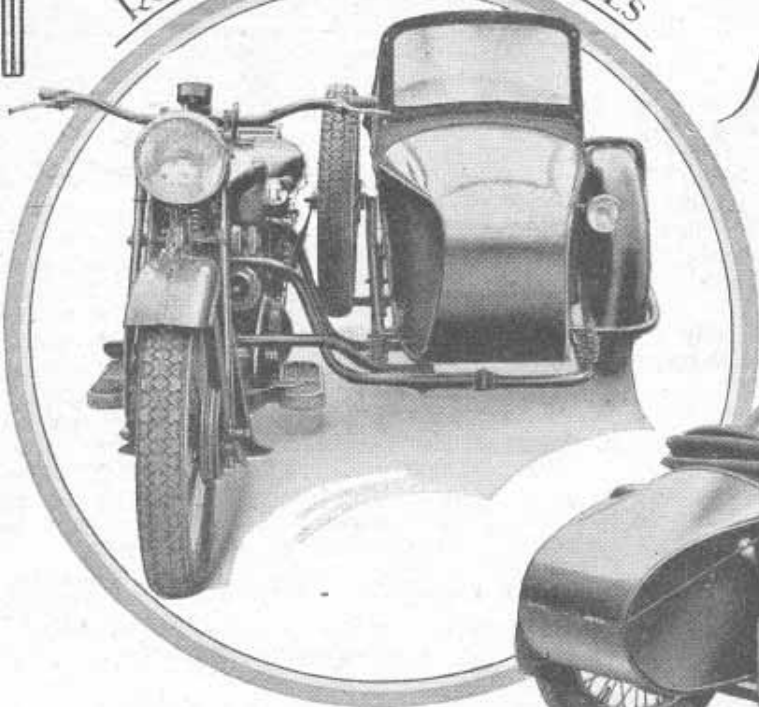


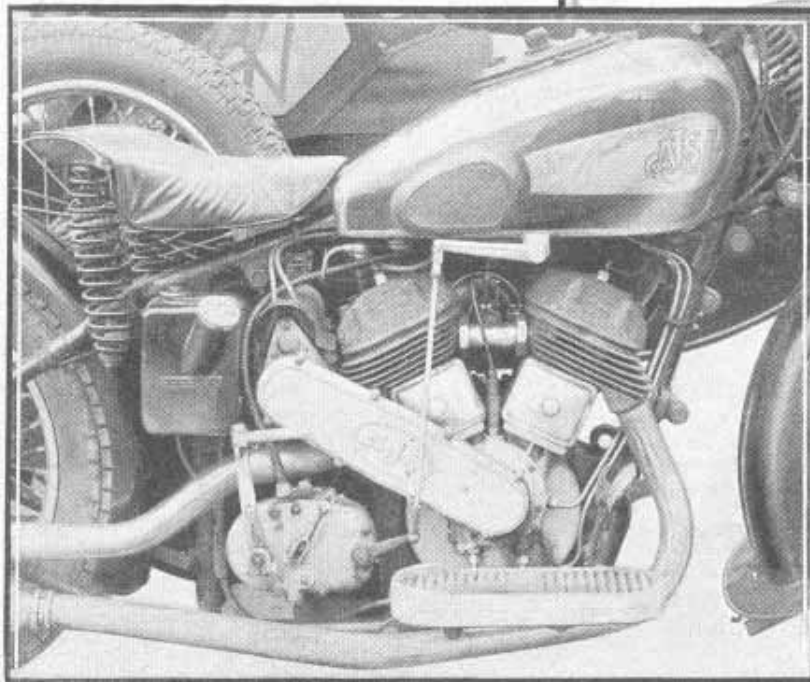
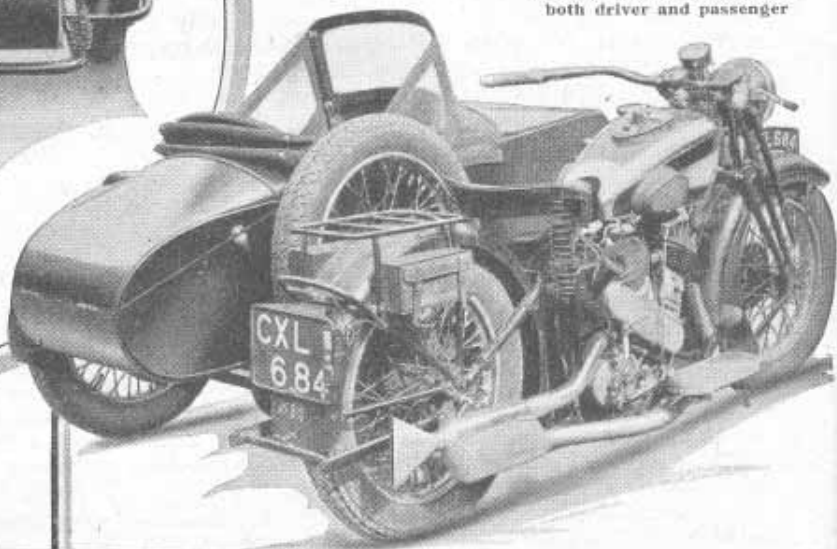
ROAD TESTS of 1936 MODELS



(Above) The left-hand gear change and clutch pedal can be seen in this front view of the A.J.S. Although the sidecar body is roomy, there is plenty of space for the driver's left leg

The 990 c.c. A.J.S. and

(Below) Quickly detachable wheels add to the usefulness of the spare wheel, which is neatly mounted well out of the way of both driver and passenger



(Left) Total enclosure ensures the valve gear working under the best possible conditions. The luxurious equipment includes an air filter, shield over the Magdyno, large-capacity petrol tank and comfortable pan-type saddle

THE 990 c.c. A.J.S. and sidecar is an outfit that should appeal to both the potterer and the high-speed tourist. To the potterer its fascination lies in its extreme flexibility, while for fast work it is effortless and commendably quiet.

The machine tested was the Export model with a large touring sidecar. It is a luxurious outfit and one that has been designed to afford both driver and passenger a high degree of comfort. Long, American-type handlebars, footboards and a pan-type saddle with very supple springs give a comfortable driving position for a man of

Sidecar

normal stature, and although very little weight is carried on the driver's feet, no saddle soreness was felt even after long strenuous mileages.

In keeping with its luxurious character, the outfit is effortless to drive and handle. The long handlebars make the steering exceptionally light so that very little effort is required even when negotiating acute corners.

Power Low Down

The steering is positive at high speeds and only a small amount of damping was required. On rough surfaces the outfit handled well. The forks have a long and smooth action and do not bottom even over deep pot-holes.

No praise can be too high for the docility and pulling powers of the engine. Starting was always very easy and when the engine was warm it was possible for the driver to start it without rising out of the saddle. Slow running was positive and with the ignition retarded the idling speed was very slow.

Under all conditions the machine was pleasantly silent both as regards exhaust and mechanical noise. Even at very large throttle openings the exhaust note did not rise above a subdued burble, while at low speeds it was practically inaudible. Similarly, the engine is quiet mechanically, and at most times it was possible to hear the whirr of the rear chain. Piston slap and tappet clatter were both noticeably absent.

The most striking characteristic of the engine is its power at low speeds. With the ignition retarded it was possible to drive at approximately 10 m.p.h. in top gear, and from this speed the outfit would accelerate away smoothly and without snatch.

Once clear of the traffic the need for a gear box almost disappears. Long gradients were easily breasted in top gear and on a run from London to Dorset the gear box was used only in traffic. No. 1 petrol was employed throughout the test and no pinking occurred although the engine was purposely maltreated.

A Foot Clutch

Acceleration in the intermediate gears was good. Fully laden, that is with passenger and an eleven-stone driver, the A.J.S. would accelerate from 20 to 45 m.p.h. in less than 9 seconds in third gear (6.1 to 1). In top (4.9 to 1) 12 seconds were required. Maximum speeds in these gears were approximately 53 and 60 m.p.h. respectively. These figures do not, however, give a true impression of the engine's performance, for speeds up to 50 m.p.h. could be held indefinitely.

This cruising speed could be rapidly attained, a point that was particularly noticeable after a traffic baulk. On several occasions thirty-five miles were covered in the hour by cruising mainly at 45 m.p.h. and without at any time exceeding 50 m.p.h.

Apart from a slight whine in third gear the gear box

was in keeping with the silence of the engine. A foot clutch and left-hand gear change are fitted to the Export model and these are very pleasant to use. Changes are made without the driver removing the "throttle-hand" from the handlebar, and no difficulty was experienced in making a smooth get-away with the foot clutch even when the driver was wearing waders.

Slight criticism could be levelled at the position of the clutch pedal, which is so placed that the driver's foot is inclined to foul the front sidecar connections.

The rear brake pedal is mounted on the right-hand side of the machine, and the front brake is operated by a normal-type lever on the right handlebar. Both brakes were smooth in action. The front one was very powerful, but the rear one would lock if applied carelessly, and in very wet weather had a tendency to lose its efficiency. Both controls are well placed.

Several long runs were made over wet roads, but at the conclusion of the test the outfit was exceptionally clean. Both mudguards on the machine are very wide and heavily valenced and effectively prevent road dirt being thrown on to the driver.

The engine kept very free from oil externally. No leakage occurred from either the crank case or the timing case, but there was a slight seeping of oil from the tell-tale lead to the dash-board in the tank.

Luxurious Equipment

Over a prolonged run, the oil consumption worked out at 2,000 m.p.g., while at a maintained speed of 35 m.p.h. the petrol consumption was 50.6 m.p.g.

Various passengers were carried in the sidecar, which is roomy and comfortable. The windscreen and side curtains effectively prevent side draught. The large rear locker is upholstered as an additional seat.

The A.J.S. is fully equipped as a sidecar machine and the equipment is luxurious. The dip-switch and horn button are neatly positioned on the very "clean" handlebars. It was found that the main head lamp beam, although wide, did not give sufficient illumination straight ahead for comfortable high-speed work at night. During the test the positive lead from the battery became detached, causing the side and dim bulbs to "blow."

Finally, mention must be made of the exceptionally neat and strong spare wheel mounting. The wheel is placed behind the driver, well out of the way but readily accessible.

SPECIFICATION

ENGINE: 85.5 x 85.5 mm. (990 c.c.) side-valve vee-twin A.J.S.	WEIGHT: 669 lb. with petrol and oil.
IGNITION: Lucas Magdyno.	TYRES: Firestone, 27 x 4in.
CARBURETTER: Amal, with air filter and twist-grip throttle control.	TRANSMISSION: Chain, with oil-bath primary case.
GEAR BOX: Burman four-speed, with hand control on near side of petrol tank and foot-operated clutch. Ratios: 4.9, 6.1, 7.69 and 13.08 to 1.	ELECTRICAL EQUIPMENT: Lucas Magdyno lighting and electric horn.
LUBRICATION: Dry-sump with fabric oil filter.	PRICE: (Including electrical equipment, but excluding sidecar and speedometer), £74 11s.
OIL CAPACITY: 5 pints	MAKERS: Matchless Motor Cycles (Colliers) Ltd., 44, Plumstead Road, London, S.E.18.
FUEL CAPACITY: 4½ gals.	