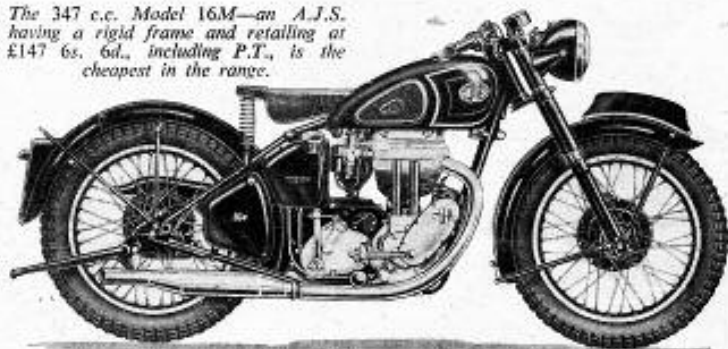


A.J.S. and MATCHLESS MODELS

The 347 c.c. Model 16M—an A.J.S. having a rigid frame and retailing at £147 6s. 6d., including P.T., is the cheapest in the range.



SOME 20 improvements, but no increase in prices of current models, are the salient points of the A.J.S. and Matchless policy for 1951.

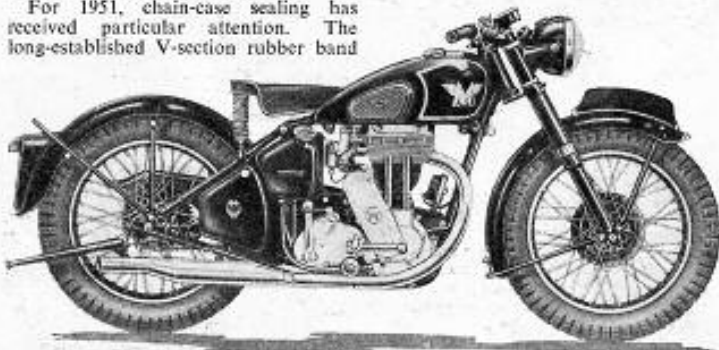
Of outstanding interest to single-cylinder enthusiasts is the news from Woolwich that the 347 c.c. model 16M and the 498 c.c. model 18, both A.J.S.s, and the corresponding Matchless models, the G3L and G80, now have die-cast light-alloy cylinder heads and alloy push rods. The advantages derived, it is claimed, are cooler running, the possibility of employing slightly higher compression ratios, increased economy and light reciprocating weight. The new heads have cast-in Austenitic valve inserts and they provide a slightly different angle for the exhaust port and, of course, for the pipe.

Improved Clutch

On all touring-type and competition models in both ranges there is an improved clutch, based largely on racing experience and developed from the A.J.S. 7R. The popularity of A.M.C., Ltd., models amongst participants in events of the scramble and moto-cross type has contributed data which has led to the designing of a modified rear-suspension unit. This new "springer" permits slightly less fork-arm movement than has been the case heretofore, but it definitely avoids all tendency towards "bottoming"

when the machine is used on really rough country. Developed for use throughout the two ranges, the new suspension is embodied on both the existing A.J.S. and Matchless "C" models, and thus there are now the 16MCS and 18CS A.J.S.s and the G3LCS and G80CS Matchlesses. New prices apply to these machines.

For 1951, chain-case sealing has received particular attention. The long-established V-section rubber band



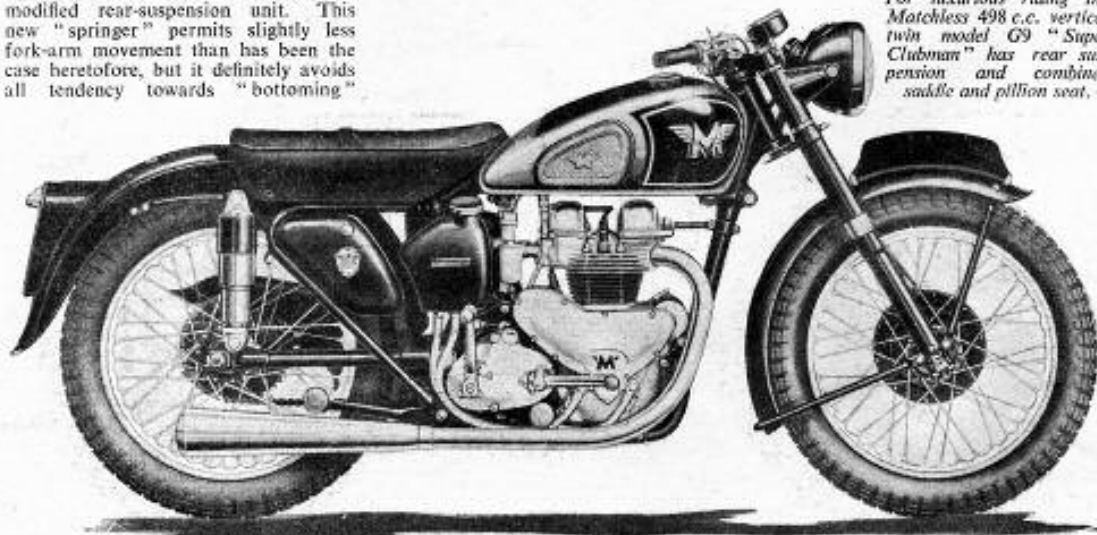
Like all the other singles produced by A.M.C. Ltd. for next season, this 347 c.c. Model G3L Matchless has the new light alloy cylinder head.

A.M.C. Ltd., Introduce Alloy-head "Singles" and Two Spring-heel Competition Models

is now superseded by what, for want of a more technical phrase, the manufacturers describe as a "mushroom"-section sealing band, this forming a gasket not only between each half of the chain case, but also fitting snugly into the light-alloy retainer.

Entirely redesigned 1951 front suspension will, it is claimed, give complete freedom from oil leaks, the loading on the hydraulic seals on the forks having been considerably reduced. It may be of interest to say at this stage that a pair of 1951 forks and the improved rear suspension units have recently undergone a 900-mile Continental test on one of "Motor Cycling's" staff machines and it has been found that the

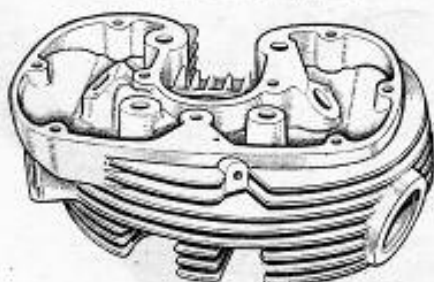
For luxurious riding the Matchless 498 c.c. vertical twin model G9 "Super Clubman" has rear suspension and combined saddle and pillion seat.



for 1951

manufacturers' claims with regard to these components are fully justified.

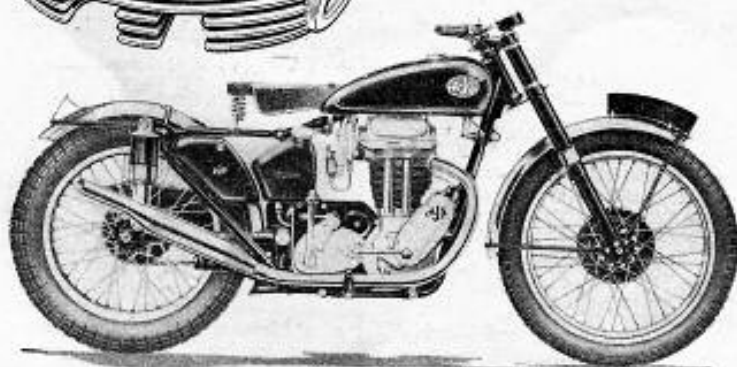
The new fork sliding members have recessed drain plugs, this departure from a decade of established practice having been dictated largely by the requirements of Australian A.J.S. and Matchless buyers, many of whom, seemingly, have damaged one or other



of the drain plugs when parking their machines against the unusually high kerbs existing in some parts of that country!

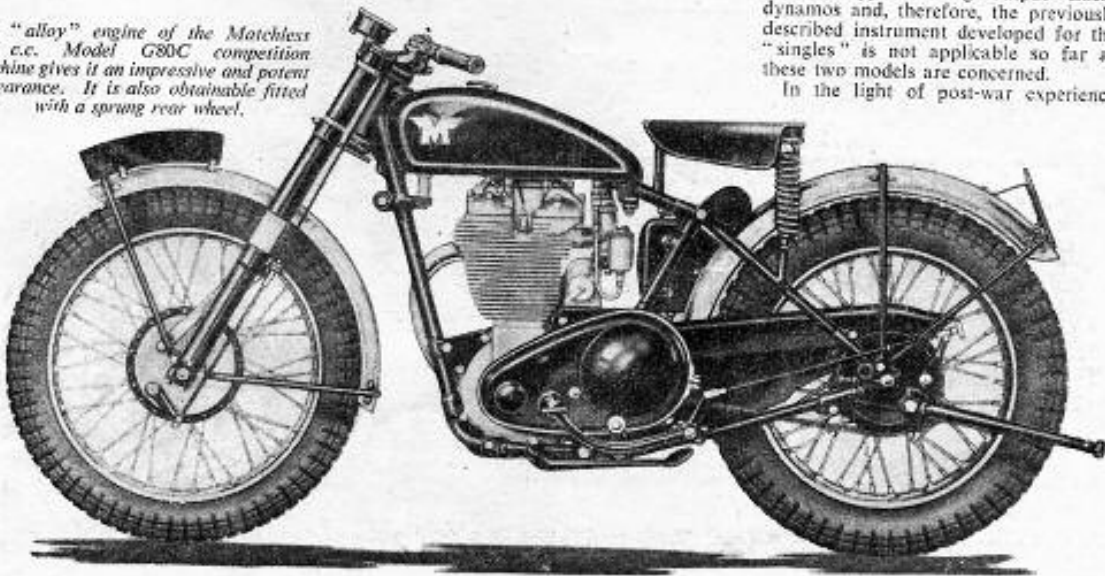
All 1951 touring "singles" have an improved type of Lucas six-volt dynamo which has been developed by A.M.C., Ltd.

The light cylinder head now fitted to all the singles. (Top) How the valve seats are anchored.



A competition machine with a "spring heel." It is the 347 c.c. A.J.S. Model 16 MCS.

The "alloy" engine of the Matchless 498 c.c. Model G80C competition machine gives it an impressive and potent appearance. It is also obtainable fitted with a spring rear wheel.



1951 A.J.S. and Matchless Prices		Price	Purchase Tax	Total
347 c.c. 16 M and G3L (Rigid frames) ..	£ s. d.	£ s. d.	£ s. d.	£ s. d.
347 c.c. 16 MS and G3LS (Rear suspension) ..	116 0 0	31 4 6	147 4 6	167 12 0
347 c.c. *16 MC and G3LC (Rigid comp. models) ..	132 0 0	35 12 10	167 12 10	167 12 10
347 c.c. *16 MCS and G3LCS ("Springer" comp. models) ..	126 0 0	34 0 6	160 0 6	160 0 6
498 c.c. 18 and G89 (Rigid frames) ..	142 0 0	38 6 10	180 6 10	180 6 10
498 c.c. 18S and G89S (Rear suspension) ..	126 0 0	34 0 6	160 0 6	160 0 6
498 c.c. *18C and G80C (Rigid comp. models) ..	142 0 0	38 6 10	180 6 10	180 6 10
498 c.c. *18CS and G80CS ("Springer" comp. models) ..	136 0 0	35 11 5	171 11 5	171 14 5
498 c.c. 20 A.J.S. "Springtwin" ..	152 0 0	45 0 10	197 0 10	197 0 10
498 c.c. G9 "Super Clubman" Twin ..	169 0 0	45 12 8	214 12 8	214 12 8
348 c.c. A.J.S. 171 ..	171 0 0	46 3 6	217 3 6	217 3 6
* Electric lighting on comp. models ..	255 0 0	60 17 0	315 17 0	323 17 0
† Pannier Equipment on "Springer" models ..	7 10 0	2 0 6	9 10 6	9 10 6
	16 12 3	2 9 4	18 11 7	18 11 7

† Includes 5% surcharge if not obtained "ex works."

This instrument provides a sturdy ball type bearing at the commutator end and affords good access to the brushes for maintenance purposes.

Particularly good news for those who aspire to own either the luxurious Matchless G9 "Super Clubman" twin or the A.J.S. counterpart, the "Springtwin," is that both these models will definitely become available on the home market in 1951—that is to say from now onward. There are no major alterations to either of these fine machines. The chief modification is the wise inclusion of an air filter, to accommodate which the frames of both the Matchless and A.J.S. twins have had to be slightly altered.

The magneto cut-out which, since the introduction of the two models at the 1948 Show, has been handlebar-mounted, now takes the form of a simple push-button situated on the Lucas magneto contact-breaker cover.

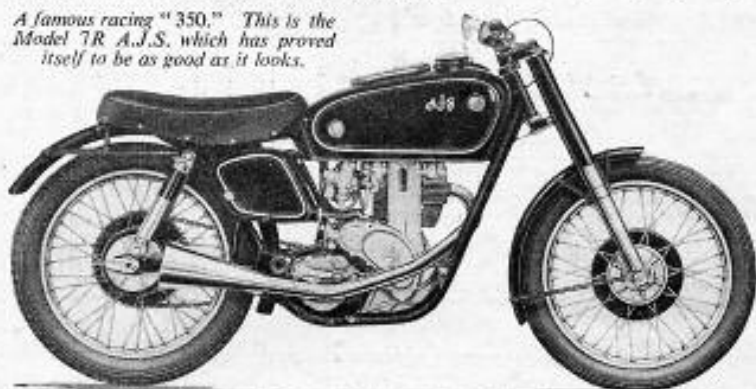
The 1951 "Twins"

Both the twins, of course, carry most of the improvements common to the remainder of A.J.S. and Matchless machines listed for next year—the new forks, rear suspension units and primary-drive chaincase sealing device and minor cleaning-up "mods." It will be remembered that the two "twins" are fitted as standard with the "long" type of high-output Lucas dynamos and, therefore, the previously described instrument developed for the "singles" is not applicable so far as these two models are concerned.

In the light of post-war experience

A.J.S. and MATCHLESS MODELS for 1951

A famous racing "350." This is the Model 7R A.J.S. which has proved itself to be as good as it looks.

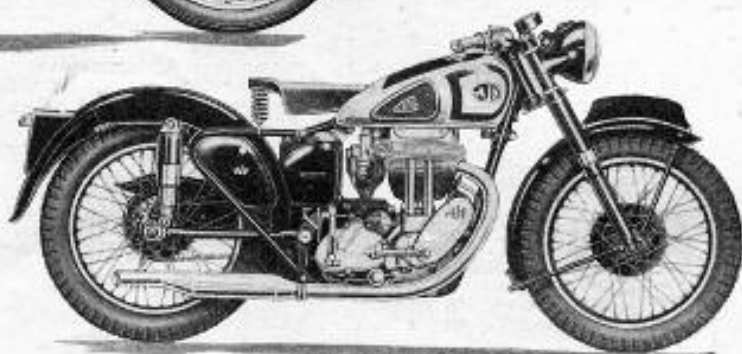


and with a view to making the entire range yet more attractive, a considerable number of these minor "cleaning-up" innovations is to be seen. For example, the A.J.S. tank badge now takes the form of a metal motif, whilst the Matchless magneto chain cases are flush-finished and polished, the effect being considerably enhanced appearance.

Another small but good change is the provision on the two "twins" of a prop-stand, giving higher lift—important from the tyre maintenance point of view. On all the spring-frame models, the rear mudguard joints are now shrouded to prevent water and mud, flung up by the rear wheel, trickling through on to the outer side of the mudguard.

All models have a flexible horn mounting, it having been found that there was a tendency towards breakage in the older, rigid type of horn bracket. Modern production methods employed by A.M.C., Ltd., are responsible for the use next season of a forged-steel steering crown member instead of the fabricated component previously employed.

Exception to many of the foregoing improvements will be found—at least



A distinguished appearance is possessed by this 498 c.c. A.J.S. Model 18S with its rear springing.

for the time being—in the well-known 348 c.c. o.h.c. 7R racing A.J.S. The reason is that the development of this type of model is usually undertaken during the winter months. The 7R, therefore, remains very much "as before." It is conceivable, however, that more news of this important member of the A.J.S. family will be forthcoming at a later date.

Many well-established and successful features of both makes will, of course, be retained. The competition models, for example, with their 347 c.c. and 498 c.c. "alloy" engines have won

respect in the sporting sphere and they will continue virtually unaltered except for the carrying of the new forks, "springers" and the heavier BA-type of Burman gearbox, especially suited to the arduous scramble conditions to which many of these machines are regularly subjected. Another innovation on the "CS" models is a particularly sturdy forged footrest—originally perfected by A.M.C.'s B.H.M. Viney and now adopted as standard on the Woolwich factory's "Comp" models.

The rigid 347 c.c. and 498 c.c. models have a new type of lifting handle and

on all the machines control cables and wiring have been cleaned up and, so far as has been possible, lead through conduits and kept out of sight and out of harm's way.

Altogether Woolwich seem to be keeping well up with the requirements of the times, their programme catering for racing, scrambles, trials and touring enthusiasts—to the point of providing the last-named with the special pannier set described in "Motor Cycling's" July 27 issue. Such equipment, as indicated in the accompanying price panel, is, of course, an extra.

MABLETHORPE SAND RACES

FOR the first time for many years, sand racing took place on Mablethorpe Beach, Lincs, on Sunday, September 3, when the Louth and District club organized a meeting on a quarter-mile circuit. Holiday makers and local council officials appeared to welcome the racing, and it would seem probable that it would once more become an annual feature.

Below are given the results of the various heats—
350 c.c.: 1, E. Howsley (348 Triumph), 9 mins. 42.4 secs.; 2, B. G. Stonebridge (348 Matchless); 3, E. Walton (344 Triumph). Unlimited c.c.: 1, B. G. Stonebridge (498 Matchless), 8 mins. 24.6 secs.; 2, V. R. Anderson (498 J.A.P.); 3, J. R. Anderson (498 J.A.P.). Sidecar scratch unlimited c.c. meet: 1, J. Beaton (586 Norton), 9 mins. 24.4 secs.; 2, D. Bunting (498 J.A.P.); 3, F. Taylor. Solo handicap unlimited c.c.: 1, C. H. Fraith (498 Triumph), 9 mins. 9 secs.; 2, B. G. Stonebridge (498 Matchless); 3, E. Walton (344 Triumph).

SUNDAY ON BAGSHOT

THE Louth District Branch of the Arris Motorcycling Association will be holding its annual trial on Bagshot Heath on September 24. In addition to the team awards there will be the Goulburn Challenge Cup for the best individual performance. The event starts at 11 a.m.

THE "MITCHAM VASE"

STARTING a last year from the "Shelley Arms," Nulley, Sussex, and following a similar route, the Ravensbury M.C.C.'s national Mitcham Vase Trial takes place on November 3. Regulations are now available from E. C. Eden, 101, Merion Hill Road, Merton Park, London, S.W.19.

B18

Brian Stonebridge introduced scramble technique into sand racing when he made his debut in this branch of the sport at Mablethorpe. Here he is rounding one of the turns on his Matchless, on his way to success in the unlimited c.c. event.

