

AMC GO SERIES

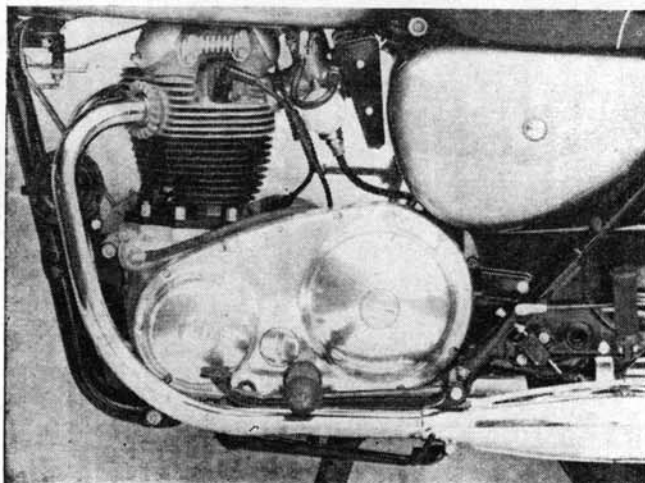
WHAT is the meaning of series production, a policy which AJS and Matchless have just adopted? It means that the makers no longer tie themselves to annual modifications as a talking point for the Show. Instead, alterations are incorporated as production permits, whenever that happens to be.

The immediate effect is that the only changes so far in hand for 1966 are the substitution of light-alloy blades for steel mudguards on the two-fifty Sapphire Ninety (AJS) and Monitor Ninety (Matchless), and restyling of the exhaust pipe to give a more sporty appearance on these models.

Engine for the two-fifties is a high-performance, oversquare single with a proud marathon-race history. Unusual features are the siting of the oil tank alongside the crankcase, behind the right-side engine cover, and extension of the cover around the gear box to give the neat appearance of apparent unit construction.

Of the remaining roadsters, only two are singles. They are a long-stroke three-fifty (AJS Sceptre and Matchless Mercury) and a five-hundred with the same stroke, the AJS Statesman and Matchless Major.

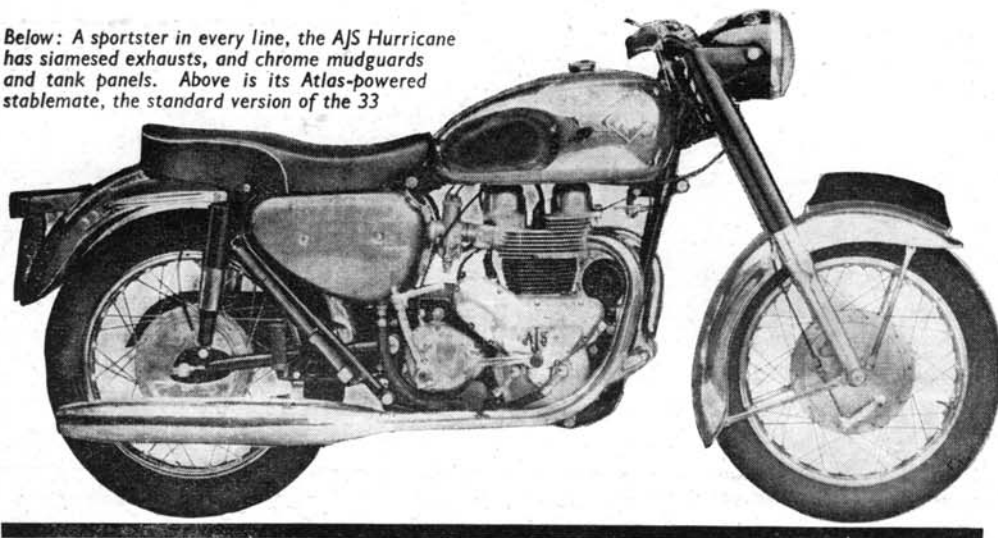
Engines are well-trying, robust



Low weight, high power—the Matchless G85CS scrambler



Below: A sportster in every line, the AJS Hurricane has siamesed exhausts, and chrome mudguards and tank panels. Above is its Atlas-powered stablemate, the standard version of the 33



stalwarts with aluminium cylinder heads and hairpin valve springs. A high standard of stability and braking is assured by the use of the Roadholder front fork and 8in-diameter front brake inherited from Nortons.

The six-fifty twin comes in two guises, standard and sports. In both cases the engine is unique in having an auxiliary plain bearing in the middle of the crankshaft; oil for the big ends is fed through this bearing.

Names of the standard versions are AJS Swift and Matchless Majestic. Electrics are 12 volt and, again, the Norton-pattern telescopic fork and wheels are fitted.

Answering to the exotic names of Hurricane (AJS) and Monarch (Matchless), the sports version gets extra pep from a higher compression ratio and pulls slightly higher gearing.

Other differences include magneto, not battery, ignition; siamesed, not separate, exhaust pipes and chromium-plated blades in place of enamelled, valanced mudguards.

Powered by the mighty Atlas engine, the seven-fifty twin is likewise available in standard or sports trim. Scorning names, it hides its blushes behind the code 33 as an AJS or G15 as a Matchless.

Addition of the letters CSR to these codes denotes the sports version.

Engine apart, the models are basically similar to the six-fifties. Of course, the specifications of the standard and sports versions differ, but the differences are not as on the six-fifties.

For example, the CSR seven-fifties retain separate exhaust pipes—though they are swept back much more sharply than on the standard models, hence are effectively shorter.

Other features that distinguish the sportsters are long carburettor spouts, front-fork gaiters, rear-set footrests and control pedals, a low-level handlebar, aluminium mudguards and exposed lower ends of the rear-suspension springs.

Again, overall gearing is a shade higher on the CSRs, while the standard models have wider-section tyres. On both versions, the speedometer is matched by a revmeter.

If scrambling is your sport you can right-away stop coveting the light and potent five-hundreds raced so successfully by Chris Horsfield and Dave Nicoll.

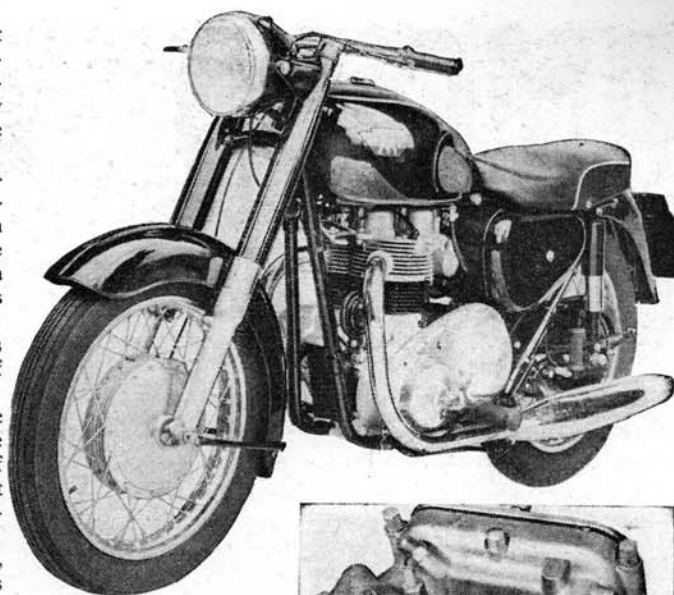
For the first time the factory are marketing an out-and-out scrambler rather than a cross-country variant of the roadster single. Available as a Matchless only, it is known as the G85CS.

Its dry weight of 291 lb is some 45 lb down on that of its predecessor, the G80CS.

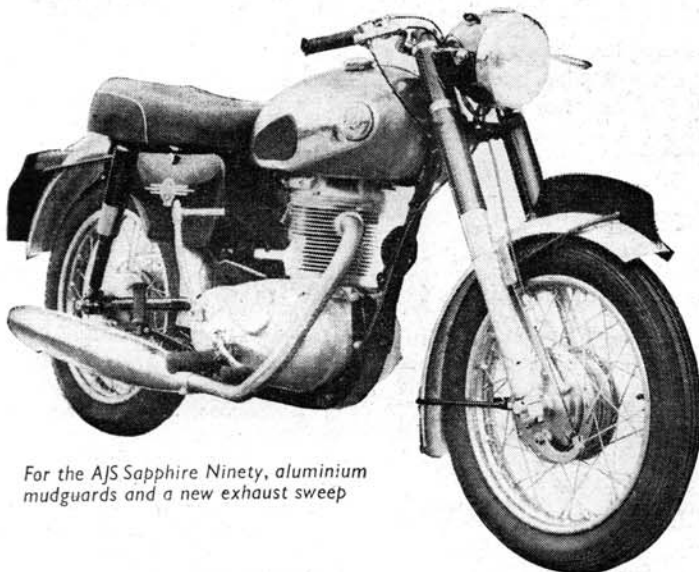
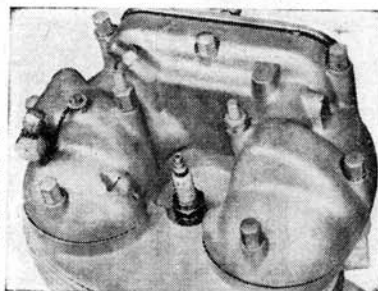
Contributing largely to the saving is a new duplex frame which has the added merit of supporting the rear-fork pivot spindle at the extremities instead of in the middle.

Made in light-gauge tubing, the frame has welded joints throughout except at the steering-head lug, which is brazed. The rear fork pivots on bonded-rubber bushes.

Front fork is of lightweight pattern with the stanchion tubes heat-treated. All fins are turned off the front hub,



Above: The handsome 646 cc Matchless Majestic. Right: On the Matchless scrambler engine the central plug position shortens flame travel and so permits a high compression ratio



For the AJS Sapphire Ninety, aluminium mudguards and a new exhaust sweep

while the magnesium-alloy rear hub is the same as was fitted to the famous 7R and G50 racers.

The engine—whose peak performance is 41 bhp at 6,500 rpm—has an aluminium cylinder barrel and head, with the well-proved central plug disposition and hairpin valve springs.

A paper element in a right-side pannier housing filters air for the Amal GP carburettor. Beneath the carb and between the rear engine plates is the light-alloy oil tank.

The footrests are fabricated and the three-point attach-

ments include a clamp right across the frame. Tyres are the Dunlop Sports pattern.

In speedway and grass-track trim, the engine will be available separately from next month.

Except for the chrome and polished aluminium, basic colour of all models is black.

On the CSR models (singles and twins) this is relieved by petrol tanks in chrome and blue (AJS) or chrome and cherry red (Matchless).

The CSR twins extend the blue or red to the oil tanks and tool box, too. Petrol tank on the scrambler is red.

AJS MATCHLESS	CAPACITY-BORE, STROKE AND TYPE OF ENGINE	CR	IGNITION	GEAR RATIOS				CAPACITY		SUSP		SIZE OF TYRES		Wt lb	PRICE WITH TAX £ s d
				BOTTOM	SECOND	THIRD	TOP	FUEL	OIL	FRONT	REAR	FRONT	REAR		
14CSR SAPPHIRE NINETY G2CSR MONITOR NINETY	248 cc (70×65mm) ohv	9.5	C	17.97	11.68	8.05	6.51	3½g	2½pt	T	PF	3.25×17	3.25×17	328	248 0 0
16 SCEPTRE G3 MERCURY 18 STATESMAN G80 MAJOR	348 cc (72×85.5mm) ohv	9	C	14.11	9.37	6.72	5.51	4g	4pt	T	PF	3.25×18	3.25×18	382	290 1 3
31 SWIFT G12 MAJESTIC 31CSR HURRICANE G12CSR MONARCH	497 cc (86×85.5mm) ohv	7.3	C	12.27	8.15	5.85	4.79	4g	4pt	T	PF	3.25×18	3.50×18	394	297 16 5
33 G15	646 cc (72×79.3mm) ohv tw	7.5	C	11.76	7.81	5.6	4.59	4g	4pt	T	PF	3.25×18	3.50×18	403	342 8 4
33CSR	646cc (72×79.3mm) ohv tw	8.5	M	11.07	7.35	5.27	4.32	4g	4pt	T	PF	3.25×18	3.50×18	390	354 8 10
G15CSR	745 cc (73×89mm) ohv tw	7.6	M	11.55	7.67	5.5	4.51	4g	4pt	T	PF	3.50×18	4.00×18	398	367 12 6
G15CSR	745 cc (73×89mm) ohv tw	7.6	M	10.8	7.17	5.15	4.22	4g	4pt	T	PF	3.25×18	3.50×18	398	370 14 6
G85CS SCRAMBLER (Matchless only)	497 cc (86×85.5mm) ohv	12	M	19.09	12.68	9.1	7.46	2g	4pt	T	PF	3.00×20	4.00×18	291	to be announced

MANUFACTURERS: Matchless Motor Cycles, Ltd, 44, Plumstead Road, London, SE18.

ABBREVIATIONS: tw, twin; CR, compression ratio; C, coil; M, magneto; T, telescopic; PF, pivoted fork. Tyre sizes are in inches.