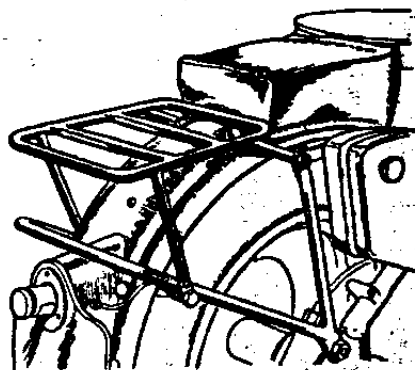


Matchless and A.J.S. Improvements

Valuable "Rider's Points" : Freedom from Piston Slap Without Risk of Seizure : Three-rate Front Fork Springs : Pillion Seats with Carriers : The Latest Finish : Competition and Racing Models

NUMEROUS improvements have been made in Matchless and A.J.S. motor cycles. Some of these result from a "suggestions" book which J. M. (Jock) West, the A.M.C. sales manager, keeps, a book in which are jotted down notes of points



How the standard carrier mates in with the pillion seat

that seem to call for improvement. To cite a small example, the oil bath primary chain cases now have a longer screw in the band which holds the halves together. It was found that the rubber sealing washer is liable to expand after use and that as a result, an owner might have trouble in refitting the band. Simple as this change is, it forms a good instance of the attention to detail that is being made a rule at the Associated Motor Cycles' factory.

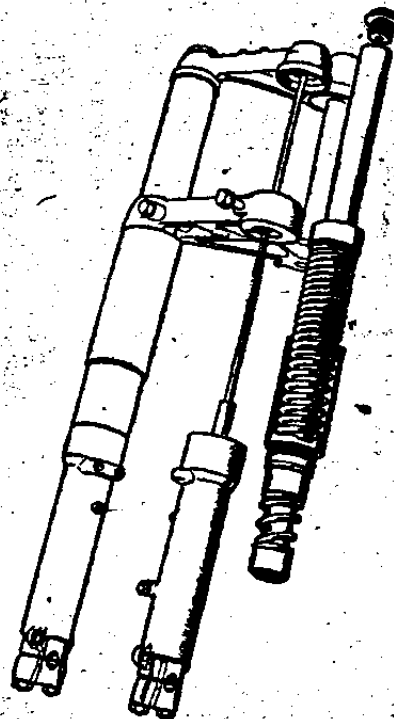
Perhaps the most important change for 1947 is in regard to the now famous "Teledraulic" front forks. These have new springs, so wound as to provide three

different rates. The coils, as will be seen from the drawing, are set at different distances apart. The springs afford a soft, easy movement at initial deflection of the forks and offer increasing resistance with increased fork travel. Buffer springs have been incorporated to reduce the fall of the wheel. These have permitted the front brake cable to be shortened 3/16 in and, therefore, a neater arrangement of the cable, which now has a guide on the near-side fork blade.

Another major alteration is that the gudgeon-pin bosses are set half an inch lower in the Lo-Ex (low expansion) split-skirt piston and the connecting-rod has been reduced in length by 1/16 in to suit. The aim here is to secure the freedom of piston slap that is a feature of modern Matchless and A.J.S. motor cycles, with rather larger piston clearances—clearances which will render remote the possibility of piston seizure during the running-in period. At the same time, the oil circulation has been doubled. The oil-pump speed has been increased by the adoption of a two-start worm on the timing side engine shaft, and a larger feed pipe (7/16 in) from the oil tank and larger ducts in the engine are employed.

Wider Footrest Adjustment

The oil, in the case of the 350 c.c. machines, also operates at an appreciably lower temperature owing to a change in the exhaust-pipe design. In the recent past the pipe has been carried close into the crankcase and timing chest, above the footrest hanger. Now it is neatly arranged beneath the hanger, which, in addition to improving the appearance of the machine, results in a greater range of adjustment for the footrest and, as already stated, cooler running. The pipe



A three-rate main spring is fitted in the legs of the "Teledraulic" front forks; also each leg has a buffer spring

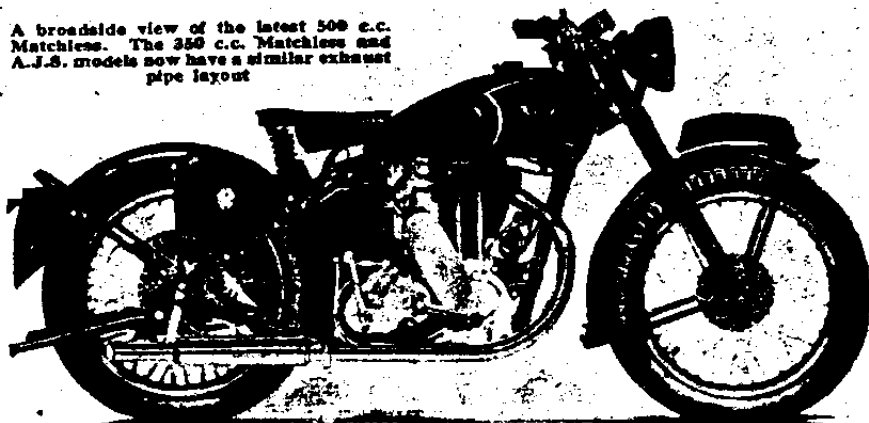
is still well tucked away; thus there is excellent ground clearance.

A small detail improvement is in the new front number plate and its fixings. This is altogether neater. Rubber lies between the mudguard and the channelled member which now forms the mounting of the actual plate. A good "rider's point" is the flared-upwards end of the rear chain guard which helps to prevent oil from the chain being thrown upward and forward.

Chromium-plated wheel rims, and handlebars have been standardized, and the Matchless models now have a chromium-plated winged "M" on the sides of the tank. The rims have black "centres" lined in silver in the case of the Matchless and gold on the A.J.S. All wheel spokes are cadmium plated. An "extra" which will interest many is the combination of pillion seat and carrier which is available at a total price for the two of £2 11s 11d. Incidentally, the lifting handle on all models is now integral with the mudguard stays, a much neater arrangement.

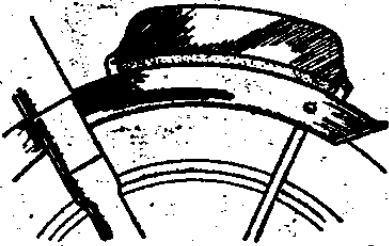
A point which the factory makes in regard to the finish of the Matchless and A.J.S. motor cycles is that the durability of enamel is proportional to the stoving temperature and no stove enamel allows the employment of so high a baking temperature as does black. What is especially pleasing about the latest productions is the exceptionally high quality of the finish. All enamelled parts have three

A broadside view of the latest 500 c.c. Matchless. The 350 c.c. Matchless and A.J.S. models now have a similar exhaust pipe layout



Matchless and A.J.S. Improvements —

coats of Pinchin Johnson's best black enamel on a rustproof Bonderized base. An example of the trouble taken to secure a good finish is that the footrests are buffed previous to being enamelled.



A channeled member, with rubber between it and the mudguard, carries the new and much neater front number plate

A limited number of competition models, both Matchless and A.J.S., is being manufactured. The factory insists on knowing the name and past competition record of the prospective purchaser of one of these machines. The underlying reason is that otherwise some might find their way into the hands of ordinary road users and, the number of machines being limited, various good trials riders might

possibly have to go without. Conditions permitting, there will also be for 1947 a single-cylinder 350 c.c. racing model. Except for chain drive to the overhead camshaft, the engine and whole machine will bear no resemblance to the pre-war racing A.J.S.s. Rear springing? The Works' comment is that in these days rear-wheel springing is a fairly obvious requirement in a racing machine!

As announced in *The Motor Cycle* of October 24th, the prices of the four models are as follows:

	Basic	P.T.	Total
	£	s	d
Matchless G5/L 350 o.h.v.	106	28 12 5	134 12 5
Matchless G.20. 500 o.h.v.	118	31 6 5	147 6 5
A.J.S. 16M. 350 o.h.v. ...	106	28 12 5	134 12 5
A.J.S. 18. 500 o.h.v.	118	31 6 5	147 6 5

The 350 c.c. Competition models cost £111 plus (in Great Britain) £29 19s 5d tax; 500 c.c. Competition models are priced at £121, plus £32 13s 5d purchase tax. Speedometers are £4 extra, purchase tax £1 1s 7d. The pillion seat costs £1 9s 8d; pillion footrest 11s 6d, and carrier £1 2s 3d.



(Right) Black, gold and chromium—the latest 350 c.c. overhead-valve A.J.S., which, with the new exhaust-pipe arrangement, looks a particularly smart mount

Week-end News

STAMFORD BRIDGE TRIAL

Another Win for A. F. Gaymer

OWING to the frequent acceptance of his late entry in last Sunday's Stamford Bridge Trial, the fine performance of A. J. Blackwell, the only man to drop no marks, was rendered void. Thus A. F. Gaymer, with three marks lost, repeated his previous week's success and took the premier award. The trial included most of the old favourites on Bagshot and Fribright commons, and on Tree Roots—far the worst hill of the day—six. Blackwell and Gaymer made clean ascents. GAY subsequently included in an apparently unnecessary loop on Wind Up, a hill which less than a dozen out of the 114 climbed without loss of marks.

Recent heavy rain had rendered the common-land deceptively slippery, sidecars having a particularly "raw deal" on several sections, notably on Tower Hill. Even so, the old hands, such as A. L. Savage (498 Ariel sc), treated most of the hills with marked disinterest—much to the delight of the spectators.

Bridge Cup (best performance of the day).—A. F. Gaymer (348 Triumph), lost 3 marks. Dejebeau Cup (best Stamford Bridge member).—G. M. Berry (348 Triumph), lost 6 marks. Best sidecar.—E. H. Treadgold (490 Norton sc), lost 15 marks. Best team.—Stamford Bridge: G. M. Berry (Triumph), E. T. Viney (Velocette), and D. A. Trice (Velocette). First-class awards.—A. Williams (350 A.J.S.), P. Brown (350 Matchless), E. T. Viney (350 Velocette), A. T. Hunt (350 Matchless), M. Lund (350 B.S.A.), L. Talbot (350 Velocette), R. C. May (500 B.S.A.), E. J. A. Petty (350 B.S.A.), D. A. Trice (350 Velocette), V. Mason (350 Matchless).

ENJOYABLE SIDCUP SIXTY

E. Usher the Winner

THE second post-war Sidcup "Sixty" Trial, held in N.W. Kent last week and attracted 300 entries from some 32 clubs. Although arduous, the course was an excellent one, and the start and finish at Kington Park was an ideal spot. The sections were very varied, and included two river crossings.

Sandbanks, a section in Kington Park, badly cambered and steep, soon began the "sorting-out" process. About 50 riders made clean ascents—all solos. Four sub-sections at Bonrose wood Brickfields, near Swanley were the next cessars. Among those who made a good show

were N. J. Gray (350 Matchless), W. F. Ward (350 A.J.S.) and Ted Usher (350 Matchless), with only one dab each. Then, by way of Calverstock Lane (or Farmington Wood), which was similar to the Gloucestershire sections, competitors proceeded to Franks Splash. Here riders rode downstream and turned right up the bank. A humorous touch was given by A. Dawkins (350 A.J.S.), who failed to notice the exit and continued ahead until warning shouts told him of his danger.—("Don't go over the wire, daddy!")

More grassy sections in Brands Hatch woods followed, then the tricky double hairpin on Cotmans Ash. Only 23 riders were clean on sub-section "B," and among these was one novice—B. M. Baker (350 Triumph), 55 Kent Club. At Preston Hill the section had been modified to avoid delays, but in dry weather this would have proved a super hill. Next came Newbarn Copse, where W. E. J. Peacock (497 Ariel sc) turned over. After furling the Darent, riders made a six-mile cross-country trip to the finish, with plenty of mud and ruts to make things tricky.

Youngs Challenge Cup (best performance).—E. Usher (347 Matchless), 6. Sturminster Cup (best opposite class).—W. H. J. Peacock (497 Ariel sc), 26. Walden Memorial Cup (best novice).—A. J. W. Epps (350 F. and M.), 27. Palmer Cup (best rider-forked machine).—H. J. Weir (343 Triumph), 17. Eric Fernthugh Cup (best 1946 Sidcup member).—A. Jackson (350 B.S.A.), 38. Team Award—Sidcup No. 1 (E. Usher, G. D. Walker, T. Groves), 67. Runners-up.—Berleyheath (J. Colver, A. L. Keeler, F. S. Baker), 71. First-class Awards.—R. H. Burns, 9; N. J. Gray, 17; J. H. Colver, 18; A. L. Keeler, 18; C. W. Plummer, M. Fring, 20; W. F. Ward, S. H. Blacklocks, J. V. Pirnie, A. L. Huxley, 21; M. A. Stapleton, K. Pugh, J. Lilley, W. Conway, 25; T. Groves, 26. Sidecars: D. J. Allard, 38; G. A. Brett, 40.

VETERAN CAR RUN

A RECORD number of entries—137—has been received for the R.A.C. Veteran Car Run from London to Brighton on Sunday, November 17th. This will be the Jubilee Anniversary of this famous event, which is restricted to cars built prior to 1905. The run will start from the Magazine, Hyde Park, at 8 a.m. At Crawley there will be a luncheon stop. The cars are timed to arrive at Madeira Drive, Brighton, between 1.15 and 2.30 p.m.

M.C.C. SPORTING TRIAL

Held over a 58-mile course near Buxton last Saturday, the M.C.C. Sporting Trial was so still that not a single first-class award was won by any of the competitors—the first time this has happened in an M.C.C. event since 1901. Motor cycle entries were on the small side for the trial; there were only eight solo and five sidecar starters.

The course included such old favourites as Jenkins Chapel, Taddington Moor, Litton Black and Bamford Cleugh, and a special test on Winnats Pass. S. N. Osborn (348 B.S.A.) and J. E. Bennett (348 Norton) gained second-class awards, and K. E. Norris (348 Panther) a third-class award. None of the motor entrants qualified for one. The team prize was won by J. W. Beever (347 Matchless), F. Osborn (502 Levin sc), and G. A. Holland (346 A.J.S.).

LINCOLNSHIRE GRAND NATIONAL

Win for W. McVeigh, of Grimsby

MANY well-known scramble riders competed in the first Lincolnshire Grand National since 1938. The holder of the trophy since the last race, A. G. Briggs (348 Velocette), Pathfinders Club, lost it to W. McVeigh, of Grimsby, by the narrow margin of 17 sec.

The course was approximately ¼ mile, and very nearly the same as that used in 1939. Recent rains had produced heavy mud and made the going exceedingly hazardous, particularly on the steep grassy slopes.

The pond, through which the competitors had to ride, provided a succession of spills, and on more than one occasion spurs had to be used to haul machines out of the water. It was approached by a tremendous descent through a pair of steeply sloping, and left by a 5-lend of mud.

At the end of the first lap of the Scramble, Briggs and McVeigh were practically level, when Briggs had a spill. He quickly remounted and went off after McVeigh, but he could not regain the lead, and the two finished practically in the positions obtaining immediately after Briggs' mishap.

RESULTS

—1. W. McVeigh, Grimsby, 9m 31½s; 2. A. G. Briggs, Derby, 9m 49½s; 3. J. F. Walker, Lincoln, 10m 14s.