

# Revised Ranges for Next Season's A.J.S. and Matchless Machines

**MORE POTENT '350' ENGINES: NAMES FOR ALL MODELS: NEW COLOUR  
SCHEMES: TREAD-DOWN CENTRE STANDS: NO MORE '500' TWINS**

**A**DOPTING a policy of detail improvement and some retrenchment for the 1962 season, the makers of A.J.S. and Matchless motorcycles proceed further on a course already embarked on during the past manufacturing year in which several alterations were introduced into current production as soon as they were fully developed.

The theme of the new programme is the retailoring of the range to meet current motorcycling conditions. It is felt at Woolwich that insurance costs are affecting the demand for the larger capacity models. Accordingly, the 500 c.c. twins and the more expensive de luxe versions of the "650s" are discontinued. So, in the largest class, there remain the standard Models 31 and G12, together with their popular CSR variants for the sporting enthusiasts. Additionally the 500 c.c. single is retained, especially on account of its usefulness as a sidecar mount.

Accent, therefore, is placed on the 250 and 350 c.c. classes, the former being the subject of detail modifications also applicable to the "light 350" brother of the two types in this engine size. Since this capacity is not prohibitively expensive to insure, considerable attention has been given to the "heavy-weight 350" which now has a redesigned top-half giving, it is claimed, a 20% increase in power output, the actual b.h.p. figure not being divulged.

## Engine 'Mods'

On the 1962 engine, the bottom half retains its familiar features. The bore has been opened out to 74 mm. and the stroke shortened to 81 (previously 69 x 93), the rod being shortened to suit. An iron barrel with integral push-rod towers is used and is surmounted by a light-alloy head breathing through a 1½-in.-bore Amal "Monobloc" carburetter. A solid-skirt piston gives the high c.r. of 8.5 : 1.

This motor is to be fitted into the heavy-weight duplex frame in exactly the same manner as hitherto. This frame, on all models, is equipped with a tread-down, flick-on centre stand, a prototype of which has been on a *Motor Cycling* staff machine for some months, giving every satisfaction. A similar comment applies to the already-in-production tank mounting for this frame. Cylindrical rubber buffers are used at the front, the rear being pulled down by a rubber band on to foamed-rubber padding

This broken-open drawing of the new 350 c.c. engine shows the redesigned cylinder with its integral push-rod towers. Bore and stroke are squarer and the power output up 20%.

