

CYCLE

APRIL 1959

50¢

JAWA
CELEBRATES

30th ANNIVERSARY

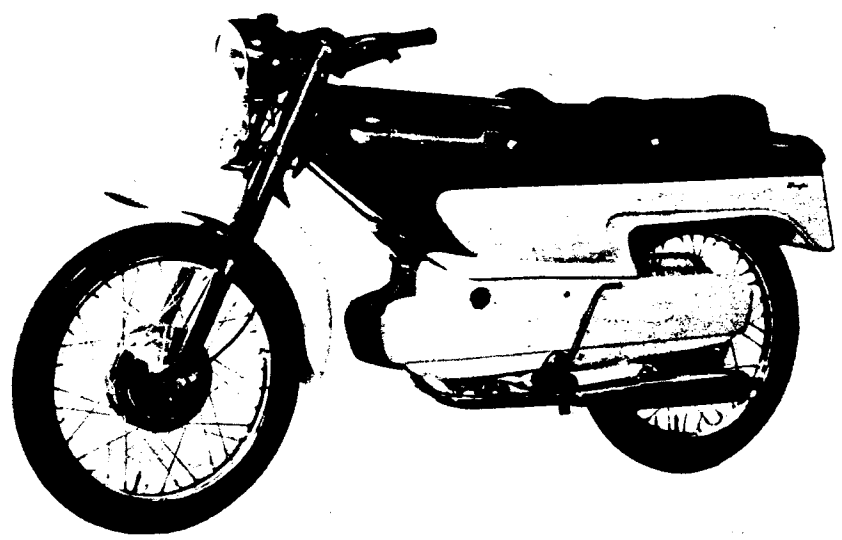
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"WORLD'S LARGEST MONTHLY MOTORCYCLE CIRCULATION"

Service Tips

1959 PARILLAS

Alaskan Travel Story



250cc Practice at G...

AJS TYPHOON SCRAMBLER ROAD TEST

Midwinter Rally & Go...



FLASH! DAYTONA RESULTS

200-MILER

1. Brad Andres H-D
2. Dick Mann H-D
3. Tony Murquia H-D
4. Jack Gholson H-D
5. Bob Sir Kegian H-D
6. Dick Clark Tri.
7. Neal Keen BSA
8. George Roeder H-D
9. Roland Hedgecock H-D
10. Jake Bodimer H-D

29 Finishers

Average Speed: 98.27

(Not a new record—probably due to strong winds prevailing throughout race.)

FULL DETAILS, PHOTOS IN NEXT ISSUE OF CYCLE

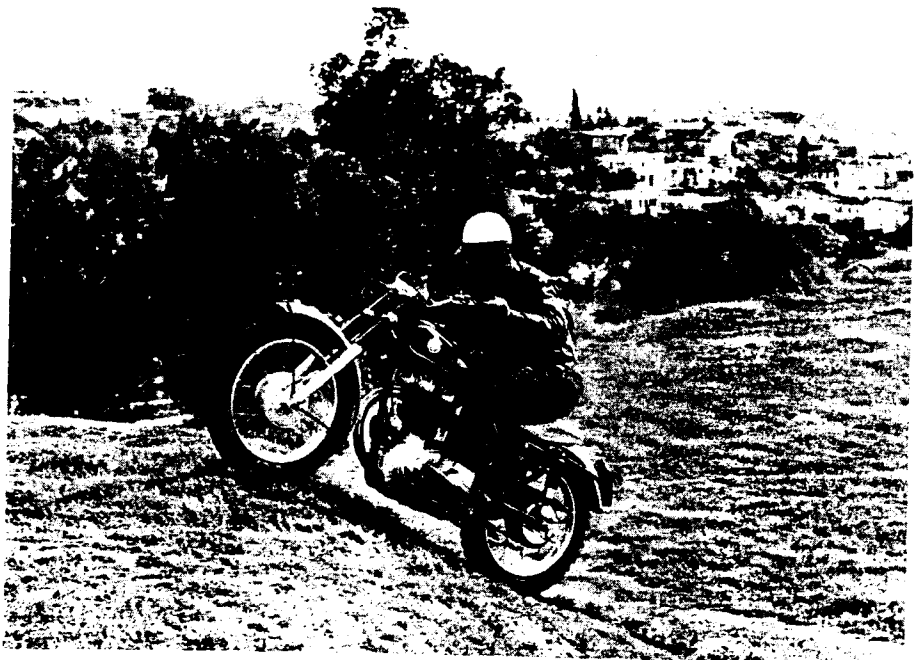
ROAD TEST NO. 103

By the CYCLE Staff

- Any average competition rider who tries this unique British import, specifically designed for the U.S. market, will agree that its performance is well beyond his most optimistic expectations, especially on the toughest rough going of the Californian scrambles.

The engine of the new AJS Typhoon single has a displacement of well over 30.50 cu. in. In fact, the original 86 mm bore and 85.5 mm stroke of the actual 500 cc engine are increased .050" and $\frac{3}{8}$ " respectively in the test bike of this month.

The performance of this big single will also enable riders to compete



The AJS Typhoon showed remarkable ability to climb the steepest grades without the least tendency to side slip.

AJS TYPHOON SCRAMBLER

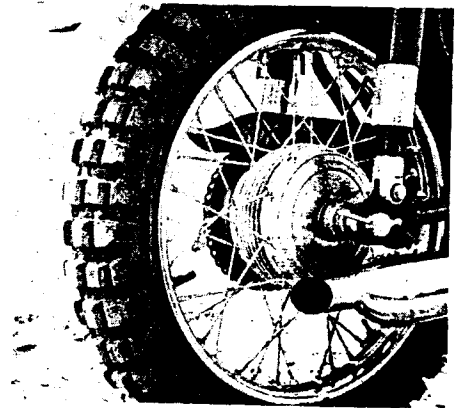
against the many 650 cc twins now so popular with dirt riders.

The test bike was furnished to the CYCLE staff by Cooper Motors, of Los Angeles, California, U.S. distributors of Matchless and AJS machines. Incidentally, the Typhoon showed us during the test that she definitely was a "matchless" AJS member of the Plumstead family!

During the test the front fork was the highlight of the suspension department. It scored high in all phases of the punishment that we put it through. Even the most vicious and deliberate attempts to make it bottom proved futile. This teledraulic fork might look

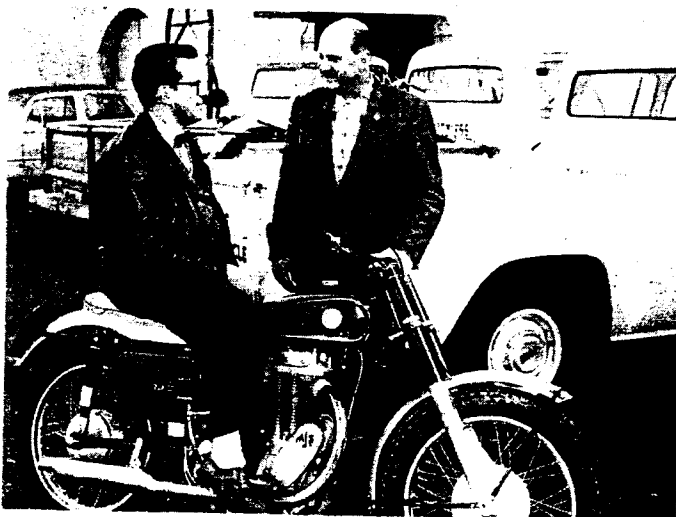
too soft when you try it with the machine stationary, but don't cheat yourself! She will disappoint you if you ever expect to feel the characteristic knock when bottoming while riding on the rough. The smoothness of the recoil stroke was also remarkable. The rear shocks can be adjusted to provide a stiff, medium or soft action. Thus they offer a wide and versatile operational range to suit most of the combinations of rider's weight and conditions of track.

Another high point of the test was the braking efficiency, achieved thanks to the generous dimensions of the front and rear brakes and their full width

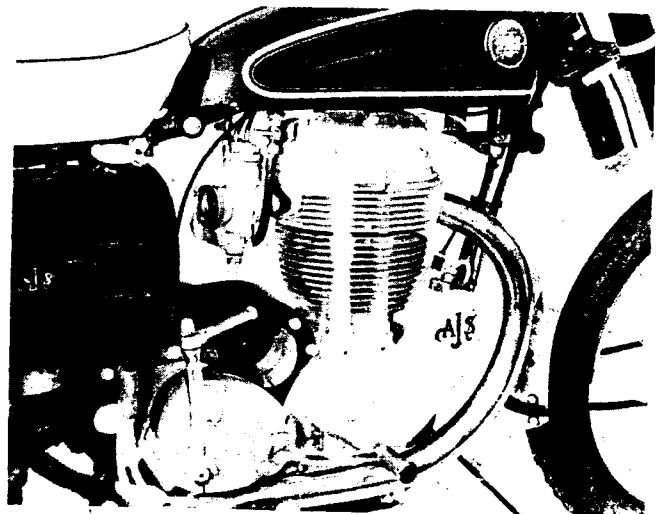


This is where the grip comes from! Notice the thick, straight type spokes.

AJS and Matchless U.S. distributor Frank Cooper discusses the fine points of the Typhoon with CYCLE tester Castro.



Deeply finned cylinder, large bore carb and sleek gas tank are outstanding features.



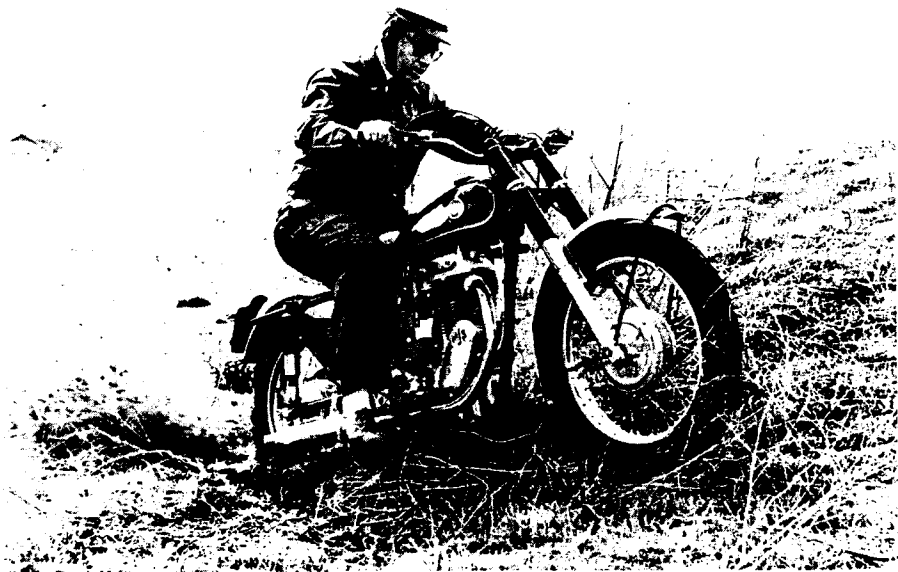
deeply finned drums. They remained absolutely fadeproof for the duration of the test and could be operated almost effortlessly.

The Flanders-made wide handlebar accounted for first class steering and road holding qualities, on and off the track.

The Burman gear box provided positive and fast shifting under all conditions. This is a remarkable feat in any motorcycle but it is even more appreciated on a competition mount.

There is a wide variety of gearing available (see specs. chart) but we feel that the standard ratio of the Typhoon will meet the requirements of most scrambles riders. All in all, the ultra discriminating competition rider can find among the great variety in stock, the ratio of his particular choice.

In spite of the straight 9:1 compression ratio of this fabulous single its traffic manners have not been impaired



Digging through mud and grass is where the Typhoon demonstrates at its very best the surging power of the engine.



The neatly located Lucas competition type mag is very easy to check.

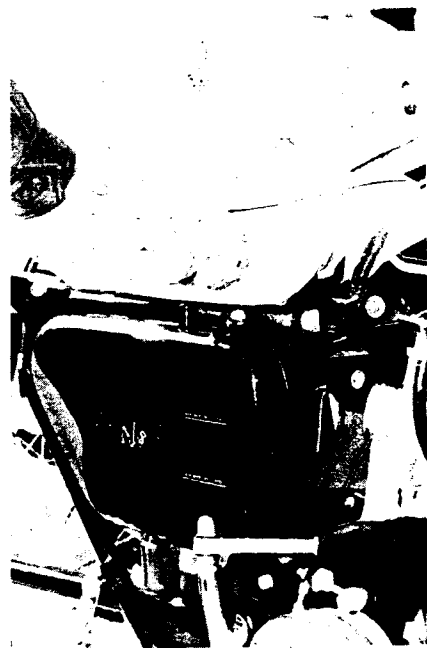
and it has no reason to envy the smooth going of any twin available in the market today. Of course it will not be velvet smooth (if you are too fussy about it!) but will provide you with exciting all-around transportation plus the additional convenience of owning a machine that can be ridden to, on and from the competition events.

The acceleration through gears is worth mentioning and the high torque qualities of the all-aluminum alloy engine can be appreciated as soon as you ride it. The AJS Typhoon can be ridden in top gear at 15 mph without chain snatching and in a few seconds you can wind it up to 60-plus without the slightest protest from the engine or transmission!

As the test bike was also ridden in public streets it was fitted with a muffler which didn't seem to impair to a great extent its performance in the dirt.

The clutch lever was very light to operate. The Typhoon has no steering damper, nor does it seem to need any.

The ignition advance control and the air levers are located on either side



The small dimension of the oil filler cap can be noticed in the above photo.

of the handlebar. Both are easy to reach and operate. On the LH side of the handlebar there is also a valve lifter lever which helps to obtain easier starts.

The rear and front fender are made of aluminum and highly polished. Both wheels are fitted with thick and straight spokes. The advantages of the straight pattern spokes over the hook type are obvious. The wheel hubs and the low-



The AJS reliable brakes always provided surefooted stops riding downhill.

er legs of the front forks are also made of aluminum in order to cut the unsprung weight as much as possible.

The oil tank is neatly located on the RH side of the machine and right opposite to it, on the LH side, there is a roomy tool box. It is our impression that in a competition mount like the AJS Typhoon the oil tank filler cap should be a little bigger and easier to remove.

The carb air filter is located next to the oil tank. This tank has a protective outside metal panel so that the rider's leg cannot be affected when the oil gets too hot.

The valve clearance can be checked without disturbing the gas tank. A chromed and business-like filler cap is located on the top of the gas tank.

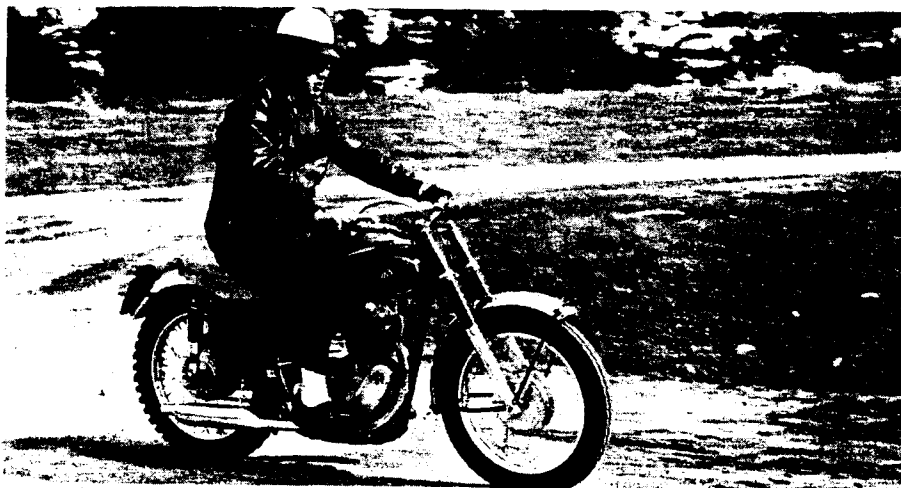
The folding-type KS lever is conveniently reinforced to stand the stress caused by the high compression engine. The husky and gusseted footpegs are designed and built to cope with the toughest beat ever imagined by a competition rider. The short and positive gear shift lever is equipped with a gear indicator.

A sturdy and thick skid plate protects the underneath of engine and transmission. On the LH side of the machine there is a handy jiffy stand.

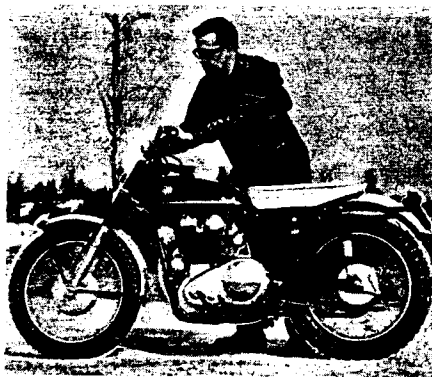
The roomy and comfortable twin seat provides for a more than adequate number of riding positions.

To save weight the primary chain cover is made of pressed steel instead of aluminum alloy as the one fitted to the AJS or Matchless twins. The chain lash can be checked through a small port located at the lower section of the chain cover.

In spite of the fact that nowadays the pressed steel chain case is used very seldom by motorcycle manufac-



Excellent handling on sandy surfaces, even with the rear brake fully applied was a nice feature.



After test minor clutch adjustment was required.

turers and has been replaced by aluminum alloy in practically all makes of motorcycles, it is worth mentioning that the Typhoon's primary chain case remained absolutely oiltight during the various stages of the test.

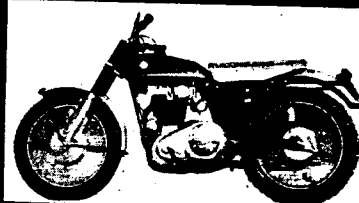
A hypercritical tester might have complained that the exhaust pipe and muffler should be a little more up-swept; that the engine was a trifle hard to start when cold and that no adjust-

ment appeared to be provided for the footpegs which—to be honest—didn't need it because they fit the average rider without any problem.

But beyond these minor points of detail design, nothing adverse could be said, and they count little compared with the overall excellence of the layout, handling and performance of this "big lugger."

In brief, the AJS Typhoon provides all the performance required of a competition single 500-plus, without the noise, intractability and extravagance once accepted as the inevitable price for riding a scrambler. It is this blend of punch and charm which is the special appeal of the model.

AJS TYPHOON



Specifications

ENGINE: Single OHV; alloy cylinder head and barrel; 9:1 compression ratio 587.8 cc.; 47 HP at 6750 RPM; Amal 389/12 Monobloc carburetor; Lucas competition-type magneto with manual advance; spark plug located at the top of the combustion chamber.

TRANSMISSION: Burman four-speed with foot operated shift lever. Multiplate clutch in oil bath. Standard ratios: 1st: 15.48:1—2nd: 10.26:1—3rd: 7.83:1 and 4th: 5.80:1.

Optional ratios:

First Gear	Second Gear	Third Gear	Fourth Gear
18.39 to 1	12.19 to 1	9.30 to 1	6.89 to 1
17.30 to 1	11.47 to 1	8.74 to 1	6.48 to 1
16.34 to 1	10.83 to 1	8.26 to 1	6.12 to 1
14.71 to 1	9.75 to 1	7.43 to 1	5.51 to 1
14.01 to 1	9.29 to 1	7.08 to 1	5.25 to 1
13.37 to 1	8.86 to 1	6.76 to 1	5.01 to 1

GAS MILEAGE: 50 mpg. (overall avg.)

CAPACITIES: Gas tank, 2 gals.; oil tank, 4 pts.; gear box, 1 pt.; primary chain case, 12 ozs.

WEIGHT: 302 lbs.

TIRE SIZE: 4.00-19 rear, 3.50-19 front; both knobby type.

GROUND CLEARANCE: 8 1/2"

The sturdy footpeg, thick skid plate and functional jiffy stand are some of the Typhoon highlights. The rugged folding KS lever and the gear indicator add more interest to this view.

