

1930 SUPPLEMENT

FOR the present season the A.J.S. Company have placed on the market seven new models, four of which have inclined engines. They have also reverted to the old colour scheme of black with gold lines, which greatly adds to the appearance of the machine. Saddle tanks and separate oil tanks are now standard on all models.

The 2.48 h.p. De Luxe O.H.V. Two-port Model, R12. Fig. 1 is

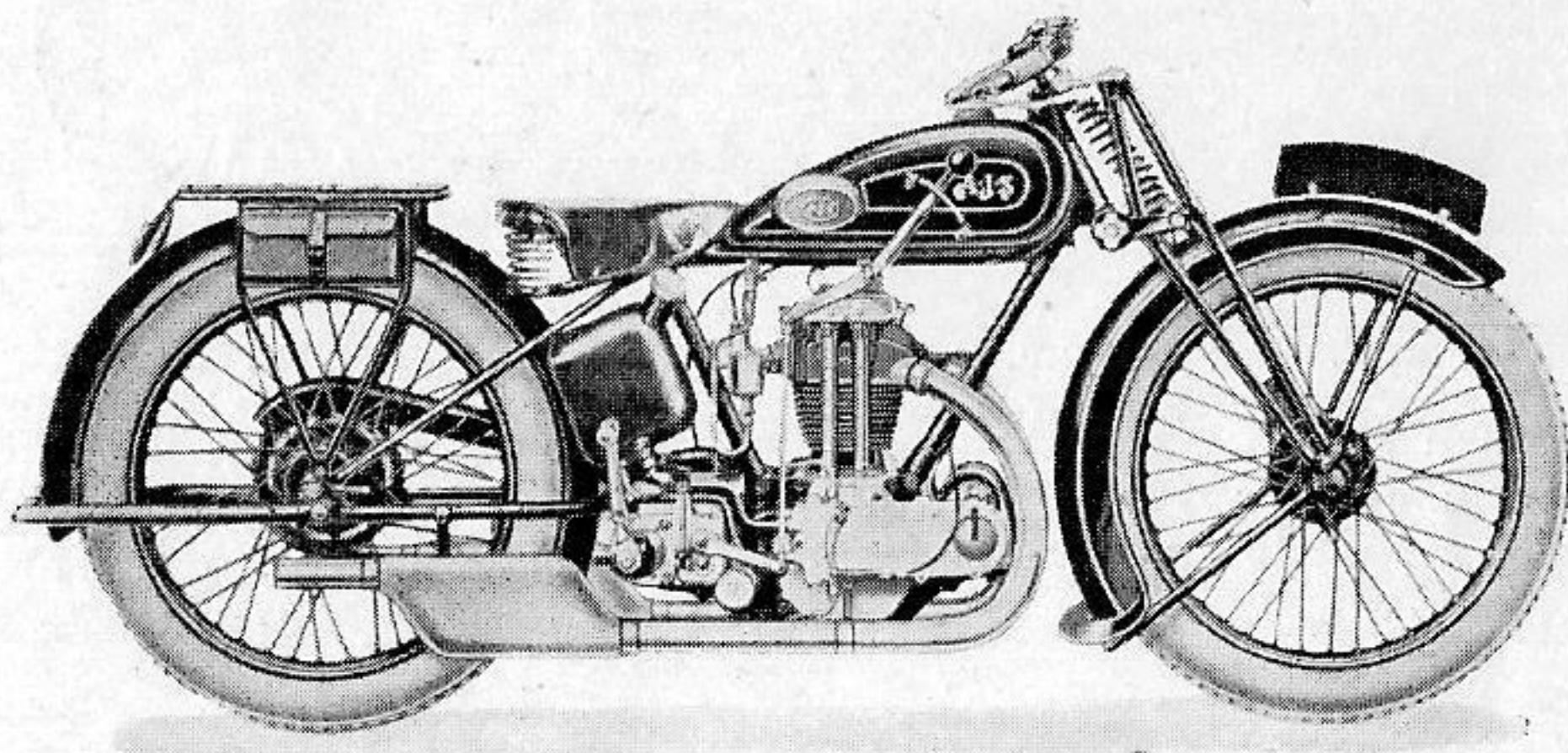


FIG. 1. THE 2.48 H.P. DE LUXE O.H.V. TWO-PORT MODEL R12

from a photograph of the above model, a handsome machine which should prove to be very popular. Though one of the smallest in the range (bore and stroke 65×75 m.m., 248 c.c. capacity), it lacks none of the refinements of the larger models. It employs dry sump lubrication with auxiliary feed to cylinder walls, and has roller bearings fitted to the big end of the connecting rod, and ball bearings to main shafts. Detachable cylinder heads are standard on all models with the exception of R5, in which the cylinder head and barrel is cast in one.

Improved design of front forks, adjustable handlebars with steering damper and adjustable foot-rests, give added comfort. Stands are fitted on both front and back wheels, and, with wired Avon, heavy, non-skid tyres (25×3.00), make this machine very attractive.

Adjustable Lycett "Aero" saddle, Hans Renold all chain transmission, and Lucas magneto complete the specification.

The 3.49 h.p. De Luxe Side Valve Model, R.4. This machine, and

also the 4.98 h.p. Model R.9, has an inclined engine and side by side valves, and a brief specification is given below. The two models are identical except in respect of engine capacity. The engines, which have dry sump lubrication, aluminium pistons,

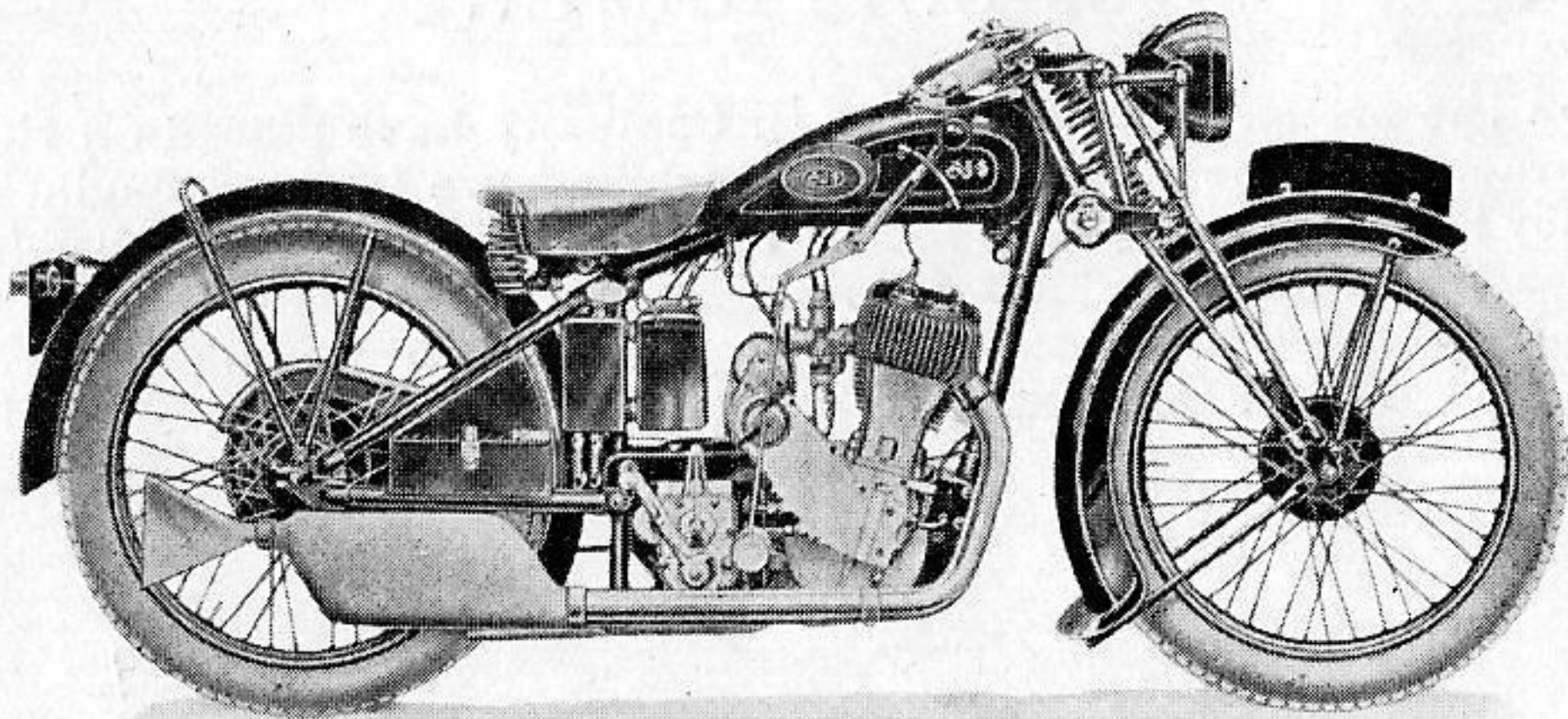


FIG. 2. THE 3.49 H.P. DE LUXE SIDE VALVE MODEL R4

enclosed valve gear, and roller bearing big ends, are 74×81 mm. (349 c.c. capacity) and 84×90 m.m. (498 c.c. capacity), bore and stroke respectively. Amal carburettors with twist grip control are

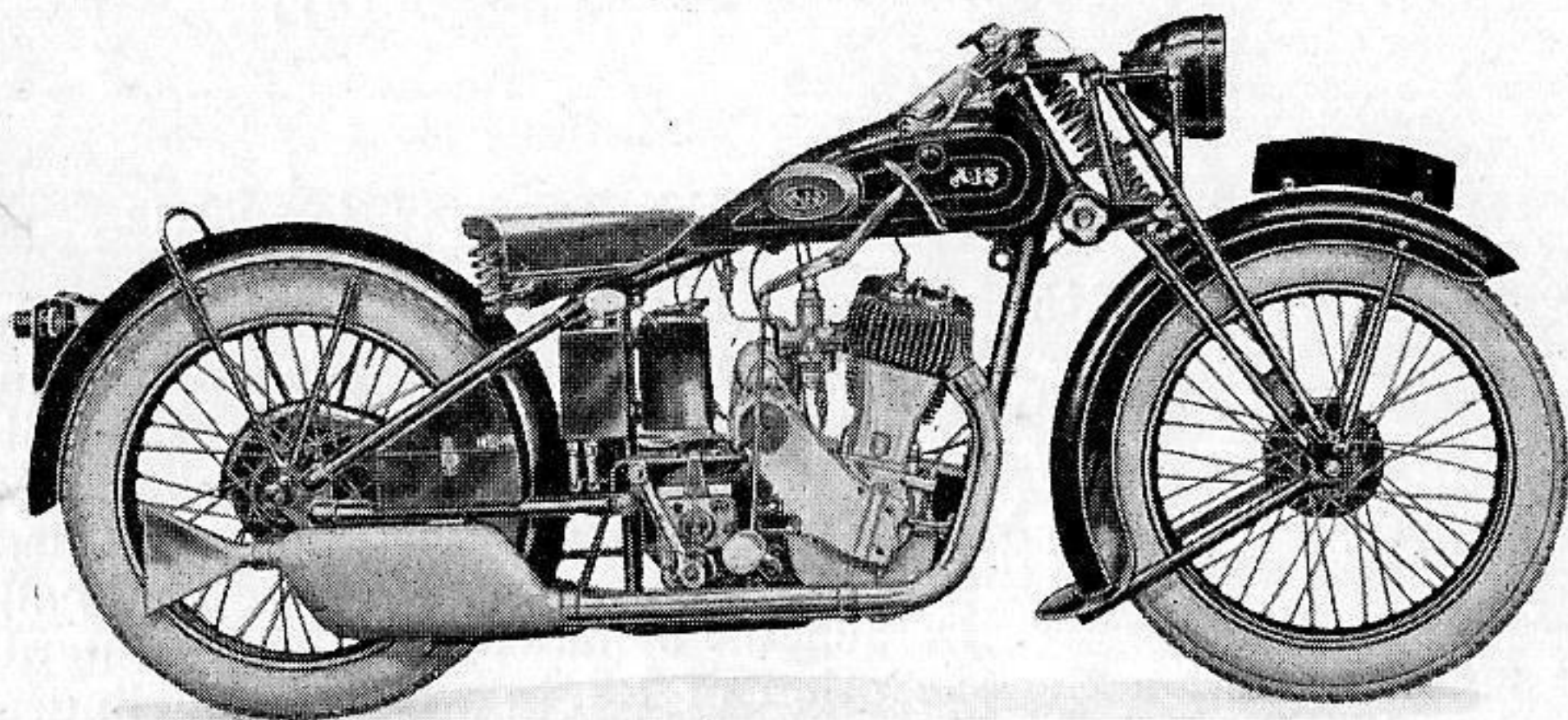


FIG. 3. THE 4.98 H.P. DE LUXE SIDE VALVE MODEL R9

fitted, and magnetos are mounted behind the engine, and driven by chain from the inlet cam wheel. These models are shown by Figs. 2 and 3.

The 3.49 h.p. O.H.V. Two-port Model R.6. This model, and also the 4.98 model R.8 (Figs. 4 and 5), show exceptionally clean lines, and will be judged by some to be the best of the very attractive range of machines which the A.J.S. Company is marketing.

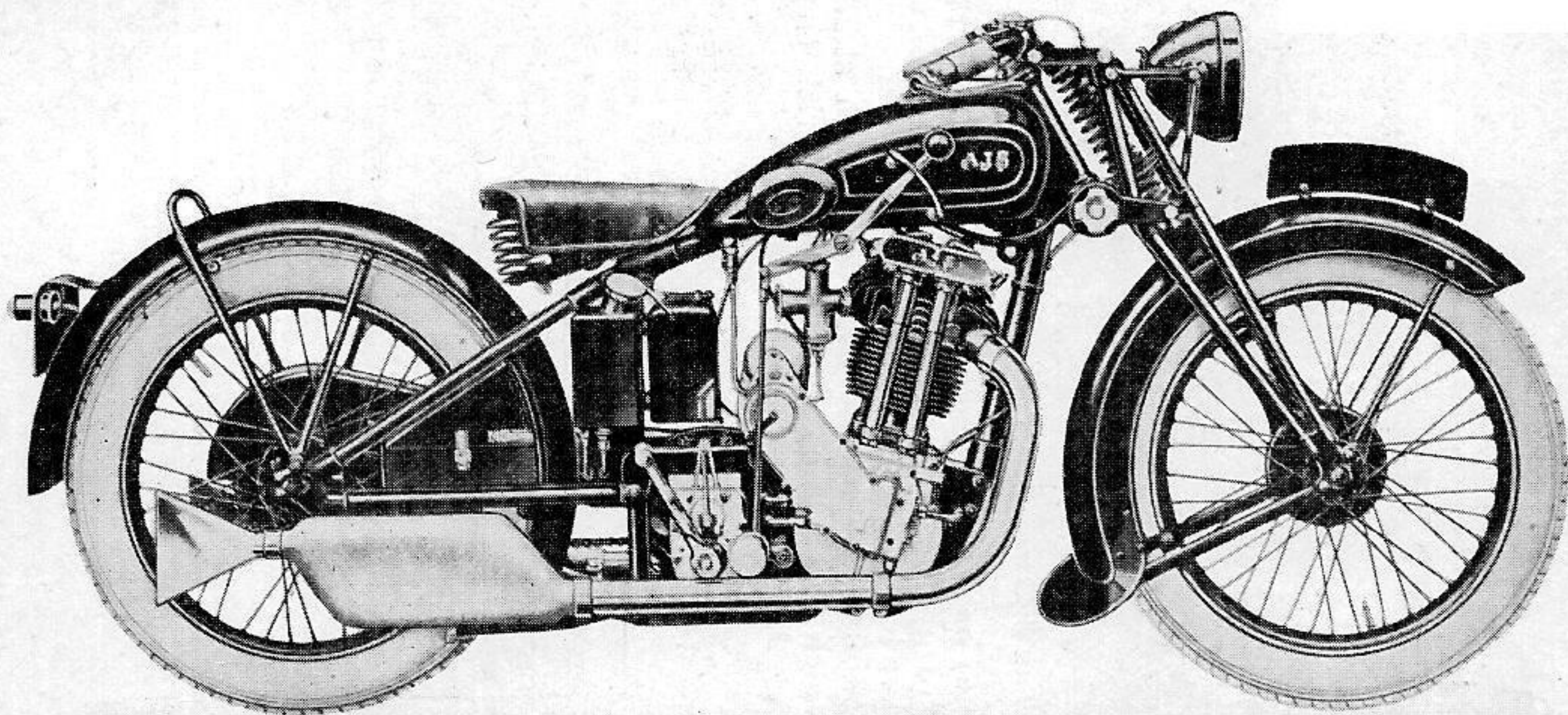


FIG. 4. THE 4.98 H.P. DE LUXE O.H.V. TWO-PORT MODEL R8

The bore and stroke are 84×90 (349 c.c. capacity) and 74×81 mm. (498 c.c. capacity) respectively, this being the chief

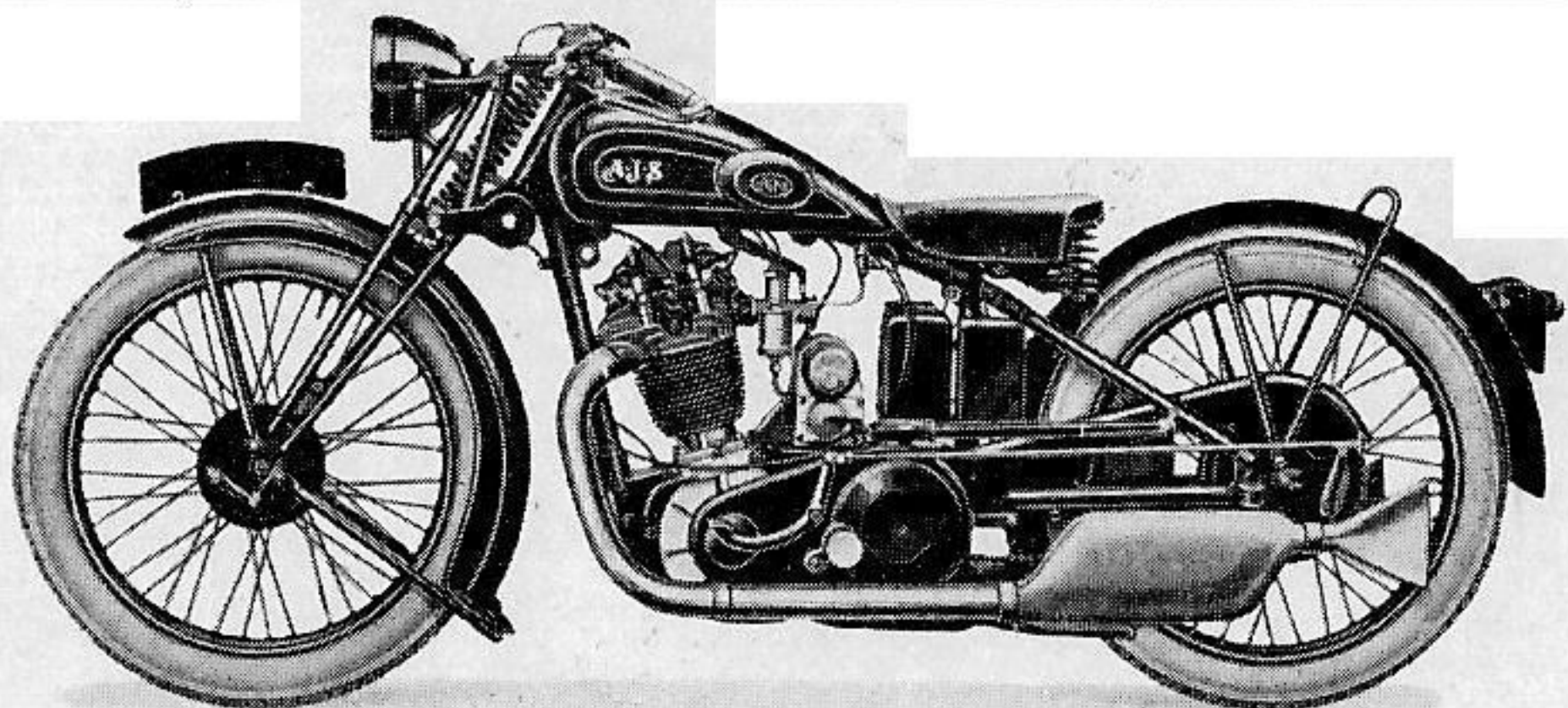


FIG. 5. THE 3.49 H.P. O.H.V. TWO-PORT MODEL R6

material difference between the two. The frames are of the semi-cradle type, with Duplex chain stays, and these are fitted to all the models which have inclined engines.

All of these models are of the usual very high standard of workmanship which one has come to associate with the A.J.S. Company.