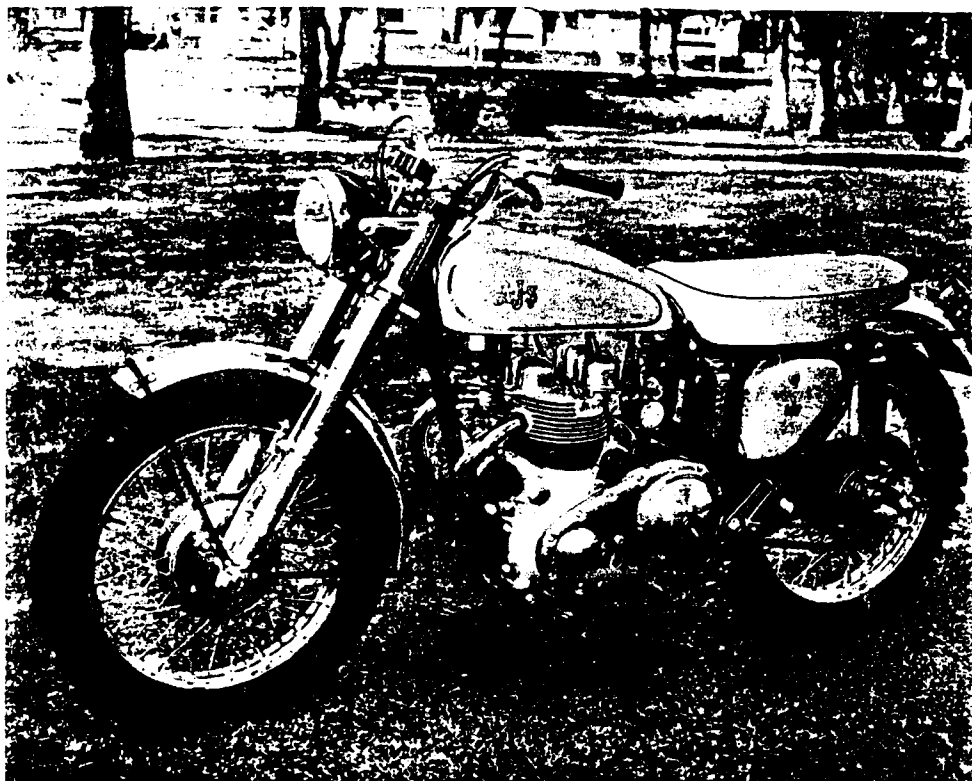


NEW AJS & MATCHLESS SCRAMBLER TWINS

Frank Cooper, U.S. Distributor for AJS and Matchless motorcycles announces that the 1958 Scrambler twins will sport several major changes and a great number of minor ones calculated to make the popular models still more appealing to sports riders. The 592 cc parallel twin AJS 30CS and Matchless G11CS have new cast and polished aluminum primary covers secured by cheese-head screws replacing the stamped steel covers of previous years. The new alloy chain housing has two inspection plugs for checking chain tension, topping up the chaincase with oil, and for adjusting the clutch throw rod. These plugs are flush, with milled screwdriver slots, and lend themselves smoothly to the streamlined shape of the chaincase.

Other components have returned to the drawing boards of Associated Motorcycle Company engineers to be improved or restyled. Among these is the rear fender of the Scrambler twins which has been made wider, deeper, and longer to provide greater protection. The rear frame section has been modified to accommodate new heavier rear shocks with longer movement that now slant forward to give better shock absorbing action and consequently a smoother ride.

The seat covering has been changed from black to a heavier duty tan material and the control levers now have ball-end rubber covers. Introduced last year, an A.M.C. four-speed box is fitted. The gear change has been lightened by use of a lower-rate selector spring.



Aluminum alloy primary chaincase and 19-inch front wheel are features of the AJS Scrambler twin. Note full-chromed forks.

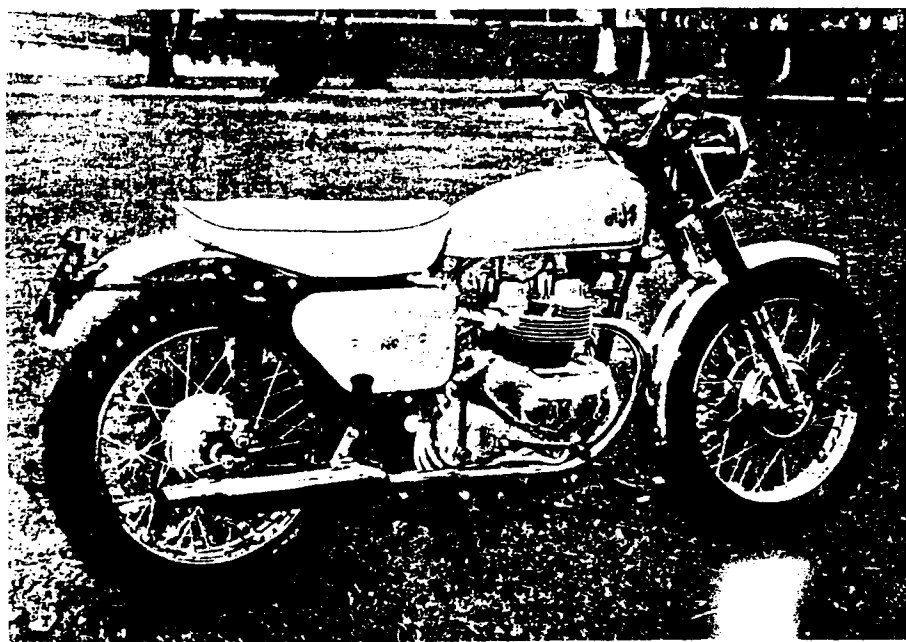
To give the Scramblers a narrower width and thus permit closer tucking in, the oil filler cap has been relocated on the top of the tank where it will not interfere with the rider's leg. The new models are also fitted with the 19-inch front wheels that have been proved to be so effective in competition, and the gas tanks, which retain their familiar contour, have

stronger, rubber-cushioned rear mounting bracket, and new barrel type petcocks.

A distinctive feature of the twin cylinder engine is the use of a third bearing in the middle of the crankshaft; the bearing is plain and carried in a separate cast-aluminum plate. The big-end bearings are also plain and the connecting rods are light-alloy forgings.

The models are prettied up by completely chromed forks and rims, new light Mediterranean blue paint on the gas and oil tanks and tool box of the AJS, and a brighter red paint on the tanks and tool box of the Matchless. Pillion footrest lugs have been relocated and the crossover exhaust pipes and muffler have been raised to give more ground clearance.

Virtually "convertible" machines, the Scramblers can be purchased with full quickly-detachable lighting equipment, which has a new voltage regulator of the unitized type, and used as roadsters. Wherever they are used, on the road or in the rough, the AJS and Matchless Scrambler twins will perform with the same flawless precision that has earned them a high place in the regard of American motorcyclists. Other AJS and Matchless models will be announced in CYCLE as they are released.



Redesigned exhaust pipes and muffler are shown in this view of the 1958 Scrambler.