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ASSOCIATED MOTOR CYCLES, LTD.

MANUFACTURERS OF A.J.S. AND MATCHLESS MOTOR CYCLES

**PLUMSTEAD ROAD
LONDON, S.E. 18**

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TELEGRAMS:
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CODES:
A.B.C. 5TH & 6TH EDITIONS
AND BENTLEY'S

Our Ref..... **JMW/DD.**

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PETROL ECONOMY

Faced with the necessity of covering the maximum possible mileage on the current Petrol allocation, there is a tendency to assume that a comparatively large engine must use more fuel than a unit of small capacity.

If full advantage is taken of the performance that the large engine can provide this assumption is usually correct, but for a given average speed the large unit is frequently more economical. This is due to the fact that to maintain its place in the traffic stream a small engine must be driven far beyond the point of maximum economy, whereas the larger unit is usually just ticking over at this speed.

It is interesting to recall that several years ago, John Dale of Auckland, New Zealand, riding a 350cc. O.H.V. Matchless under official A.C.U. observation, at the M.I.R.A. proving ground, Nuneaton, achieved the remarkable petrol consumption figure of 312.5 m.p.g.

It is not suggested that the average owner will equal this figure under normal road conditions but there is no reason why a 350cc. Matchless or A.J.S. should not average well over 100 m.p.g. if ridden with discretion.

As very few small capacity models are able to better this figure under normal conditions, and as Motor Cycles of over 250cc. capacity are scheduled to receive $4\frac{1}{2}$ gallons per month against 3 gallons per month for models of less than 250cc. capacity, a Motor Cycle of 350cc. and even 500cc. appears to be at a distinct advantage and to offer the best possible mileage per month.

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December, 1956.