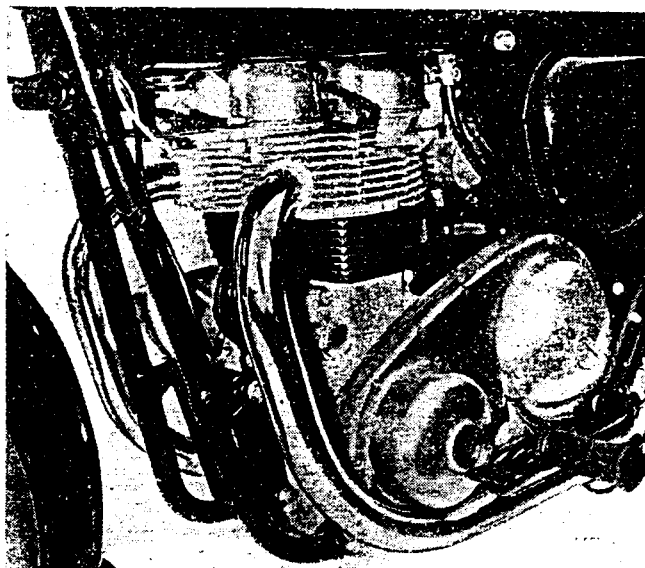


**AJS AND MATCHLESS SIX-
HUNDRED AND SIX-FIFTY TWINS**

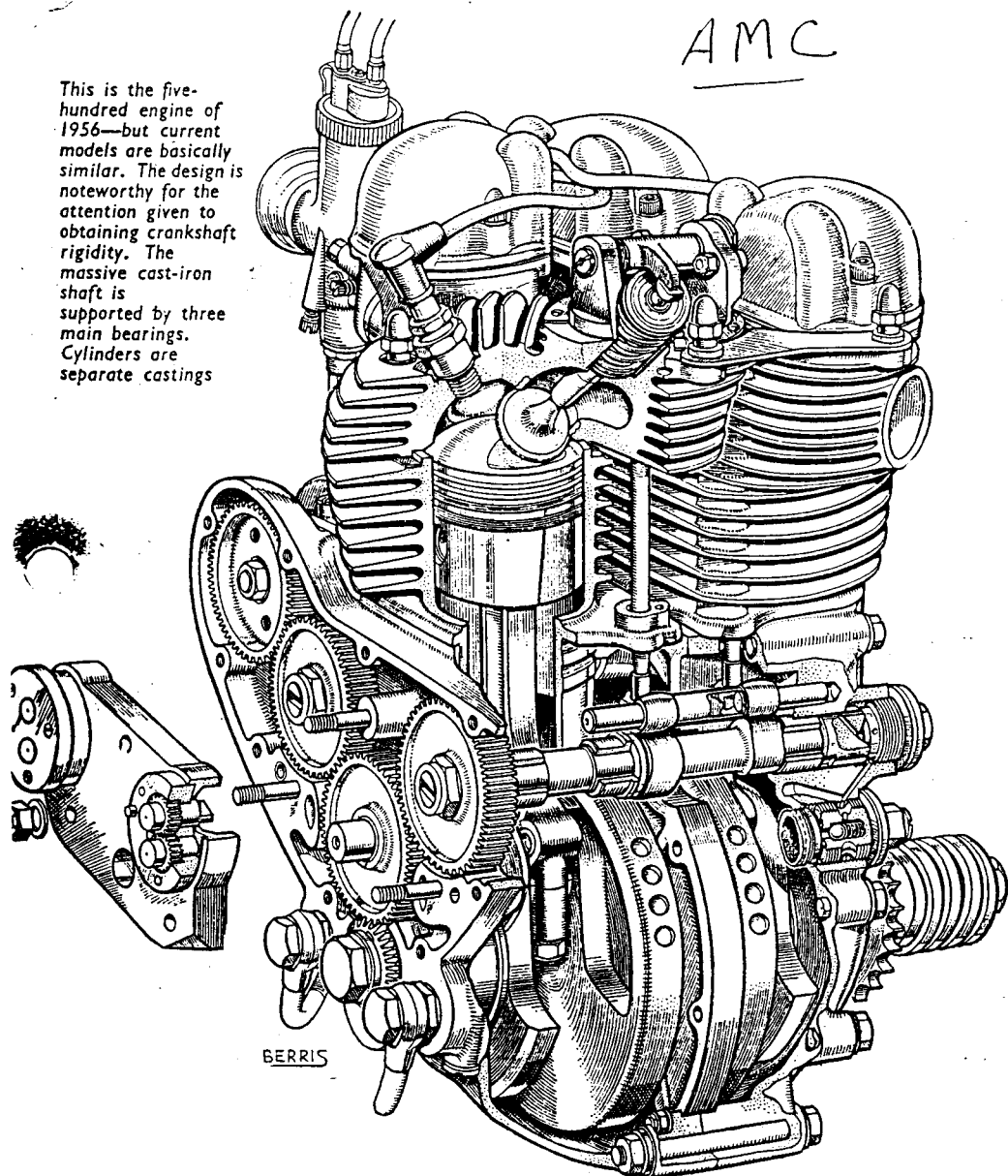
TWO MILLION MILE TEST



Clean and businesslike—the power house of a brand-new 1965 G12. The AMC engine is praised for ease of maintenance and good looks

This is the five-hundred engine of 1956—but current models are basically similar. The design is noteworthy for the attention given to obtaining crankshaft rigidity. The massive cast-iron shaft is supported by three main bearings. Cylinders are separate castings

AMC



tageous, I hardly ever think about it so it cannot be so evident."

The majority mention that the engines—particularly, it seems, those of the CSRs—are mechanically noisy.

STARTING

"I EXPECT, and get, first-kick starting with the proviso that I must close the air below 50 deg." Rodney Hodges' G11 CSR is of 1958 vintage—but his experience is indicative of the whole.

Antony Curtis, 29, of Boston, says, "Starting requires some beef!"

HANDLING

IF there's anything that CSR owners can't comprehend, it's the aura surrounding Norton roadholding.

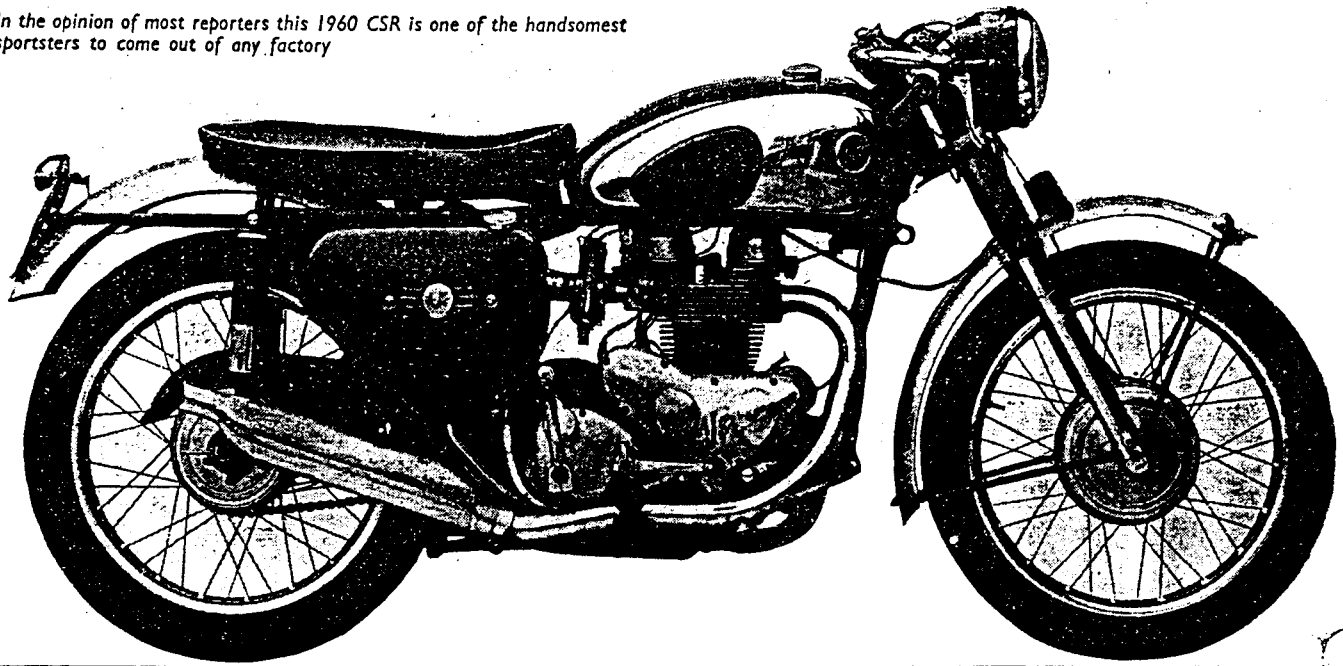
Twenty - two - year - old Charles Redgrave, of Chatham, is obviously a bit of an ad man: "Ear 'oling is fun with the CSR" is his slogan.

Whether it be sportster or de luxe tourer, it seems that a big Ajay or Matchbox will stick to the road effortlessly.

Says Robert Yate of Wolverhampton: "Roadholding sets a precedent encouraging the rider to take the bike to its limits. The precise steering and the remarkable design of the frame, giving great clearance, saves one a fortune in footrest rubbers!"

"The sure-footedness under

In the opinion of most reporters this 1960 CSR is one of the handsomest sportsters to come out of any factory



all road conditions, due in part to modern cling tyres, has come as a revelation to me in the light of 20 years' previous experience"—John Goulburn, Blackpool.

BRAKING

"BOTH brakes are real tyre squealers and are at their best at high speeds." The opinion of Mick Blundell is borne out by other correspondents: "Potent and free from fade" (Robert Yate); "Emergency stops can be made from 30 mph in 30 ft" (PC John Bleasdale).

One or two are dissatisfied. Says Charles Redgrave: "The brakes were okay for ordinary use, but I felt they could be improved—so I fitted Ferodo AM4 linings to the front. The braking department is now very potent."

ELECTRICS

IT IS very fashionable to decry modern electrics, but AMC owners seem quite content on the whole. The newer, 12-volt system gives better headlighting, naturally—but many fail to see why they should have to put up with two six-volt batteries instead of one 12-volt.

And more than a few mention the inadequacy of the modern "scooter" battery. Tales of frequent replacement are told. "Having bought two

in two years at over £3 each," says Antony Curtis, "I adapted the tool box to take a decent battery."

The horn gets dishonourable mention. The 14-per cent mark is indication enough of the general disgust felt by owners.

The Japanese and Germans can fit good horns as standard equipment, say many, so why can't our manufacturers?

TRANSMISSION

THE AMC gear box receives universal praise. One of the best on the road, echo several readers.

What criticism there is levelled at the clutch. "Going like the clappers up through the box on hard acceleration causes quite a bit of slip. I think a five- or six-spring clutch would definitely help." —David Payne.

A tip comes from Mick Blundell: "The oil in the primary chaincase must be only just high enough to touch the bottom run of the chain if clutch slip is to be avoided."

He adds a bit of chain lore: the tension of the primary chain never varies but, he says, he is always adjusting the rear one.

RIDING COMFORT

VERY little criticism here. Both the standard and sports models are perfectly comfort-

able. Even the shortish sports seat on earlier CSRs is acknowledged comfortable—but a bit cramped when a passenger is carried.

RELIABILITY

THERE is no secret of the fact that these twins have gained a notoriety for crankshaft breakages and rapid camshaft wear.

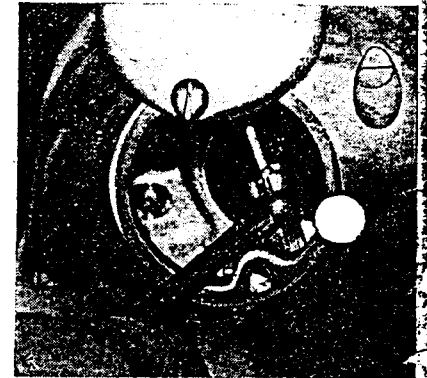
However, most of the grim tales concern bikes manufactured before 1962 when the new nodular iron crankshaft was introduced. This appears to have done the trick and later models are living down this reputation.

In mid-season 1963, Stellite tipped cam followers were first fitted—and have effectively cured the tendency to rapid wear. In any event, cam wear was only prevalent

in bikes used regularly for short trips.

With these two provisos in the letters of owners of pre-1962 mounts, the bikes gain top marks for reliability.

"In 27,000 miles," calculates Robert Lawmon, of Potters Bar, "I have bought my G12 one set of tyres, two



OUR ROAD TESTS

	AJS 31 CSR 21 March 1963	MATCHLESS G12 de luxe 8 June 1961
Mean maximum speed	99 mph	95 mph
Fastest one-way speed	104 mph	97 mph
Time to cover standing quarter-mile	14.8s	16.4s
Speed at end of standing quarter-mile	90 mph	82 mph
Fuel consumption at 40 mph	66 mpg	62 mpg
Fuel consumption at 60 mph	51 mpg	51 mpg
Braking distance from 30 mph ...	35 ft	34 ft