

# THE SIDDAWAY SPRING HEEL CONVERSION SET

Prov. Pat. 31805/47.

For

A.J.S. and Matchless  
Motor Cycles.

---

Manufactured by:

The

Grantham Motor Cycle Depot,  
4 & 5 Chapel Street, Grantham.

Phone 610.



**The Siddaway Spring Heel gives an improvement in road-holding and riding comfort by a combination of the following advantages:**

**1. Absolute Rigidity.** Generous bearing areas and robust construction with a doubly triangulated lay-out ensure complete lateral stability so necessary with rear springing (the original frame is actually strengthened by the conversion).

**2. Hydraulic damping** is provided upon concussion and rebound and is independently adjustable in each direction. Adjustment can be made in a few moments to provide any required setting for solo or combination from practically no damping at all to a virtual hydraulic lock. The requirements of a scramble course are naturally different to those for normal road work. Full instructions for fitting and advice on damper adjustment are sent out with each conversion set.

**3. No structural alteration** of the frame is necessary. A hacksaw is required to remove a small piece of metal only from the fork-end but this does not prevent the machine being returned to standard trim at any time and the conversion set being changed from one (A.M.C.) machine to another.

**4. No specialised tools or knowledge** are required to fit the assembly. Apart from a hacksaw (see para. 3) a normal set of spanners

only are necessary though good ring or tubular box spanners, as for any motor cycle work, are strongly recommended. The average time taken to fit is about four hours.

Everything required to complete the conversion is included in the set with the exception of the extra chain links, the number of which will vary according to the amount of wear in the existing rear chain. Chain adjustment is carried out with the original chain adjusters.

The speedometer drive remains undisturbed, and provision is made for refitting the toolbox and rear carrier.

The wheelbase is lengthened by approximately 1½ ins. This has no perceptible effect on handling and is necessary, to allow for vertical wheel movement, especially if a four-inch tyre is fitted, without removing the rear fork stay bracing bridge and thereby weakening the frame.

**Two types of set are available:**

**Standard frame and Competition frame.**

**State type of frame when ordering.**

Price £18 2s. 6d. (carriage paid)  
Gt. Britain.)

*plus £2 deposit on returnable hose*

**The Manufacturers reserve the right to revise prices and alter or modify specifications without notice.**

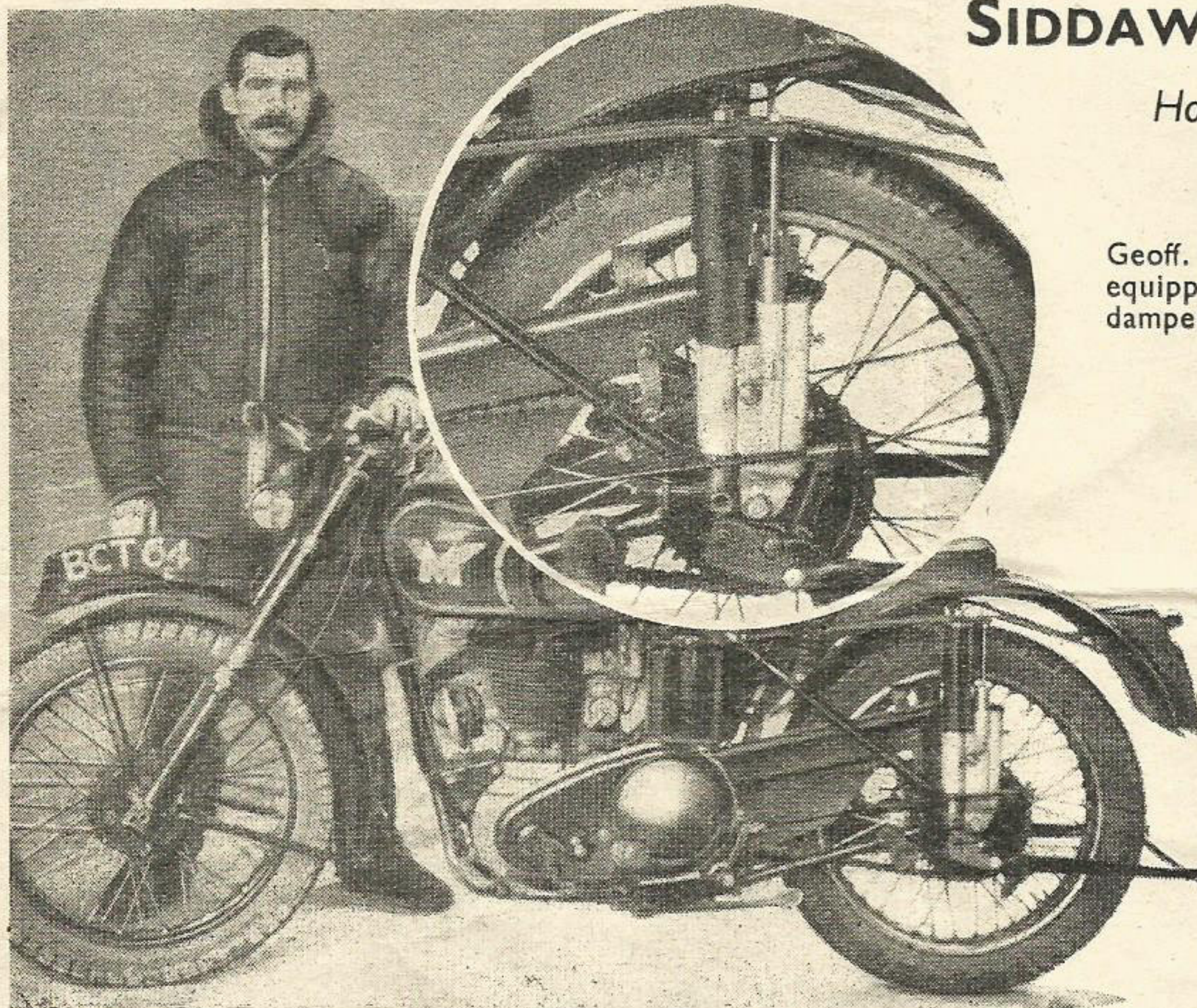
*Delivery: 4 to 5 days from receipt of order.*



## SIDDAWAY SPRINGING TESTED

*How a Popular 350 Behaved with  
Proprietary Rear Suspension*

Geoff. Siddaway and a Matchless  
equipped with his "remote  
damper" rear springing system  
(shown inset).



**W**HEN the very clever rear-springing attachment designed by Geoff. Siddaway, the well-known speedway rider and proprietor of the Grantham Motorcycle Depot, of 5, Chapel Street, Grantham, was first produced, it was notable for the fact that it could be fitted to a normally rigid machine with little or no alteration to the frame.

As will be remembered, the outstanding feature of the attachment is the use of a "remote" hydraulic damp-

ing element, carried in a separate compartment from that housing the shock-absorbing springs. The concussion and rebound movements are both independently and readily adjustable to suit varying loads and conditions of roads.

Soon after production commenced, "Motor Cycling" took over a 350 A.J.S. fitted with the Siddaway system of rear suspension and tested it over a fair variety of going. On main and secondary roads the springing felt

delightfully comfortable and the machine held the road like the proverbial leech. It was especially good on bumpy corners, no "stepping out" being noticed, and when the rear brake was applied hard the wheel "stayed put," permitting maximum retardation.

After adjusting the oil damping for harder springing—an operation which took under 30 seconds—the machine was taken over some colonial sections. First, a straight grass lane with fairly large humps was tackled, and speeds up to 50 m.p.h. could be achieved without the rider being pitched out of the saddle and with control unaffected.

The advantage of rear springing for scrambles seemed obvious, so a section of "three-ply" was next used, and whilst it is not suggested that the rear springing was wholly responsible, the rider, who had not travelled on such a surface for some considerable time, soon felt quite confident.

Lastly, a dry but rough uphill section was taken "flat in two," and here the manner in which the rear wheel clung to the ground, giving maximum grip and controllability, was remarkable.