any other bike so no interchange was possible. I believe this yoke is screwed on and can be removed (some expert please clarify).

The crunch really came with the price which was £2.17.0d as against the last price of Jampots at £6.10.10d.

Obviously it was economics that forced the change because AMC would still sell the Girlings and make a profit so I calculate that with both firms making 20% Girlings would be manufacturing the units for about £2, and applying the same principle to the AMC factory they would be making the Jampot for £5.8.0d approx., but the money pales into insignificance when the percentage difference is extended. It looks like it cost 2.7 times the money to make the Jampot than to make the Girling. Alright, put a spring rate adjustment on it and it was probably that much better.

However, it's east to see that the economists and accountants rule the factory and not the designers.

The story falls away a little now as there was a change in the Girling unit in '58 and the next point of interest was in 1961 when special units were put out for the USA only.

In '63 the last link with the Jampot was lost with the complete absorption of the Girling unit by deleting the bottom alloy yoke. Most significant fact of these latter years was that even up to the '65 season there was NO change in price and it still remained at £2.17.0d

Bunyip

STRANGE SWITCHGEAR

I have recently restored a 1960 G3 to running order for a friend of mine who did not have any switches with the machine.

The 1960 model had two Lucas switches; one for ignition and one for lighting. Accerding to the wiring diagram the switches I was offered at several shops were not the right ones, although I did eventually get a correct lighting switch.

Hamrax was the last place I tried and they sent me, according to my F.Neil wiring diagram, the wrong switch. Apparently, sometime in 1963 the earlier switches were superceded by the later ones and in telephone conversation with Hamrax this fact became apparent and they sent me a copy of the Lucas service bulletin showing the change. If anyone is in the same trouble as I was the following information will help them out.

The original switches were model 63SA switches and these were replaced by the 88SA. To convert your wiring to accomodate the 88SA you have to do the following:

Lighting Switch

AMC Twin (coil ignition)

1. Cut off the white/green cable as close as possible to terminal 4 of the 88SA switch socket.
2. Connect together all brown/green cables with a doyble connector.
3. Connect the remaining cables of the 88SA socket and the wiring colour to colour.

N.B. On early models the green/black cable may be dark green.

AMC De-Luxe and CSR Twin

1. Cut off the white/green,black, and green/black cables at the 88SA switch socket.
2. Connect the brown/white cable from the 88SA socket to the brown/blue cables of the main harness.
3. Join together all brown/green cables.
4. Connect the rest colour to colour.

AMC Single (coil ignition)

1. Connect together all brown/green cables
2. Connect the rest colour to colour

Ignition Switch

AMC Single (coil ignition)

1. Cut off the cables from terminals 13A and 14 at the 88SA socket.
2. Join together the brown/white from the 88SA socket to brown/purple and brown/white from the harness.
3. Connect the remaining cables colour to colour.

N.B. On early models the brown/purple may be purple.

AMC Twin(coil ignition)

1. Cut off the cables from terminals 12A, 13 and 15 at the 88SA socket
2. Connect together the brown/white cable from the 88SA socket to the brown/purple and brown/white cables of the harness.
3. Connect the remaining cables colour to colour.

I am indebted to Hamrax for this information.

Pat Horton

drinking. A bit like Christmas day in fact. On the Sunday morning I leave at six o'clock for a lonely ride home arriving at 8.40am. 118 miles in 2hours 40mins (not a boast as it's easily bettered) but with no motorway riding and only occasionally topping 60mph it shows that a 'cooking' 350 single can still return a respectable average speed when given a clear run and at around 80mpg it can't be bad! After breakfast I do my stint at the training scheme then home again, give the bike a quick wash down and dash off to the Fauld Steam Rally near Tutbury where I join others from the East Midlands section. We have a great afternoon and enjoy a ride around the parade ring to show the bikes off. People take a lot of interest in the AJ's and Matchies but I suppose few realise that unlike the other machinery exhibited they are still used regularly as very practical transport. God help us though if the day ever comes when we are restricted to riding them only at events of this kind instead of on the open road where they belong.

I make my way home in the early evening content to reflect for a while on a truly matchless weekend..... until the next time.

Barry H.

Electrics Updated - Painlessly

Most people take fright at the idea of messing about with bike wiring. I hope this will explain things better - once you have'knocked up' a new loom for your bike you will wonder why it used to bother you.

The main reason for replacing a loom is that the old one is worn out(or missing!) Whilst you are doing this it would be better to fit a car ignition switch, deter 'joy riders and stop kids turning your lights on, at the same time. You still need an 'emergency start' system.

I'll start with the standard system & explain the main functions.

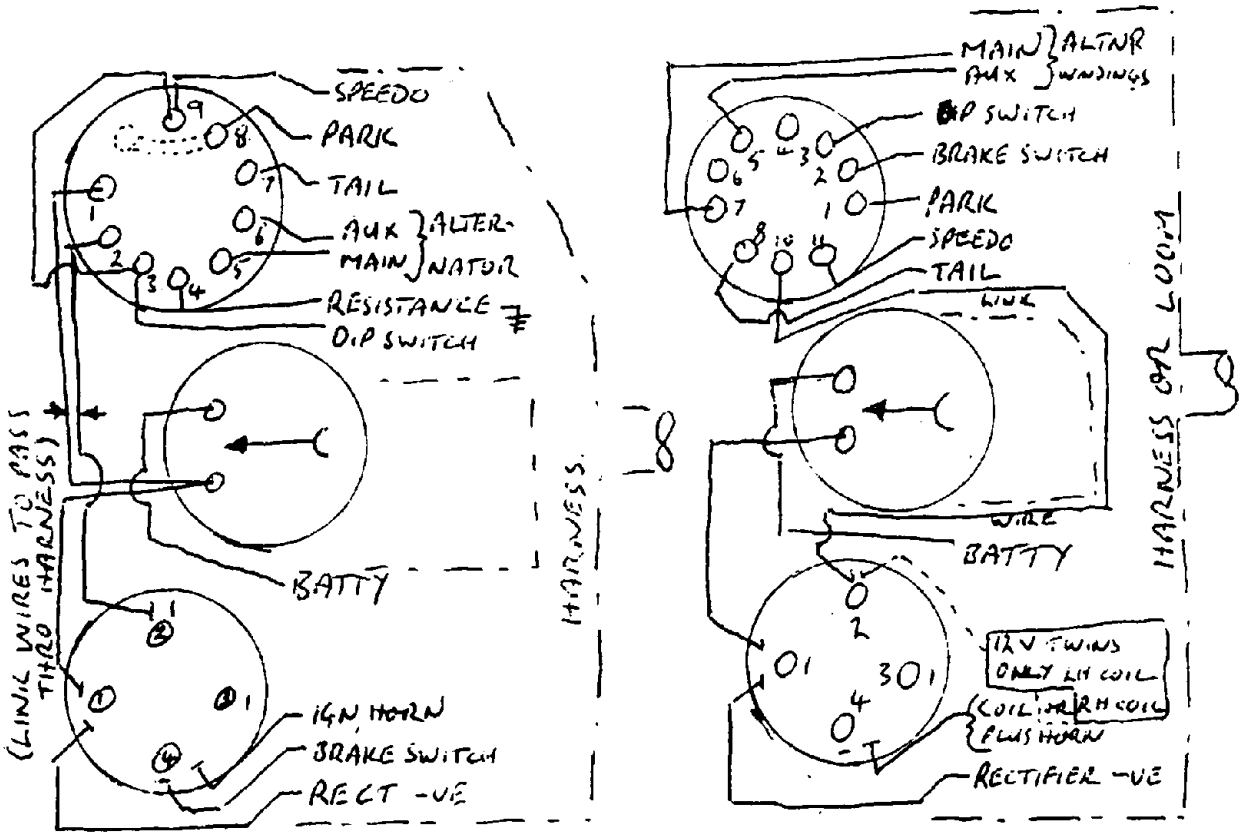
Lighting Switch - 3 sliders + internal connections. Two sliders are used to controll lights, one connects up auxilary alternator coils to the rectifier on 'High'. On Wipac system this also bleeds some of the alternator output to earth during daylight running. There are also 2 power feed terminals linked externally. 2) supplies power for main lights.1) for parking lights. These

functions can be split thus allowing use of parking lights when the key is out.
Ignition Switch - is interconnected with the lighting switch and auxilary alternator coils provides D.C. to terminal SW of ignition coil. There are two different systems of emergency start - Wipac, on 'emg' auxilary coils are connected in, giving full generator output.

Lucas, on 'emg' 'SW' on the ignition coils is supplied with D.C. 'CB' with A.C. from terminal (15) on the switch. Whilst the points are closed whatever power is in the battery flows in the normal direction (from CB to SW). When they open current flow is reversed as the auxilary coils momentarily try to charge the (flat) battery through the ignition coil. As soon as the rider tries to blip the throttle or move off, the auto advance moves the position of 'points' opening forward (about 20°), which is well away from the point at which the alternating current reaches its maximum. Hence misfire.

My System is based on the Wipac emergency system, it replaces the lighting switch with a Lucas car item no 31873F connected (1) input. (2) to light switch. (3) spare. (4) ignition. Turning the key to the right gives ignition and allows lights to be used. Turning to the left gives ignition without supplying power to the light switch, which is turned to 'High' switching in the auxillary alternator coils, thus giving emergency starting. On the twin-coil 12v twins one coil would be connected to terminal (2) and the other to (4) (see Diag.)

ALTERNATOR CONNECTIONS	COMMON	LOW CHARGE	HIGH (AUX) CHARGE	D.C. OUTPUT
LUCAS - ALL 58-59	LG	DG 2	GY 4	P
LUCAS '60 ON SINGLES TWINS (DISTRIBUTOR)	WG	GB 2	GY 4	NW
LUCAS 12V MAGNETO TWINS TWIN COIL - 12V TWINS	WG	GY 4	GB 2	NW
WIPAC ALL LIGHTWEIGHTS	W	LG 3	O 3	N



WIPAC LUCAS

Hints on making up a loom - A cheap source of supply for 'pretty colours' of cable is from the inside of an estate car at the local breaker (about £2). I think you will find the best selection of colours in a Vauxhall.

Leave a 2" 'tail' on the switches rather than solder up to the terminals and don't forget to fit the shrouds before soldering up, likewise the headlamp bottom grommet and sleeving from headlamp past the exposed steering head. Always run at least one spare wire through the harness in case you want to add anything later. I intend to make up wiring diagrams for the main types of wiring layout please send me an SAE for a photo-copy. I would appreciate knowledge of where I can find a relay to earth out my magneto when the 'ignition' is off.

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