

# ALPHABETICAL LIST OF MOTOR CYCLES (1928—1939).

Name.	Year.	Type.	Bore, Stroke & C.C.	No. of Cylinders.	Maker's H.P.	2 or 4 Stroke	Weight in lbs.		Price.		Serial Nos.	Where to find Number		
							Solo.	Combination.	Solo.	Combination.				
A.J.S. Motor Cycles, 44, Plumstead Road, London, S.E.18. (British)	1928	K12	65 × 70 248 c.c.	1	2.48	4			£39/17/6			Near side crank-case, also gear box, on top of offside and saddle pillar frame lug.		
		K8	84 × 90 498 c.c.	1	4.98	4			£59 10s.	£76				
		O.H.V. K9	84 × 90 498 c.c.	1	4.98	4			£55	£71 10s.				
		K3	74 × 81 349 c.c.	1	3.49	4			£47	£62				
		K4	74 × 81 349 c.c.	1	3.49	4			£47	£62				
		K5	74 × 81 349 c.c.	1	3.49	4			£43 10s.	£58 10s.				
		K6	74 × 81 349 c.c.	1	3.49	4			£50	£65				
		O.H.V. K1	74 × 93 799 c.c.	2	7.99	4			£73	£95				
		De Luxe K2	74 × 93 799 c.c.	2	7.99	4			£63	£80				
		K10	84 × 90 498 c.c.	1	4.98	4			£73					
		O.H.Cam K7	74 × 81 493 c.c.	1	3.49	4			£62					
		O.H.Cam	493 c.c.											
			1929	De Luxe	84 × 90 996 c.c.	2	9.96	4	385	565	£76 10s.		£99 10s.	M1
				Standard	84 × 90 996 c.c.	2	9.96	4	345	525	£66		£84	M2
				De Luxe Touring	74 × 81 349 c.c.	1	3.49	4	264½		£48 10s.			M3
		De Luxe Sports	74 × 81 349 c.c.	1	3.49	4	261½		£48 10s.		M4			
		Standard Sports	74 × 81 349 c.c.	1	3.49	4	253½		£45		M5			
		O.H.V. Single Port	74 × 81 349 c.c.	1	3.49	4	266		£52		M6			
		O.H.V. Two Port	74 × 81 349 c.c.	1	3.49	4	273		£54 10s.		M6			
		O.H.Cam	74 × 81 349 c.c.	1	3.49	4			£62		M7			
		O.H.V. Single Port	64 × 90 498 c.c.	1	4.98	4	303		£59 10s.		M8			
		O.H.V. Two Port	84 × 90 498 c.c.	1	4.98	4	512		£62		M8			
		De Luxe Touring	84 × 90 498 c.c.	1	4.98	4	300		£54		M9			
		O.H.Cam	84 × 90 498 c.c.	1	4.98	4			£72		M10			
		Light-weight	65 × 75 248 c.c.	1	2.48	4	193		£39/17/6		M12			

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							Solo.	Combination.	Solo.	Combination.					
A.J.S. (British) continued	1930	S×S R2	84×90 996 c.c.	2	9.96	4	345	540	£63		R2	Near side crank-case, also gear box, on top of offside and saddle pillar frame lug.			
		S×S	74×81 349 c.c.	1	3.49	4	280		£44 10s.		R4				
		S×S Standard	74×81 349 c.c.	1	3.49	4	218		£40		R5				
		2 port O.H.V.	74×81 349 c.c.	1	3.49	4	294		£53		R6				
		1 port O.H.C.	70×90 346 c.c.	1	3.46	4	290		£77		R7				
		2 port O.H.V.	84×90 498 c.c.	1	4.98	4	321		£59 10s.		R8				
		S×S De Luxe	84×90 498 c.c.	1	4.98	4	312		£52 10s.		R9				
		1 port O.H.C.	79×101 495 c.c.	1	4.95	4	316		£85		R10				
		2 port O.H.V.	65×75 248 c.c.	1	2.48	4	218		£40		R12				
		1931	1931	S.V. De Luxe	84×90 996 c.c.	2	9.96	4	375	575	£63		£86	S2	Near side crank case and bottom of steering head lug.
				S.V. De Luxe Sports	74×93 399 c.c.	1	3.99	4	278		£44 10s.			S4	
				S.V. Standard	74×81 349 c.c.	1	3.49	4	214½		£40			S5	
Sports O.H.V.	74×81 349 c.c.			1	3.49	4	291		£53		S6				
2-port Sports O.H.C.	70×90 346 c.c.			1	3.46	4	297		£80		S7				
1-port Racing O.H.V.	84×90 498 c.c.			1	4.98	4	322		£59 10s.		S8				
2-port Sports S.V.	84×90 498 c.c.			1	4.98	4	293 308		£49 £52 10s.		S9				
De Luxe Touring O.H.C.	79×101 495 c.c.			1	4.95	4	325		£90		S10				
1-port Racing O.H.V.	65×75 248 c.c.			1	2.48	4	219½		£40		S12				
1934	1934			34/12 Big Port O.H.V.	65×75 248 c.c.	1	2.48	4	250		£42 10s.			Crank case and pillar lug.	
				34/5 S.V.	74×81 349 c.c.	1	3.49	4	242		£40 10s.				
				34/B6 Big Port O.H.V.	74×81 349 c.c.	1	3.49	4	258		£43 5s.				
		34/6 Two Port O.H.V.	74×81 349 c.c.	1	3.49	4	320		£50	£67 10s.					
		34/7 Trophy O.H.C.	70×90 346 c.c.	1	3.46	4	325		£65 £70						
		34/10 Trophy O.H.C.	79×101 495 c.c.	1	4.95	4	335		£70 £75						
		34/B8 Big Port O.H.V.	84×90 498 c.c.	1	4.98	4	315		£49 15s.	£67 5s.					

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							Solo.	Combi- nation.	Solo.	Combi- nation.		
A.J.S. .. (British) <i>continued</i>	1934	34/8 Two Port O.H.V.	84×90 498 c.c.	1	4.98	4	335		£55	£72 10s.		Crank case and pillar lug.
		34/9 De Luxe S.V.	84×90 498 c.c.	1	4.98	4	317		£49 10s.	£67 10s.		
		34/2 Big Twin S.V.	85.5× 85.5 990 c.c.	2	9.90	4	410		£65	£90		
		1935	O.H.V. Sports	62.5×80 246 c.c.	1	2.46	4	252		£39 18s.		
O.H.V. Sports	69×93 347 c.c.	1	3.47	4	249		£42		35/16			
S.V. Standard	74×81 349 c.c.	1	3.49	4	235		£47 10s.		35/5			
S.V. Standard	82.5×93 498 c.c.	1	4.98	4	298		£49 10s.		35/4			
S.V. De Luxe	84×90 498 c.c.	1	4.98	4	320		£56/2/6		35/9			
O.H.V. Big Port	84×90 498 c.c.	1	4.98	4	330		£57 10s.		35/18			
O.H.V. De Luxe	74×81 349 c.c.	1	3.49	4	320		£57 10s.		35/6			
O.H.V. De Luxe	84×90 498 c.c.	1	4.98	4	335		£62 10s.		35/8			
Twin English	85.5× 85.5 990 c.c.	1	9.90	4	415		£72 15s.		35/2			
Twin Export	85.5× 85.5 990 c.c.	1	9.90	4	415		£72 15s.		35/2			
O.H.C. Compet.	70×90 346 c.c.	1	3.46	4	330		£65		35/7			
O.H.C. Racing	70×90 346 c.c.	1	3.46	4	315		£70		35/7			
O.H.C. Compet	79×101 495 c.c.	1	4.95	4	345		£75		35/10			
O.H.C. Racing	79×101 495 c.c.	1	4.95	4	330		£80		35/10			
1936	36/12	62.5×80 246 c.c.	1	2.46	4]	254		£39 18s.			All Engine number s on driving side of crank- case prefixed by "36."	
36/22	62.5×80 246 c.c.	1	2.46	4	261		£44 2s.					
36/16	69×93 347 c.c.	1	3.47	4]	256		£42					
36/26	69×93 347 c.c.	1	3.47	4]	264		£48 6s.					
36/4	82.5×93 498 c.c.	1	4.98	4]	299		£50 8s.					
36/14	82.5×93 498 c.c.	1	4.98	4	304		£52 10s.					
36/5	74×81 349 c.c.	1	3.49	4	244		£47 5s.					
36/9	84×90 498 c.c.	1	4.98	4	320		£56 14s.					

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# ALPHABETICAL LIST OF MOTOR CYCLES (1928—1939).

Name.	Year.	Type.	Bore, Stroke & C.C.	No. of Cylinders.	Maker's H.P.	2 or 4 Stroke	Weight in lbs.		Price.		Serial Nos.	Where to find Number
							Solo.	Combi- nation.	Solo.	Combi- nation.		
A.J.S. . . . (British) <i>continued</i>	1936	36/18	84×90 498 c.c.	1	4.98	4	344		£57 15s.		All engine num- bers on driving side of crank- case prefixed by "36"	
		36/8	84×90 498 c.c.	1	4.98	4	348		£63			
		36/7	70×90 346 c.c.	1	3.46	4	330		£65 2s.			
		36/7 Comp.	70×90 346 c.c.	1	3.46	4	337		£70 7s.			
		36/7 Racing	79×101 495 c.c.	1	4.95	4	345		£75 12s.			
		36/10 Comp.	79×101 495 c.c.	1	4.95	4	352		£80 17s.			
		36/10 Racing	85.5× 85.5 990 c.c.	2	9.90	4	415		£74 11s.			
		36/2 English	85.5× 85.5 990 c.c.	2	9.90	4	415		£74 11s.			
		36/2 Export	85.5× 85.5 990 c.c.	2	9.90	4	415		£72 9s.			
		36/2 Commer- cial	85.5× 85.5 990 c.c.	2	9.90	4	415		£72 9s.			
	1937	37/12	62.5×80 246 c.c.	1	2.46	4	254		£42		All engine num- bers found on driving side of crank- case prefixed by "37."	
37/22		62.5×80 246 c.c.	1	2.46	4	261		£47 5s.				
37/16		69×93 347 c.c.	1	3.47	4	256		£45 3s.				
37/26		69×93 347 c.c.	1	3.47	4	264		£50 8s.				
37/18		82.5×93 498 c.c.	1	4.98	4	342		£60 18s.				
37/8		82.5×93 498 c.c.	1	4.98	4	348		£60 18s.				
37/9		82.5×93 498 c.c.	1	4.98	4	310		£54 12s.				
37/18T		82.5×93 498 c.c.	1	4.98	4	350		£66 3s.				
37/26T		69×93 347 c.c.	1	3.47	4	290		£56 14s.				
37/22T		62.5×80 246 c.c.	1	2.46	4	284		£53 11s.				
37/2		85.5× 85.5 990 c.c.	2	9.90	4	415		£76 13s.				
37/2A		85.5× 85.5 990 c.c.	2	9.90	4	415		£76 13s.				
37/7		70×90 346 c.c.	1	3.46	4							
	1938	38/12	62.5×80 246 c.c.	1	2.46	4	254		£47 5s.		Frame number on lug under saddle. All 1938 models have prefix 38/ on engines marked on c'case { <i>contd.</i>	
38/22		62.5×80 246 c.c.	1	2.46	4	261		£52 10s.				
38/16		69×93 347 c.c.	1	3.47	4	256		£50 8s.				
38/26		69×93 347 c.c.	1	3.47	4	264		£55 13s.				
38/8		82.5×93 498 c.c.	1	4.98	4	348		£65 2s.				
38/18		82.5×93 498 c.c.	1	4.98	4	342		£65 2s.				
38/9		82.5×93 498 c.c.	1	4.98	4	310		£58 16s.				

# ALPHABETICAL LIST OF MOTOR CYCLES (1928—1939).

Name.	Year.	Type.	Bore, Stroke & C.C.	No. of Cylinders.	Maker's H.P.	2 or 4 Stroke	Weight in lbs.		Price.		Serial Nos.	Where to find Number
							Solo.	Combi- nation.	Solo.	Combi- nation		
A.J.S. ... (British) <i>continued</i>	1938	38/22T	62.5 × 93 246 c.c.	1	2.46	4	284		£57 15s.		Frame number on lug under saddle. All 1938 models have prefix 38/ on engine marked on c'case.	
		38/26T	69 × 93 347 c.c.	1	3.47	4	290		£60 18s.			
		38/18T	82.5 × 93 498 c.c.	1	4.98	4	350		£70 7s.			
		38/22SS	62.5 × 93 246 c.c.	1	2.46	4	261		£56 14s.			
		38/26SS	69 × 93 347 c.c.	1	3.47	4	264		£59 17s.			
		38/18SS	82.5 × 93 498 c.c.	1	4.98	4	342		£69 6s.			
		38/2 English	85.5 × 85.5 990 c.c.	2	9.90	4	415		£81 18s.			
		38/2A Export	85.5 × 85.5 990 c.c.	2	9.90	4	415		£81 18s.			
		38/7 Racing	70 × 90 346 c.c.	1	3.46	4	330		£94 10s.			
	1939	39/12	62.5 × 80 246 c.c.	1	2.46	4	285		£46 4s.		Frame lug under saddle and near side crank case	
		39/12M	62.5 × 80 246 c.c.	1	2.46	4	288		£49 7s.			
		39/22	62.5 × 80 246 c.c.	1	2.46	4	298		£51 9s.			
		39/22SS	62.5 × 80 246 c.c.	1	2.46	4	298		£55 13s.			
		39/22T	62.5 × 80 246 c.c.	1	2.46	4	310		£56 14s.			
		39/16	69 × 93 347 c.c.	1	3.47	4	295		£49 7s.			
		39/16M	69 × 93 347 c.c.	1	3.47	4	299		£52 10s.			
		39/26	69 × 93 347 c.c.	1	3.47	4	312		£54 12s.			
		39/26SS	69 × 93 347 c.c.	1	3.47	4	312		£58 16s.			
		39/26T	69 × 93 347 c.c.	1	3.47	4	324		£59 17s.			
		39/8	82.5 × 93 498 c.c.	1	4.98	4	340		£64 1s.			
		39/9	82.5 × 93 498 c.c.	1	4.98	4	325		£57 15s.			
		39/18	82.5 × 93 498 c.c.	1	4.98	4	330		£64 1s.			
		39/18SS	82.5 × 93 498 c.c.	1	4.98	4	330		£68 5s.			
		39/18T	82.5 × 93 498 c.c.	1	4.98	4	340		£69 6s.			
		39/2	85.5 × 85.5 990 c.c.	2	9.90	4	452		£81 18s.			
		39/2A	85.5 × 85.5 990 c.c.	2	9.90	4	452		£81 18s.			
		39/7R	70 × 90 346 c.c.	1	3.46	4	310		£94 10s.			

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