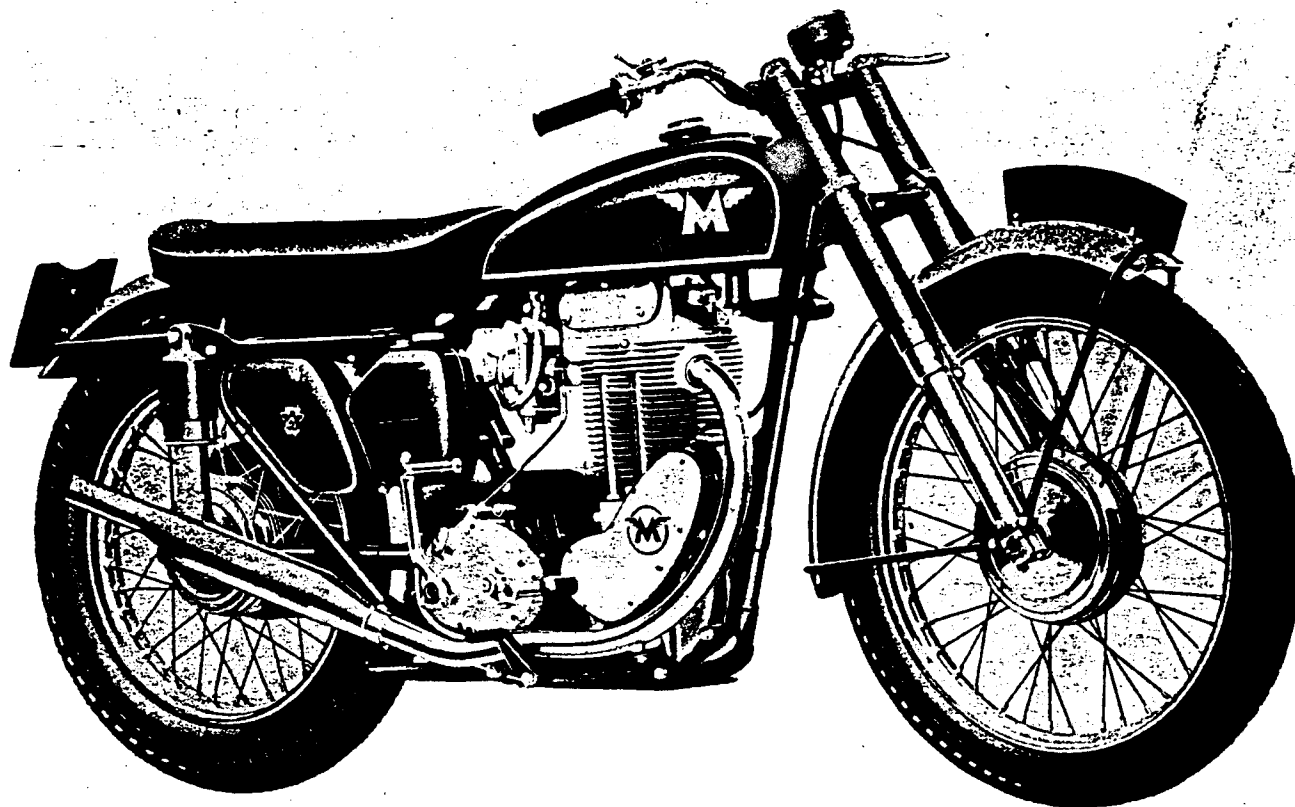


# A.J.S. and Matchless for 1955



Competition Model G80CS Matchless features teledraulic forks, swinging arm rear suspension, full-width hubs and quickly detachable rear wheel, plus many other innovations.

## First Again - Full-Width front and rear hubs featured for next year's models

Illustrations Courtesy of "Motor Cycling," London, England

COOPER MOTORS, Western U. S. Distributor for A.J.S. and Matchless Motorcycles have announced the new models for 1955. There are no fewer than three dozen (36) changes and improvements to be found in these two lines for 1955.

The current year's ranges are continued with nine single cylinder models and a twin offered under each nameplate—all being overhead valve designs, with the exception of one overhead cam "racer" in the A.J.S. range.

Dealing first with the A.J.S. marque, the singles are catalogued, respectively, as 16M—a sports 350; 16MC—a 350cc competition mount; 7R—the 350 cc overhead cam racing model; 18—a 500 cc sports single and 18C—the competition 500. Bearing the suffix "S" all the foregoing are available, equipped with swinging arm, hydraulically controlled rear suspension. However this does not apply to the 7R, which is rear sprung.

As in the case of the A.J.S., the Matchless range continues as before, with the sports, G3L (350 cc) and the G80 (500 cc); the competition models for trials or scrambles called, respec-

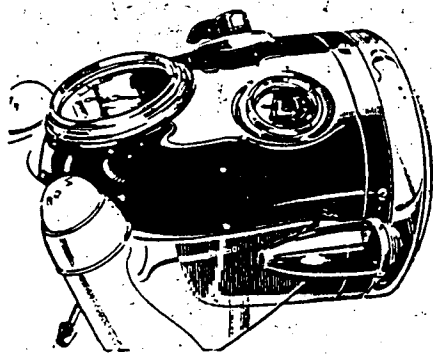
tively, G3LC and G80C, each with a rear sprung version indicated by the added letter "S." Two 500 cc sprung twins appear among the Matchlesses. They are the model G9—a luxury fast touring mount, and the now famous G45 with its 48 horsepower engine which, like its fellow "racer" the 7R A.J.S., will continue to be produced in very limited quantities.

For the American market, Cooper will import standard and sport twins in 550 cc capacity in both A.J.S. and Matchless, however the 500 cc model twins will also be available. Most popular of the imported twins will continue to be the "Sports Twin"—a 550 cc model with 21 inch front wheel, Dunlop Trials Tires, factory alloy fenders, chrome sports tank, etc. All imported spring frame models will feature a 4.00 by 19 rear tire, and will be equipped with western type handlebars.

Turning to the 1955 improvements, which affect both A.J.S. and Matchless programs alike, the full width alloy front hub is now slightly narrower and is rounded, giving a barrel-type look to the hub. Weather-proofing of the brake shoes and drum

is very good. A new alloy full width rear hub is now featured on all models, altho it doesn't have the brake drum liner as found on the front wheel. Probably the most outstanding feature on the new sprung models is the adoption of a completely new quickly detachable rear wheel. Pioneers of the quickly detachable rear wheel over 30 years ago, the Associated Motorcycle people have devised a pull-out spindle system which permits the rear wheel to be removed, complete with hollow axle and bearings intact! This operation leaves the rear drive and brake assembly completely undisturbed! (Details are shown in the accompanying illustration). In conjunction with this new assembly, new rear fork ends are employed. Instead of cam-type rear fork ends are employed. Instead of cam-type rear chain adjusters previously used, the 1955 patterns takes the form of hexagon-headed screw tops, locked by nuts. Also to be seen in the "springers" are integral rear connection pick-up lugs, for sidecar fitting. Mountings for folding pillion footpegs are also found.

The rear suspension units for A.J.S. and Matchless design and manufacture, have also undergone some modifications. Tho not apparent to the eye the more important of these concerns the internal hydraulic damping tube. Another change is to be found in the cover retaining ring, which is now held in place with a circlip rather than the previously used screw-in pattern.



New streamlined headlight houses speedometer, as well as amp meter and light switch.

The front forks have also undergone several improvements for 1955. Biggest visual improvement to the front end can be found in the longer streamlined headlight which now contains the speedometer. The front forks have been "beefed up," by increasing the size of the central main tubes by  $\frac{1}{4}$ th of an inch. This will insure greater strength and rigidity where it is most likely needed.

So far as the main frame assembly is concerned, the principal improvement is located in the down tube, and deals with the simplification of mounting the oil tank and battery carrier. Available as an optional extra, an air cleaner fits between the down tube and the rear fender.

The front fender has undergone a refreshing change, for it is now absent the front fender bracket. In place of the brackets is a very solid U-shaped bridge that nestles under the fender and connects with both fork tubes. For further strength, the edges of the

fender have been wired.

The removable tail piece of the rear fender is now also improved, with a new mounting system and greater rigidity offered.

Mufflers have also been redesigned, offering a more attractive appearance, as well as greater silencing.

Also in the appearance department, is the new rear chain guards, which now have extended valances on each side.

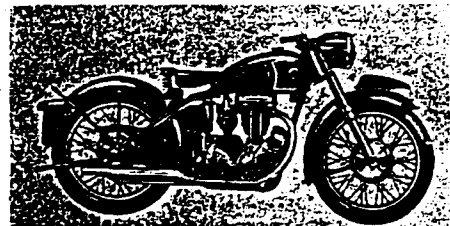
Gas tanks on both 350 and 500 cc models are now all of  $3\frac{1}{4}$  gallon capacity, with the exception of the sports twins and competition models—which carry smaller capacity tanks, the smallest of these being the light alloy two-gallon tank on the competition machines.

Rear brake pedal now features a concealed return spring, and the nut that formerly held the pedal in place is now replaced with a pointed set screw that registers with a groove around the brake arm mounting shaft.

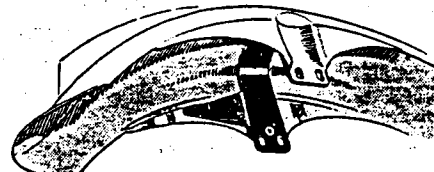
Mounting of the exhaust pipe has also been improved. Where previously a strip supported the pipe where it curved up to the port, the engine bolt nut has been extended to meet the lug on the pipe, thus providing a neater and more solid attachment.

Automatic spark advance, formerly only found on the 500 cc singles, is now extended to the 350 cc singles. Competition models still come equipped with the waterproof racing magnetos.

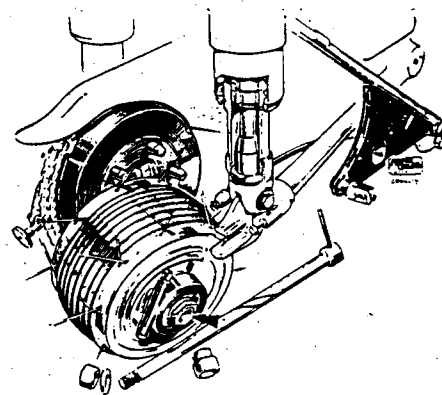
1955 should prove to be another big successful year for A.J.S.-Matchless dealers and riders alike!



Lowest priced model in A.J.S. range is this Model 16M single cylinder 350 cc mount. This model will be available for coming season.

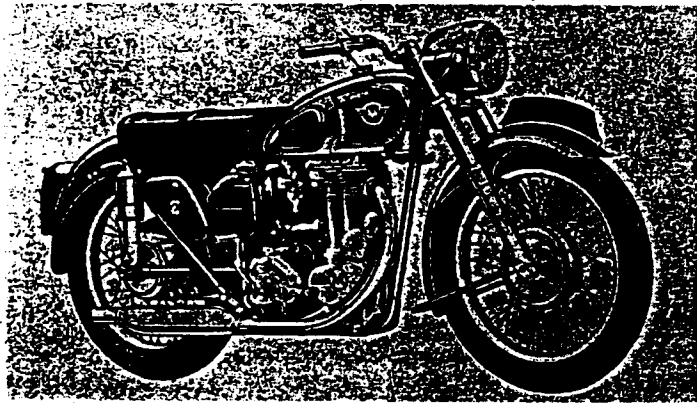


Newly designed front fender does away with visible fender brackets, as full support is gained from "U"-shaped wide bracket underneath fender.



Details of quickly detachable rear wheel.

Road model single in the Matchless range is this G80S.



Popular A.J.S. Twin (Model 20) is an ideal touring machine.

