THE YEAR-BY-YEAR CHANGES : TWINS.

Prologue: Contrary to my belief, the Editor does not seem to have been deluged with offers to collate into one volume, the year-to-year changes of the twins. The intention is to collect our limited knowledge into a Bible that will be of use to members, present and future, who are interested in these fine machines.

The mechanics of creating this reference work has been achieved in this manner. I have provided the main research and collected all of my own personal information into a year by year summary of Annual Show press announcements, Technical Digests in the various magazines, information from the catalogues, Rider's Handbooks and Factory Manuals. When all the information had been collected and written down it was passed to the second member of the team, Fred Ham, who made the first check on the authenticity and facts. Thus semi-organised it was passed to Pete Jerrum to check the whole text for technical accuracy. The final member of the team is Billy Ham who has organised it into readable English and logical presentation.

It really has been a team effort and we can strongly recommend that all members thoroughly read and digest the information, although it is meant for the twins there is undoubted similarity in many of the details with the other models.

No-one in the team is infallible so we really hope that anyone who spots an error will write to the Editor and let us know so that we can correct it, then it really can be the Bible that the marque so badly needs.

Read on - and, hopefully, enjoy it. As the old saying goes " If you enjoy it, tell the world - if you don't, tell us ! "

The AMC Twins

The first assembled machines, a Matchless G9 and an AJS model 30, were secretly slipped into Earls Court for the Motorcycle Show in October 1948. Production got under way during 1949 and all the early machines went to export to earn the mighty dollar. A few AJS models - probably less than 30 - trickled out to Australia and New Zealand. Has anyone any details of the whereabouts of some of these first models ? Does anyone know what the engine numbers were on those two machines in the 1948 Show - better yet, does anyone know where they are now ? Kindly speak up if you can help with information.

Year-by-Year Guide.

1950 saw a few minor changes. The steering crown lug incorporates the steering stops and is a steel stamping, with the fork-leg clamps pinned and brazed in position. This replaces the former malleable casting, which was much heavier.

The rear brake pedal is of a slightly different, and more directional, shape. The front and rear mudguards have been redesigned and the circumferential rib is intended to provide greater stiffness.

The footrest hanger boss has twelve internal splines which makes a greater range of adjustment possible. The rear hubs are slightly wider and the tapered roller bearings are spaced further apart to give more support. The bearings have separate races, which may be detached, complete from the hollow spindle. The diameter of the solid spindle has been increased to $\frac{1}{2}$" .

Detail changes include the use of Amal combined clutch and ignition levers and front brake and air levers.

There is an additional fabric filter in the oil tank and a sludge trap in the crankshaft is incorporated. Slightly modified pistons are fitted and the compression plates, used in certain models, are discarded. A minor change is made in the oil tank where the

vent pipe was bent away from the return pipe spout.

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1951 season models included the rear suspension change to the famous Jampot unit. Nicknamed jampot because of it's shape in the 28th September issue of the "Motor Cycle" it is a nickname that really hit the nail on the head.

The magneto cut-out was fitted on a new metal end cap, instead of on the handlebar. Synthetic rubber inserts were used on the oil pipes and synthetic rubber was also chosen for the new primary chaincase mushroom-section seal. Flexible horn mountings are introduced and a new Lucas horn-push which screws into the handlebar. The centre stand legs are increased by 1" . A new medallion-type AJS badge replaces the previously used transfer. 'Vynide' instead of hide is used for the dual seat of the Matchless twin. A new lug for the front petrol tank mounting replaces the two tubes formerly used on the front down tube.

The hinged tail of the mudguard on the rear-sprung models is moved closer to the mudguard, making less gap between the two. The cheese-headed screws on the front forks are shrouded with light alloy (drain screws).

The rear seat pillar contains a circular section through which passes a rubber sleeve to the new Vokes air cleaner.

Front fork shuttle damping was replaced with rod and damper-type. The pressure relief valve in the oil system, which was a spring loaded ball, is replaced with a plunger-type unit. The non-return valve, which was a spring and ball retained, in the cap for the filter housing, by a circlip, is now fitted with a detachable cap to enable easy dismantling and also enables fitting of a pressure guage. The small timing pinion is reduced from 15/16" to 23/32" but given a spacing washer between it and the crankshaft.

1951 was the first year in which limited numbers of the twins were made available to the UK market, hence the lack of early numbers in the English members in the Machine Register

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For the 1952 season the appearance of the machines had to be changed due to the restrictions on chrome-plating. Wheel rims were 'Argenised' - a baked matt-aluminium finish and all the petrol tanks were painted in black enamel. Both tank motifs are changed, the big metal 'M' becomes a smaller light alloy die casting. The AJS medallion becomes the letters AJS neatly bracketed by a metal cross piece, in light alloy. A small detail change is that the silver tank lining on the Matchless tank has a red line superimposed on the main silver line and a thinner inner line added. The light alloy fork sliders, previously enamelled are now polished and buffed. The steel front brake plate is superseded by a polished light alloy plate.

The biggest single change is the employment of the new Burman B52 gearbox, which has shorter, more rigid shafts and stouter engagement dogs. The box itself is lighter. An improved gearchange is claimed and clutch adjustment made easier. The primary chaincase has been modified by the fitting of an inspection plate to give access to the clutch thrust-rod and clutch spring adjusters.

Outer cover members of the teledraulic forks are slightly increased in length.

Two carriers are available, rear-mounted or centre-mounted. New Lucas headlamp with square patterning of the lens and an underslung Gondola which houses the pilot light is introduced. An entirely new crankcase pressure relief valve is used on the drive end of the crankshaft, which breathes into the primary chaincase. This eliminates the rotary valve driven by the inlet camshaft which exhausted into the oil tank.

A newly designed handlebar head-lug clamp/top steering crown is introduced which enables a neater speedo mounting. The handlebar clamp is retained by three recessed Allen screws