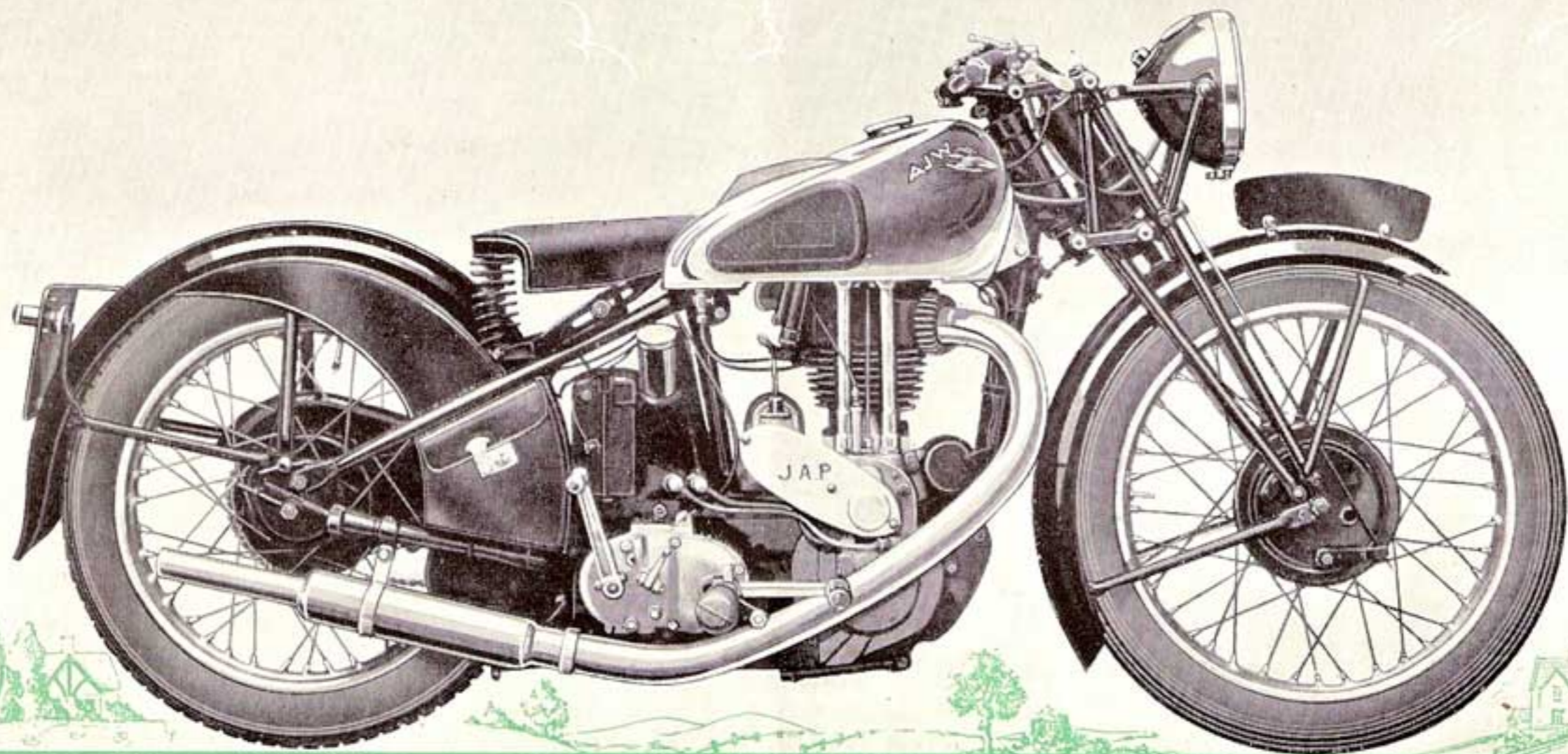
Maximum speed 70-75 m.p.h.
Petrol consumption 90 m.p.g.
Oil consumption 2,000 m.p.g.

EXTRAS.

80 m.p.h. Trip Speedometer with enclosed front wheel drive	...	...	...	50/-
Detachable Carrier	...	...	...	10/-
Pillion Seat	...	...	...	12/6
Pillion Footrests	...	...	...	7/6
Exhaust Pipe Leg Guards for Pillion Passenger, per pair	...	...	...	6/6

PRICE Equipped with Electric Lighting and Horn - **£52 10 0**

or £13 2 6 secures and 12/8 weekly.



FLYING VIXEN MODEL

FLYING VIXEN SPECIFICATION

Marks a new era in the production of a replica motor cycle at an inexpensive figure. A genuine high-performance mount with a specification and equipment that renders fast averaging as safe as it is enjoyable.

FRAME.

New design steel gearbox housing with great lateral rigidity, coupled to tubular chainstays. Main tubes 1 1/2 in. diam. Top tube connected to gearbox housing with 1 in. diam. tube brazed in. All tubes of best quality. Sidecar lugs incorporated.

ENGINE.

Jap 1934 T.T. replica 498 c.c. (80 m.m. bore by 99 m.m. stroke). 20 degree down-draught inlet and large diameter single exhaust port. Cylinder barrel deeply recessed into crank case, affording a high camshaft position and short push rods. Latter fitted with return springs, and all valve gear totally enclosed and automatically lubricated. Oil feed to valve guides. Dry sump lubrication with force feed to double row roller bearing big end. 14 m.m. plug. Compression ratio 6.64.

IGNITION AND LIGHTING.

By Miller Dynamag accommodated on engine platform. Dynamo readily detachable from magneto portion. Twist grip control to variable ignition. 8 in. diam. headlamp with C.P. rim, double filament main bulb, with dip-light switch on handlebar. 13 ampere hour Exide battery mounted under saddle, easily removable.

CARBURETTER.

Amal large bore T.T. racing pattern. Quick-action twist grip throttle control. Petroflex petrol pipes.

GEAR BOX.

Pivotaly-mounted four speed Burman with totally enclosed short movement foot control. Gear ratios, 4.4, 5.5, 6.9 and 11.7 to 1, or T.T. ratios to special order. Four-plate clutch, incorporating shock absorber.

TRANSMISSION.

Renold "Mark 10" keyed bush, 1/2 in. pitch front, 3/8 in. pitch rear. Front chain totally enclosed and automatically lubricated. Shock absorbers on engine shaft and in clutch.

FORKS.

Druid enclosed central spring T.T. pattern. Taper tubes to blades. Hand adjustment shock absorbers and steering damper.

WHEELS.

British hubs with journal bearings built into C.P. rims. Specially heavy gauge spokes to rear wheel. Rear wheel removable without dividing chain.

BRAKES.

7 in. diam. internal expanding front and rear. Forged steel rear brake drum with bolted-on sprocket.

TYRES.

Dunlop, 26 in. by 3.00 in. ribbed front; 26 in. by 3.25 in. studded rear. Security bolts fitted.

MUDGUARDS.

Ribbed dome section. Plain section front, with beaded ends; rear widely valanced and flared with hinged tail. Near side valance carried down between chain and tyre.

SADDLE.

Terry de Luxe spring seat. Adjustable.

HANDLEBARS.

Rubber mounted. Plated bends and fully adjustable T.T. fittings.

FOOTRESTS.

Adjustable, rubber covered.

STANDS.

Central spring-up type. Front stand fitted beneath crankcase.

PETROL TANK.

All-welded steel with rain deflector. Chromium plated and panelled in blue. Large pattern knee grips. Capacity 2 1/2 gallons. Quick-action filler cap.

OIL TANK.

Separate. Welded steel, fitted with removable filter. Petroflex pipes fitted. (Oils recommended—Aero-Shell, Castrol "XXL," or Mobiloil "D.")

EXHAUST SYSTEM.

2 in. diam. down-swept single pipe leading into patent straight-through Burgess tubular-shaped silencer, giving a quiet but pleasing note. All chromium plated.

EQUIPMENT.

Electric horn. Comprehensive kit of tools, including grease gun, carried in leather-fronted pannier bag. Tyre inflator.

FINISH.

Best quality black enamel, high temperature stoved. Bright parts chromium plated.

PERFORMANCE FIGURES (Approx.)

Maximum speed 90 m.p.h.
Petrol consumption 85 m.p.g.
Oil consumption 2,000 m.p.g.

EXTRAS.

100 m.p.h. Trip Speedometer with enclosed front wheel drive	...	...	...	55/-
4 gallon Petrol Tank	...	...	...	30/-
Valanced Front Mudguard as on Flying Fox model	...	...	...	8/6
Detachable Carrier	...	...	...	10/-
Pillion Seat	...	...	...	12/6
Pillion Footrests	...	...	...	7/6

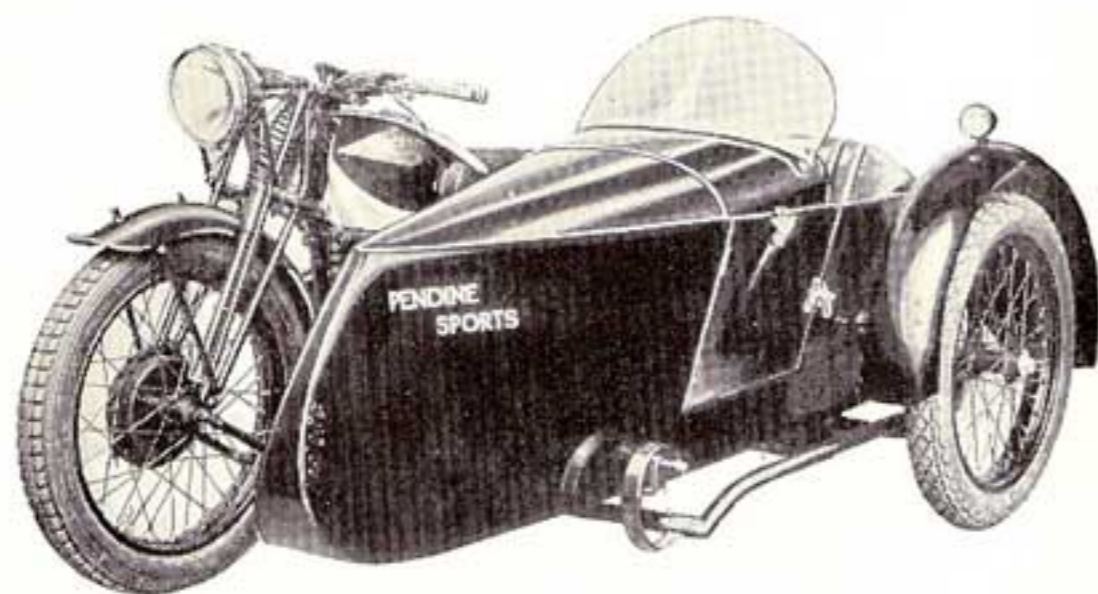
PRICE Equipped with Electric Lighting and Horn - **£69 0 0**

or **£17 5 0** secures and **16/8** weekly.

P. & C. SIDECARS

MARVELS OF LUXURY ELEGANCE ECONOMY AND VALUE

SPECIALLY MANUFACTURED
FOR A.J.W. MOTOR CYCLES.



1935 Flying Fox Model complete
with Pendine Sports Sidecar. - £65 0 0

or £16 5 0 secures and 15/8 weekly.

PRIDE & CLARKE LTD., 158 STOCKWELL ROAD, BRIXTON, S.W.9.

	£	s.	d.
Windsor Saloon. Adult and Child 2-seater	15	7	6
Pendine Sports	12	10	0
Airstream Saloon	18	10	0
De Luxe Launch	10	17	6
Richmond Saloon	19	19	0
Winchester Saloon. Two Adults 2-seater	19	10	0
Richmond Sports	16	16	0
Airline Saloon	21	17	6
Pendine Sports Saloon	17	10	0
De Luxe Launch Saloon	12	10	0
Lightweight Canoe Launch	9	5	0
Airstream Special Saloon	20	0	0
Rapide Super Sports	12	17	6

All of the above can be supplied on exceptionally easy terms.

Quarter deposit secures delivery. No references or guarantors required and twelve months to pay.

GUARANTEE.

WE give the following guarantee with our motor cycles, 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 which have been used for "hiring out" purposes, or from which the trade mark, name, or manufacturing number has been removed, and which have been bought second-hand, or at a price below that quoted for its type in our Catalogue current at time of purchase, or not bought direct from us or one of our duly authorised dealers, no guarantee 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 the 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 part of the motor cycle which may have proved defective. We do not undertake to replace or refix, or bear the cost of replacing or refixing such new parts in the motor cycle. 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 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, supplied, or approved by the manufacturers or to a motor cycle which is not designed for such use.

Any motor cycle, or 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 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 motor cycles, or in any part supplied by way of exchange before referred to, it must be sent to our Works, addressed the A.J.W. Motor Co., Ltd., Friernhay Street, Exeter, 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 engine and frame numbers of the machine, the date of the purchase and from whom, 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 any components not manufactured by the A.J.W. Motor Co., Ltd., such as tyres, saddles, chains, lamps, etc., or any component parts supplied to the order of the purchaser differing from standard specifications supplied with our motor cycles or otherwise.

We reserve the right to alter our Specifications as we may consider necessary or revise our prices without notice.

The term agent is used in a complimentary sense only and firms appointed as agents are not authorised to advertise, incur any debts, or transact any business whatsoever on our account, other than the sale of goods which they may purchase from us; nor are they authorised to give any warranty or make any representation on our behalf other than those contained in the above guarantee.

A.J.W. MOTOR CO., Ltd.