



Matchless News

THE AJS & MATCHLESS OWNERS CLUB
NORTH AMERICAN SECTION



Volume 33

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Issue 4





John Posthuma - Editor

Black Beauty - Tom Hesom's latest restoration - a 1954 AJS Springtwin, is the featured bike in this issue. Tom has demonstrated what he can accomplish in his home workshop starting with a rough basket-case and finishing with an award winning restoration!

The second part of the three part series on Nip Kuerschner's AJS 10R continues with more of the details about the creation of this remarkable machine.

By the Book - this issue's technical article covers the late model teledraulic forks.

Some questions about the correct rear wheel assembly came up on the Yahoo Group (Moedra-tor Rick Mann). The incorrect assembly can lead to the speedometer drive turning with the wheel and causing disastrous results! Our Webmaster - Wayne Woodruff - put together an article with illustrations together some years ago on this topic. Wayne has added this link to the AJSMOC website for your information.

Next issue, look for the conclusion of the AJS 10R story.



Call Paul!

Reminder to members: Please make plans to bring your bikes to next year's Clubman's Show. We absolutely need to put on a great show for all who will attend, and to commemorate our hard, loving work over the years! Call Paul Allen (805) 544-2306 and make a commitment!



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MidOhio

Photographs of a couple of AJ's as seen at MidOhio by Jamie VanEizenga



John Diederich - Secretary

Book Review by Don Danmeir: HISTORIC MOTORCYCLES, 1885-1985 (Caxton Press: Richard Renstrom, 2013)

Back in the stone age of the vintage motorcycle movement here in the USA, a book appeared titled "Motorcycle Milestones, Volume 1", by Richard Renstrom. I had to have it, and got carried away staring at the photo of a 1957 Matchless G3LC in there. Even my young son picked up on that image, with no prompting from me. The G3 is a 350cc trials bike, and like all machines that are truly functional, they are also truly beautiful. Competition bikes are great in that regard.

Author Renstrom has produced a similar work this time, but with a bit more heft. Comparing the two reveals that the introductory historical material is based on the earlier book, expanded somewhat, and about eight or nine of the bikes presented are included in the new volume. But there are a lot more bikes. This time, the author provides a rationale for his selection of the machines presented. You can agree with it or not, but it does give the collection a certain definition, which is usually missing in the coffee table illustrated histories. Bikes after 1985 are omitted because, well, they are still around us, and therefore not yet truly "historical". Are there bikes selected from every year in that 100-year span? No. Are they all historically significant? I would say yes, although full disclosure is in order here: as an Anglophile, I can't

Bits & Pieces

People ask me if they have to be a member of the main UK club in order to buy spare parts from them. The answer is no, you don't have to be a member. The AJS & Matchless Owners Club Spare Parts Service in England is open to one and all. You can order parts via email, fax or phone, and I'll list that contact information below. If you haven't checked their website lately I think you'll be amazed at the wide range of parts carried, many not available elsewhere. So have a look. If you have any questions or concerns, let me know and I'll try to find answers for you. Here is their contact information:

AJS & Matchless Owners Club Parts Service
Unit 3, Robinson Way, Telford Industrial Estate
Northants
Kettering NN16 8PT
UNITED KINGDOM

E-mail: www.jampot-spares.com

Phone (as dialed from North America): 011-441-536-511532

Fax (as dialed from North America): 011-441-536-511607

vouch for the relative significance of the several other marques represented. Does the presentation include all models that could be considered historic? No, because the author's 50-year photo collection wasn't originally compiled with that goal, and the photos were taken primarily in the habitat of historic machines - vintage bike rallies and shows. The Honda Gold Wing, for example, just doesn't appear. Each bike presented is accompanied by a page explaining the context of its origins, design, and manufacture; its physical specifications; and an assessment of its historical significance. Personally, I was somewhat distracted by some of the photographs, since I had attended many of the same events "back in the day", and, being familiar with those locations, found myself searching the background scenery, looking for people or bikes that I had known then. So I got a secondary kick out of it.

To get yours, contact Caxton Press, www.caxtonpress.com). The price is \$40.00 plus postage and handling (plus \$2.40 sales tax for Idaho residents only). Optionally, you can order direct from the author, for \$45 (plus \$2.40 tax for Idahoans - but no phone or credit card orders) at 2821 Dorman Avenue, Caldwell, Idaho 83605. Should you like the author to sign and date your book, just spell out your request when ordering.

New tin-ware, racks, anti-sump device and magneto end covers with kill button/anti wet-sump valve ground connection available from

Club Spares Specialist Ad Coppens
Ph. 860 - 859 - 0866 ajs4616@yahoo.com



“1954 AJS 10R/001 - The incarnation of a near perfect fake.”

by Brian “Nip” Kuerschner

As again you do, while sauntering through the various sites at the Monster Bendigo Swap meet I came across this chap seated in the blazing sun complete with sombrero, bear chested and half stupid on VB Bitter with several empty cans littering the near vicinity. My eyes caught site of this 10GP 1 3/32” choke Amal GP Carbie. As you do I asked the guy what money he had on the item. His confused response was, Burp, “Oh, that’s me mates, I dunno what he’s got on that chum” Burp. My immediate response was to make an offer that this inebriated twerp just might consider. I said to him “do you think he’d take \$200 for it”? “Na, be sensible mate” was his answer. I said, “Well you put a sensible figure on it yourself”. He said, ”Wodaya reckon on \$250 mate”. Man, without making it too obvious I couldn’t get my wallet out quick enough. Moaning and hesitantly I said “You drive a hard bargain mate but that’s a done deal clobber”. Totally complete with the throttle cable intact I thought that the bargain of all bargains for my weekend. Once fitted to the project bike and not fully familiar with the workings or construction of the instrument I was fairly apprehensive with the initial engine start up fearing perhaps a backfire resulting in quick action with the close handy fire extinguisher at the ready. In reality I had no idea whether the instrument was at all complete with all the necessary working bits intact.



The fuel tank by the way had this obvious plastic patch that was coming away from the left hand side an obvious sign of past mistreatment. I took the already painted oil tank to be lined in gold and the fuel tank to Tony Codrington the day I went to collect the wheels. I preferred the dent be removed rather than bogged again. For reasons best known to Tony I didn’t ask how he managed to remove the ding but I saw the tank completely stripped of paint and ready for repainting. I cant imagine how he got the job done owing to the fact the genuine 7R fuel tank

assembly fitted with internal baffles it wasn’t just a case of removing the seamed bottom to remove the dent. Again several weeks passed before Tony again rang to advise me that both tanks were finished and now ready for collection.

I had in mind to attempt to make myself the cushioned 7R seat. I’d messed around a bit trying to fashion a 1937 Chevrolet front headlamp to crudely resemble as close to the seat as I could manage. To cut and shut this rather rusty old metal object wasn’t totally working out for me.

Giving up on this ridiculous idea I paid a visit to Tony



O’Conner of Eldorado Seats, a seat reclaimer I had used in the past. The next opportunity I had to visit Ken Lucas I picked up a replica 7R fibre glass seat casting and brought that home for Tony to begin working on. Having cut, shut and rebogged the fibre glass sample this master craftsman popped in home one day shortly after I assigned him the seat task to carry out accurate and final fitting to ensure the finished item would correctly suit the special frame specifications. This then would resemble only the mould for the completed article. A couple of weeks went by when Tony called by with the completed seat finished in black vinyl with obligatory red piping arching the padded rear section. Tony’s assignment now completed and overall cost amounted to \$600.

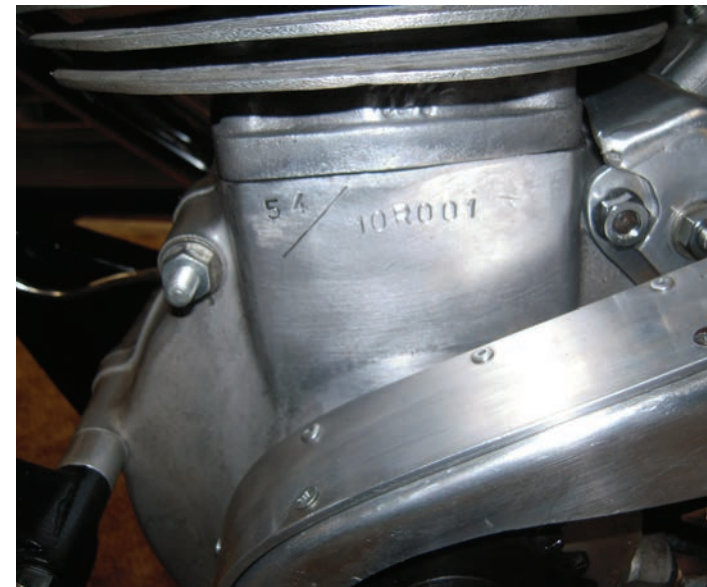
Original Jampot shockers the best I had assigned for the job were far from usable. I’d heard about Ikon Shock Absorber



reconditioners from Albury on the New South Wales/ Victorian border Riverina area. As I had several stripped Jampots in my collection of bits and pieces I polished up the externally visible pieces, bundled together with the other essentials and posted them off to Ikon for reconditioning using their own state of the art internals. Outlay for this exercise amounted to \$415.

Padded forward and rear fuel tank mounts and clip on handle bars I’ve managed to accomplish this exercise myself.

From the original G80 engine purchased, the bottom end and flywheel assembly I considered fairly sound but gave the flywheel and conrod assembly to good friend Ted Hansen to check out and reassemble having given it a good check over and cleanout. Other than the flywheel assembly I’d never undertaken to build a complete engine by myself but considered it wasn’t totally beyond me. All the necessary parts for the rebuild were now at my disposal and ready for the attempt. The flywheel and crankcase halves happily went together OK without any problems with new roller bearings used.



A +0.020 piston with JP provided piston rings slotted in the bore nicely. New valves, hairpin valve springs, collets and keepers the cylinder head went together adequately following some minor port polishing. Fully assembled now with appropriate crankcase cylinder through bolts and engine mount hardware provided by Martyn Adams the engine was at last ready to mount in the frame. Suitable engine mounting spacers were machined up on my little lathe the engine slotting in now nice and neatly.

Things were now beginning to move along appreciably. Suitable steel and plastic oil pipes and lines took some jiggling within the narrow close fitting areas of the coming together assembly. Martyn Adams again came to the fore when it was established the tapered magneto drive shaft required lengthening to bring into line the inlet cam driven sprocket. Hopefully the 1¼” tubular extension on the little tapered shaft won’t trigger any major problems. The bonus here was that Martyn in doing so added a vernier adjustment arrangement incorporating three

securing Allen screws in slotted holes to the tubular extension, very ingenious.

Some time back now at the Bendigo Swap Meet an electric roller engine starter being demonstrated caught my eye. At the time I didn’t have the finance to purchase one on the spot but kept the business card offered to me for later. Owing to the fact I removed the kick start shaft from inside the gearbox and had the gaping kick start hole welded up other than push starting the machine my intention was to have me one of those electric roller starters. I got in touch with Bruce Kinnersley in Melbourne, the chap building these items and in a few days and a bit over \$700.00 I had one delivered to Summertown.



All tinware in place, fuel and oil lines connected and after twelve plus years I was about ready to fire up the 500cc moderately disguised 10R replica. Mind you the frame still required welding in certain areas to finish but I was oh so close and itching terribly to crank the engine into life.



Down in the shed on my lonesome I can tell you I was a little apprehensive initially but firstly had to at least turn the engine without firing to get the oil up. Petrol tap remaining in the off position, plug lead off and the spark plug removed to eliminate any unnecessary compression resulting in needless intense labour on the 240volt GMC 2400watt side angle grinder motor. Back pedal up onto the rollers, select at least top gear, clutch in and stand on

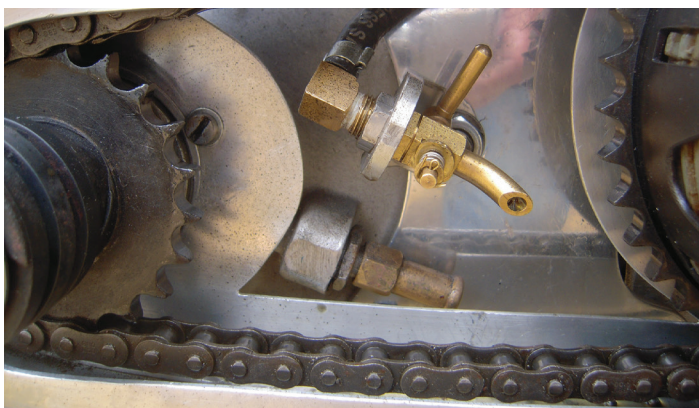
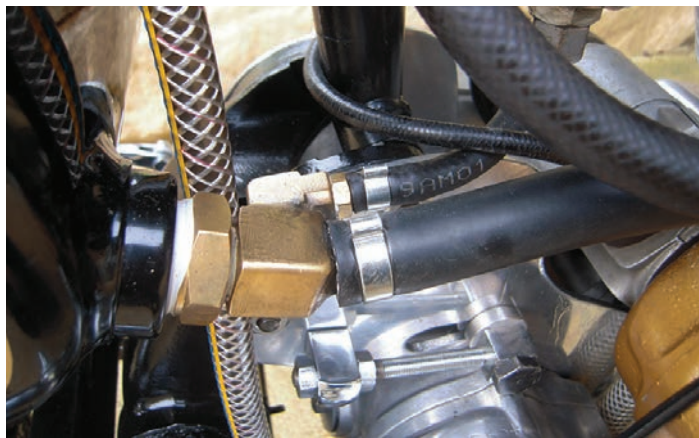
the foot starter pedal. Starter rollers engaged the engine began churning over without any problems. Little by little bit the oil flow could be seen flowing through the clear plastic tube returning oil to the 4.5 litre oil tank. In roughly twenty second bursts I was satisfied the oil had reached the over head gear and oil pump scavenge return in the sump bowels. Next was to attach all the fuel pipes and replace the spark plug and lead then carry out an attempt on the final assault. Still fairly apprehensive about the initial start up not knowing what might take place my courage quite exhausted, now was the time to cast aside any doubts I had and think positive about the next decisive move.

With only a standard straight out non baffled G80 exhaust pipe protruding from the exhaust port I began the long awaited procedure for cranking into life this much longed-for sound to emanate from the open ended pipe. Having tippee toed the starter button and dropped the clutch the result of which produced at least one audible bang without setting alight to anything my immediate thoughts were ‘Oh my god, it might even go’. I’d set the ignition timing at ½”BTDC. Considering this perhaps a trifle early I readjusted it to 7/16” BTDC. Well it did sound more promising with a few more regular barks from the pipe. I’d been on the start button perhaps a full thirty seconds non stop. Just as it began to perform on a more consistent level I noticed small amounts of smoke emerging from the rear somewhere. Mini seconds later what I considered was smoke I thought coming from a new set of clutch plates, the 9” electric grinder powered rollers emanating violent sparks ground to a dismal halt. ‘Stuff, what now, I thought. It would appear I had stood on the starter button about ten seconds too long and the motor under labour wasn’t able to handle the constant uninterrupted load.

It was the Tuesday before the Easter long weekend break of 2010. I got in touch by phone with Bruce Kinnersley who gave me some positive advice on starting procedures with the electric roller. It was apparent I’d stood on the roller starter button for just a few seconds too long and was the cause of the obvious fusion burnout. Following my explanation for the resulting misfortune the ever obliging Bruce had on overnight transport to arrive before the long weekend a replacement GMC grinder delivered by the Thursday afternoon. Thanking the man immensely by email for his prompt action that evening meant I could continue my anxious exercise over the extended weekend.

Swapping over the power sources at the first opportunity on the Friday morning allowed for an early retry at start up before lunch. Short bursts of no more than twenty seconds was Bruce’s recommendation which was followed practically to the second. Fuel taps on and a modest tickle of the float bowl I was once again ready for a start up. Backed up onto the roller assembly, top gear selected and clutch in I began the process of peddle button pushing. It was apparent I had previously completed more than ample attempts to eliminate further prolonged cranking of the engine to breathe practically instantaneous life as the engine took little time to announce its unbaffled intensions. To my resounding jubilation within seconds the engine bound into life suggesting the ignition timing was set just about perfect. My initial thoughts though are the carbie may require certain skilled attention as the revs at about half throttle are somewhat woolly.

As I had myself provided crudely made oil lines I spoke to long time acquaintance and AJS Club Member Neil Windsor who worked at Enzed hydraulic equipment and hose makers who agreed to have a look at the project. A week went by when



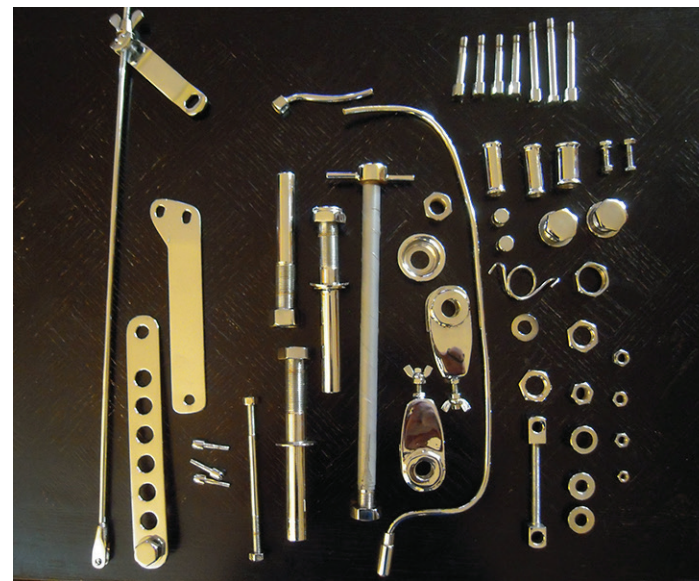
Neil rang to say I could come by to collect the bike fitted with all new oil resistant hoses. Directly from the main oil tank line Neil had provided a suitable tee branch to cross the engine and feed an appropriate primary chain oiler with small brass tap to regulate sufficient and adequate flow.

I rang and spoke to Terry Merritt of Redline Exhausts down at Edwardstown to ask if he was interested in providing a suitable header pipe and reverse cone megaphone for the project suggesting I pop by for him to appraise the task. Leaving the bike in his care he said come by Friday and collect the machine he should by then have it ready. Solid to the mans word he’d completed the assignment and \$325 paid we loaded the machine in the trailer to return to Summertown a happy chappie.

The machine stood around the workshop a few days without again being fired up before I began dismantling in readiness for the next phase of outside work by other professionals. Separate containers containing items for polishing, chrome plating, bead blasting, welding and chemically blacking were slowly filled with

all manner of small trinkets.

Requiring the best available chrome plating job I spoke to Rob Smyth about who he could recommend knowing Rob to be fairly fastidious with his immaculate preparation of machinery. Suggesting Paul at Gold Star Metal Finishers at Hackham to be the best at polishing before the process of chrome plating, Paul was a wizard. I left in Paul’s care all the necessary bits and pieces for plating suggesting I should come back in about two weeks to collect the trinkets. Before final painting of all components I had our son Todd come by to complete the frame welding with my own small mig welder.



I’d been working for Brike Cylinders owned by Mike Ewens at 5th Street, Wingfield on and off for a couple of years part time taking care of his cylinder assembly, pressure testing and painting in his well-equipped painting bay. The day came when I found the need to ask if he would mind if I used his bay facilities to which he acknowledged without hesitation. The chemical blacking facilities adjacent to the bay were also made available to me with not so much as a penny outlay. The Topline Paint used while only enamel was quick drying with the special reducer used to thin the paint gave a bright glowing lustrous sheen in high gloss black. Chrome plating and painting taken care of I undertook the aluminium polishing with my own basic facilities.

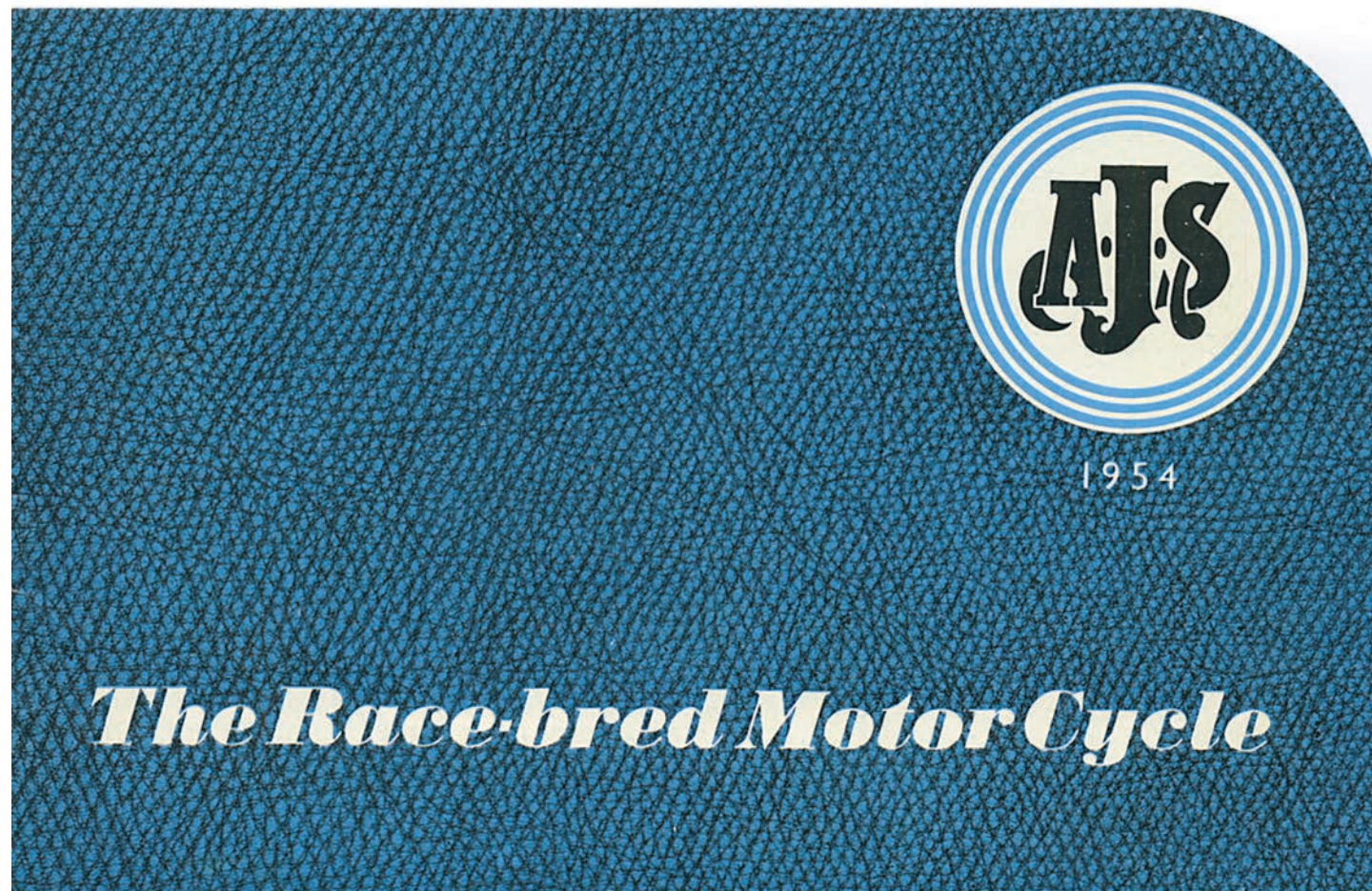
With all the necessary engine mounting spacers machined up on my own little lathe the time for final assembly came when all

the basics had been completed. Carefully locating the B52 gear-box into position and engine plates partially secured the engine then slotted in neatly without too much paint chipping. The way in which I’d built the engine I realized early on the final assembly was going to cause minor problems here and there. Securely attaching the empty overhead cam case, for starters covered the pushrod inspection and adjustment area in the original overhead valve tappet cover. Imagine some things had to be carried out of sequence here. Oil pipe routing was one hell of a headache with barely sufficient room to arrange satisfactorily. Somehow I managed. A little apprehensive about the procedure I chose for valve and magneto timing my disappointment when the engine failed to fire up once backed up onto the roller starter. To recheck this the oil lines had to be removed after draining the oil tank. Magneto timing was once more interrupted and the overhead cam case removed I then set about to check the valve timing again. The above standard ‘H’ cams used I had noticed was devoid of any Dot markings apart from faint signs of white paint to assist I assumed with the timing. Other than providing a cover for the valve cams and magneto sprocket cover the empty OHC cover played no part in engine functionality. In the meantime I’d come across another set of ‘H’ cams seemingly in much better condition than those first used. Out with the old and in with the new I was prepared this time to accept my timing procedure was above board I carried on with the assembly. Valve and cam timing done I proceeded to replace the covers. Would you believe my luck continued to plague my assembly proceedings. All pasted up with joint sealing solutions and magneto timing set I was tightening the small nut to secure the tapered sprocket onto the inlet valve cam when with the final tension nip up I chewed the threaded end off the shaft. Blast!! Rummaging through the container of several used loose cams I found a suitable replacement having to press out the shaft of both and replace the damaged one. No problemo.

Back to the assembly process on fitting the cover over the cams I stripped the aluminium thread in the bottom blind hole at what you might refer to at six o’clock on a watch face, the one below the half time pinion gear. Blast!! once again. Considering those five cheese head screws had been in and out several times I wasn’t about to dandy around. I smartly ordered a set of ¼” BSW Helicoils from Derek Milne of Classic Fasteners at Welland to collect in a couple of days.

Back on the job I took no chances and replaced all five female threads with Helicoils as a precautionary safeguard. Attempting to make the best possible outcome of the situation I proceeded with the drilling to the maximum depth attainable before inserting the coils. All five coils now securely fitted I once again proceeded to assemble the ancillary bits and pieces. Again proceedings were halted when the engine failed to turn over more than a few degrees from BDC. I’d bought this tool from the UK to accurately locate TDB with a small 10mm hexagonal probe roughly 80mm in length with a small o’ring secured to the top end to prevent from falling into the cylinder. My initial thought was that I’d punched the bottom Helicoil too far into the casing and locked up the oil pump plunger somehow. I was totally bewildered as to my problem until removal of the cylinder head revealed the special TDC tool probe had somehow dislodged the O-ring and fallen into the cylinder. Blast #3. All however has since been rectified and once more assembled, timed and now waiting oil to be returned to the oil tank in readiness.

To be continued...



60 years ago almost to the month, Tom Hesom's 1954 AJS Model 20 500cc Twin rolled off Associated Motor Cycles Ltd's, Plumstead production line. After three years and thousands of hours of wrenching in his basement workshop "Back Beauty" emerged to the light of day with the help of a boat winch and three strong sons.

One of the most challenging of the 17 "ground up" restorations he has done to date (all British bikes), many parts of this basket case were either missing altogether, or were so badly rusted they had to be replaced. Parts were obtained from all over the world .Obviously England, but also Canada, USA, Austria and South Africa where his old club: The Classic Motorcycle Club of Natal, have two 40 foot ship's containers full



of parts donated by members and sold off very reasonably for club funds. This club is situated in the coastal city of Durban where rust is a problem from sea air, so some parts from there such as front forks were badly rusted, and many hours of work was done to overcome this.

A·J·S MODELS FOR 1954

Foreword

The fact that A.J.S. Motorcycles have won innumerable International Races, and hold more World speed records than any other make of British motorcycle, would serve no useful purpose whatsoever, but for the fact that the invaluable information gained by official participation in these events is clearly discernible in the standard models.

As a result, A.J.S. Motorcycles enjoy an outstanding reputation throughout the world among enthusiasts who are able to appreciate the advantages of owning a "Race Bred Motorcycle", and who know that the model of their choice is not only superbly finished, but provides an all-round performance and standard of reliability that is unsurpassed by any other motorcycle.

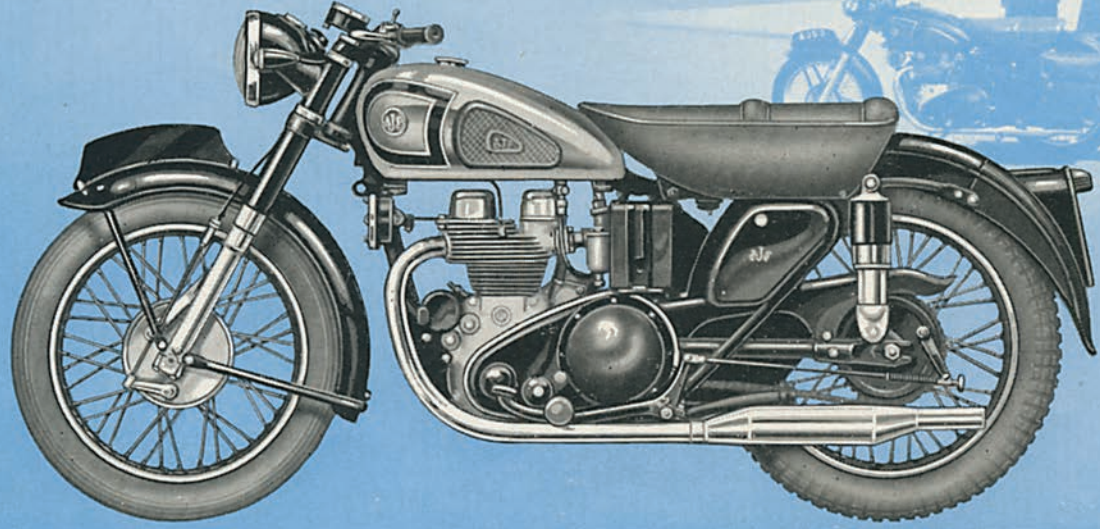
The qualities that enabled A.J.S. riders to win 19 of the 29 Silver replicas awarded in the 1953 Junior Isle of Man T.T. are inherent in every A.J.S. Motorcycle.

RIDE A·J·S AND ENSURE SUCCESS

A·J·S MOTOR CYCLES

Proprietors: ASSOCIATED MOTOR CYCLES LTD.
PLUMSTEAD ROAD · LONDON, S.E.18 · ENGLAND
 Telephone: WOOLWICH 1223 Telegrams: ICANHOPIT, WOL, LONDON


 A faded, blue-toned photograph of a rider on an AJS motorcycle, leaning into a turn. The motorcycle is a twin-engine model with a large fuel tank and a prominent headlight.


 A detailed illustration of the AJS Model 20 motorcycle, shown from a side profile. It features a twin-engine design, a large fuel tank with the AJS logo, a prominent headlight, and spoked wheels. The background is a light blue gradient.

Model 20 "THE SPRINGTWIN" 498 c.c. O.H.V. VERTICAL TWIN

A model that provides mechanical and performance perfection

For full specification see page 10


 The AJS logo, consisting of the letters 'AJS' in a stylized font inside a circle with concentric blue lines.



1954 AJS Model 20 "Springtwin"

SPECIFICATION

In view of the similarity that exists between the Single and Twin cylinder models, a general specification is provided with separate specifications for the engines which are of entirely different design.

ENGINE—Single Cylinder

Capacity 347 c.c.	Bore 69 m.m.	Stroke 93 m.m.
" 498 c.c.	" 82.5 m.m.	" 93 m.m.

Light Alloy single port O.H.V. cylinder head, chromium plated Stellite tipped valves operated by Duralumin pushrods and twin cam wheels; individually balanced flywheels, forged steel connecting rod; two-piece crankpin, triple row caged roller big end bearing; low clearance wire wound piston; twist grip operated Amal carburettor, thermally insulated from cylinder head, 32-watt dynamo and Lucas magneto with individually enclosed chain drive; automatic ignition control on 500 c.c. models and manual on '350s'. Full dry sump lubrication system with separate tank; detachable fabric oil filter, large capacity duplex plunger pump and positive lubrication to all moving parts.

ENGINE—Twin Cylinder

Capacity 498 c.c.	Bore 66 m.m.	Stroke 72.8 m.m.
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Three bearing Alloy iron crankshaft; Light Alloy forged connecting rods, Vander-veil big end and centre main bearings; large dia. caged roller main bearings, spherical die cast crankcase, twin gear driven camshafts, deeply spigoted separate cylinders and separate deeply fitted Light Alloy O.H.V. cylinder heads with cast-in valve seats; tubular Duralumin pushrods, eccentric rocker spindle valve adjustment, wire wound pistons and chrome plated top piston rings. All moving parts totally enclosed and positively lubricated by full dry sump lubrication system operated by two camshaft driven gear pumps. Flange mounted gear-driven 45-watt dynamo and Lucas magneto, semi-automatic twist grip operated Amal carburettor and twin flexible petrol pipes.

GEAR BOX

Racing type heavyweight 4-speed, enclosed foot operated positive stop gear change and dry multi-plate clutch.

TRANSMISSION

Lubricated cam type engine shaft shock absorber, primary chain enclosed in oil bath with new clutch inspection cover, deep and efficient rear chain guard. Rear chain adjustment unaffected by wheel removal.

FRAME

The rigid frame is of brazed construction and duplex cradle type. Integral sidecar and pillion footrest lugs are provided in addition to rear, prop and front stands. The Spring frame is of similar basic type and construction, with a robust swinging arm, controlled by two oil damped Teledraulic suspension units.

TANKS

All steel of welded construction. Twin filter petrol taps, quick action filler caps, detachable oil filter.

Capacities: 350 c.c.—Petrol: 3 gall. Oil: 4 pints
500 c.c.—Petrol: 3½ gall. Oil: 4 pints

FORKS

Patented self-lubricating, oil damped, Teledraulic.

MUDGUARDS

Improved deep section steel guards with central rib and tubular stays. Quickly detachable rear portion for wheel accessibility.

BRAKES

7" dia. internal expanding front and rear with finger and secondary shim adjustment.

WHEELS AND TYRES

Full width cast Light Alloy front hub with straight spokes, fabricated steel rear hub of great strength, adjustable caged taper roller bearings.

350 c.c. Models—3.25" x 19" Dunlop Tyres front and rear
500 c.c. Models—3.25" x 19" front and 3.50" x 19" rear Dunlop Tyres

TWINEAT AND SADDLE

Of exclusive A.J.S. design. Grained and piped Vynide-covered Dunlopillo of deep and comfortable section. Rigid models fitted with fully adjustable large size spring top saddle.

TOOL BOX

Twin pannier type on Spring frame models, and very deep section single box on Rigid models.

ELECTRIC LIGHTING

7" dia. headlamp with twin pilot lights of new and efficient design. Large and brilliant plastic moulded rear light, new handlebar dipper switch, separate voltage control unit and electric horn.

FINISH

Three thicknesses of stoved black enamel of traditional A.J.S. quality, petrol tank hand-lined, polished fork sliders front hub, etc., and all permissible parts and Springtwin petrol tank heavily chromium plated. All ferrous parts Bonderised before enamelling.

EQUIPMENT

Illuminated speedometer, tool kit to cover all normal requirements, grease gun, tyre pump and comprehensive Maintenance Manual.

(Details of extra and optional equipment are provided on page 11 and in the Spares Book.)

AIS Striker here

Tank rubber outline

Fill hole



TECHNICAL DATA

ITEM	16M	16MS	16MC	16MCS	18	18S	18C	18CS	20
Engine	347 c.c. O.H.V. SINGLE				498 c.c. O.H.V. SINGLE				498 c.c. O.H.V. Twin 66 x 72.8 mm.
Bore and Stroke	69 mm. x 93 mm.				82.5 mm. x 93 mm.				
Power	18 b.h.p. @ 5750 rpm				24.4 b.h.p. @ 5500 rpm				30 at 5600 29 @ 6800 rpm
Comp. Ratio	6.5 or 7.5	6.5 or 7.5	6.5 or 7.5	7.5	6.3 or 7.3	6.3 or 7.3	6.3 or 7.3	7.3	7.0 or 8.0
Carburettor	1 $\frac{1}{8}$ "	1 $\frac{1}{8}$ "	1 $\frac{1}{8}$ "	1 $\frac{1}{8}$ "	1 $\frac{1}{8}$ "	1 $\frac{1}{8}$ "	1 $\frac{1}{8}$ "	1 $\frac{1}{8}$ "	1"
Main Jet	150	150	150	150	180	180	180	180	180
Throttle Slide	6/4	6/4	6/4	6/4	29/4	29/4	29/4	29/4	6/4
Ignition Advance	37° or $\frac{1}{16}$ "	37° or $\frac{1}{16}$ "	37° or $\frac{1}{16}$ "	37° or $\frac{1}{16}$ "	37° or $\frac{1}{16}$ "	37° or $\frac{1}{16}$ "	37° or $\frac{1}{16}$ "	37° or $\frac{1}{16}$ "	39° or $\frac{1}{8}$ "
Engine Sprocket	18	18	16	16	21	21	18	18	20
Generator	6v 32w	6v 32w	—	—	6v 32w	6v 32w	—	—	6v 45w
Petrol	3G 13.6Lt.	3G 13.6Lt.	2G 9Lt.	2G 9Lt.	3½G 16.9Lt.	3½G 16.9Lt.	2G 9Lt.	2G 9Lt.	3½G 16.9Lt.
Consumption	90 m.p.g.	90 m.p.g.	80 m.p.g.	80 m.p.g.	85 m.p.g.	85 m.p.g.	75 m.p.g.	75 m.p.g.	75 m.p.g.
Gear Ratios	5.8 7.6 9.9 & 15.4:1	5.8 7.6 9.9 & 15.4:1	6.6 10.4 16.1 & 21.1:1	6.6 8.6 11.2 & 17.3:1	5.0 6.5 8.5 & 13.3:1	5.0 6.5 8.5 & 13.3:1	5.8 9.1 14.1 & 18.9:1	5.8 7.6 9.9 & 15.4:1	5.3 6.9 8.9 & 13.9:1
Fork Oil	185 c.c. S.A.E. 20 OIL EACH LEG								
Suspension Oil	85 c.c. S.A.E. 20 OIL PER UNIT ALL SPRING FRAME MODELS								
Primary Chain	$\frac{1}{2}$ " x $\frac{1}{8}$ " ALL MODELS								
Rear Chain	$\frac{1}{2}$ " x $\frac{1}{8}$ " ALL MODELS								
Dyno. & Mag. Chain	$\frac{1}{2}$ " x .225 ALL MODELS								
Wheelbase	54"	55½"	53"	55½"	54"	55½"	53"	55½"	55½"
Length	85"	86½"	82"	85½"	85	86½"	82"	85½"	86½"
Seat Height	30"	31½"	32½"	32½"	30"	31½"	32½"	32½"	31½"
Ground Clearance	5½"	5½"	6½"	6½"	5½"	5½"	6½"	6½"	5½"
Weight	344 lbs.	375 lbs.	293 lbs.	321 lbs.	354 lbs.	387 lbs.	296 lbs.	324 lbs.	394 lbs.

Jampots re-furbished using improvised carpenter’s sash clamp. Magneto and Dynamo overhauled and bench tested. Engine re-built on revolving platform. Tom made a homemade “fail-safe wet-sumping valve” in the oil feed line which automatically grounds the magneto when the valve is closed, thus not allowing the bike to be started if the valve is not open.



Homemade starting rollers facilitate starting of very stiff fresh engine in the basement shop. Five fans and open window help with the fumes. but the wrath of the lady of the house is still



incurred with shouts from upstairs of "what's going on down there? The whole house is vibrating and filling with fumes!" Black Beauty sees the light of day after probably 50 years of lying in pieces.



Guarantee

NOTICE

We do not appoint agents for the sale on our behalf of our motorcycles or other goods, but we assign to Motor Cycle Dealers areas in which we supply to such Dealers exclusively for re-sale in such areas. No such Dealer is authorised to transact any business, give any warranty, make any representation, or incur any liability on our behalf.

GUARANTEE

We give the following guarantee with our motorcycles, motorcycle combinations and sidecars, which is given in place of any implied conditions, warranties or liabilities whatsoever, statutory or otherwise, all such implied conditions, warranties and liabilities being in all cases excluded. Any statement, description, condition or representation contained in any catalogue, advertisement, leaflet or other publication shall not be construed as enlarging, varying or overriding this guarantee. In the case of machines (a) which have been used for "hiring-out" purposes, or (b) any motorcycle and/or sidecar used for any dirt track, cinder track or grass track racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition), or (c) machines from which the trade mark, name or manufacturing number has been removed, no guarantee, condition or warranty of any kind is given or is to be implied.

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for six months only from date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the free supply of a new part in exchange for the part of the motorcycle, motorcycle combination or sidecar which may have proved defective. We do not undertake to replace or refix or bear the cost of replacing or refixing such new parts in the motorcycle, motorcycle combination or sidecar. We undertake subject to the conditions mentioned below, to make good at any time within six months any defects in these respects. As motorcycles, motorcycle combinations and sidecars are easily liable to derangement by neglect, or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect. The term "misuse" shall include amongst others the following acts:—

1. The attaching of a sidecar to a motorcycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden.
2. The use of a motorcycle or of a motorcycle and sidecar combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturers.
3. The attaching of a sidecar to a motorcycle by any form of attachment not provided, supplied or approved by us, or to a motorcycle which is not designed for such use.

Any motorcycle, motorcycle combination or sidecar sent to us to be plated, enamelled or repaired will be repaired upon the following conditions, i.e., we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed or until the expiration of the six months above referred to, and this guarantee is in lieu and in exclusion of any common law or statute, warranty or condition, and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

CONDITIONS OF GUARANTEE

If a defective part should be found in our motorcycles, motorcycle combinations or sidecars, or in any part supplied by way of exchange before referred to, it must be sent to us **CARRIAGE PAID**, and accompanied by an intimation from the owner that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the date of the purchase, or the date when the alleged defective part was exchanged, as the case may be.

Falling compliance with the above, such articles will lie here **AT THE RISK OF THE OWNER**, and this guarantee and any implied guarantee, warranty, or condition shall not be enforceable. We do not guarantee specialities such as tyres, saddles, chains, electrical equipment, lamps, etc., or any component parts supplied to the order of the purchaser differing from standard specification, supplied with our motorcycles, motorcycle combinations, sidecars or otherwise.

LIST OF OPTIONAL EXTRA EQUIPMENT

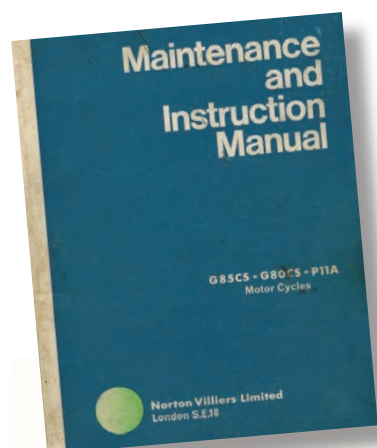
Latex rubber or fully sprung Pillion Seat, folding Pillion Footrests, Luggage Carrier, Luggage Panniers, Air Cleaner, Stop Light.

THE A.J.S. FREE SERVICE SCHEME

It is strongly recommended that owners of new A.J.S. Motorcycles should avail themselves of the free Service Scheme operated by all home Dealers, full details of which are given on the card supplied with each machine.

NOTICE

All prices and specifications are subject to alteration without notice and all motorcycles and equipment are sold subject to the limited guarantee printed herein.



By the Book

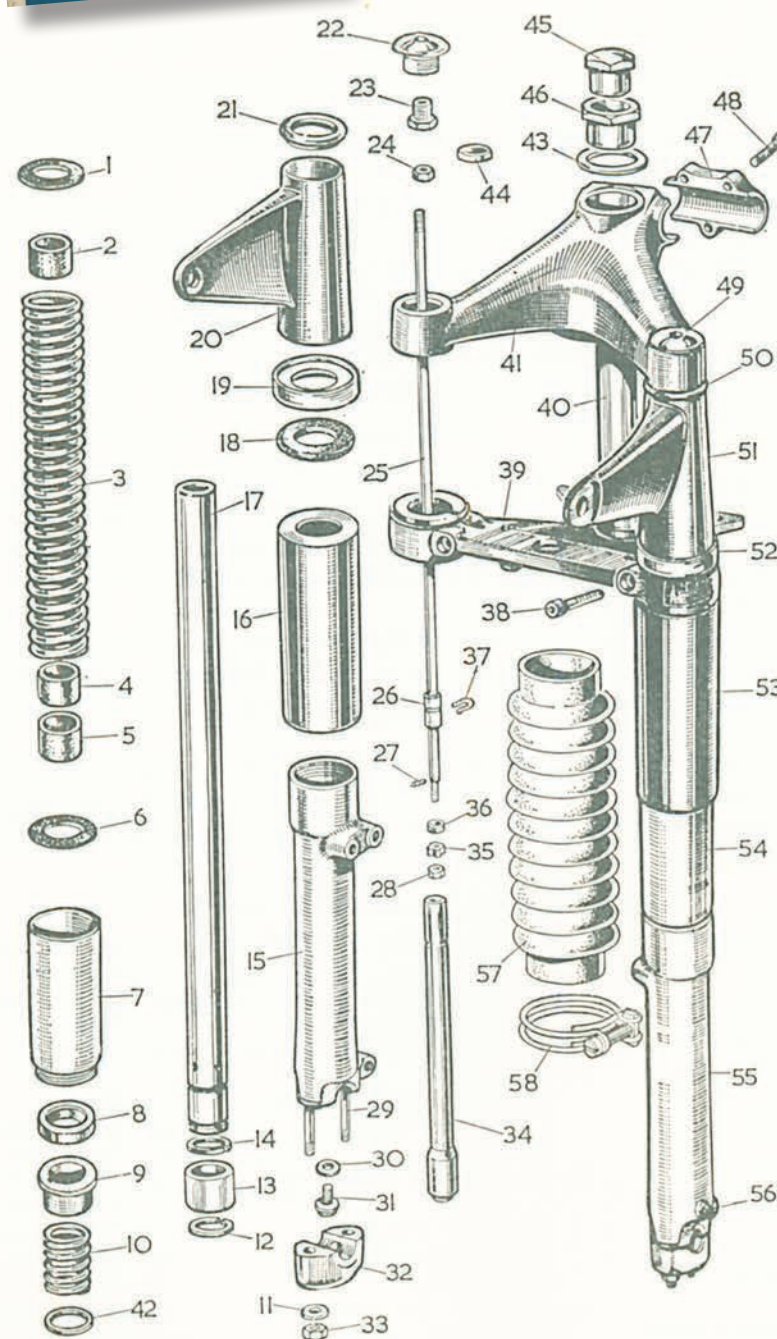


Fig. 26
Teledraulic front forks

- 1 Leather washer
- 2 Rubber buffer
- 3 Main spring
- 4 Rubber buffer
- 5 Rubber buffer
- 6 Leather washer
- 7 Extension
- 8 Oil seal
- 9 Top bush
- 10 Buffer spring
- 11 Plain washer
- 12 Circlip
- 13 Steel bottom bush
- 14 Circlip
- 15 Slider
- 16 Fork cover tube (bottom)
- 17 Fork inner tube
- 18 Rubber ring
- 19 Housing ring
- 20 Fork cover tube (top right)
- 21 Spigot ring
- 22 Fork inner tube bolt
- 23 Adaptor
- 24 Locknut
- 25 Fork damper rod
- 26 Plunger sleeve
- 27 Fork damper-valve stop pin
- 28 Locknut
- 29 Stud
- 30 Fibre washer
- 31 Bolt
- 32 Fork slider cap
- 33 Nut
- 34 Fork damper tube
- 35 Fork damper-valve seat
- 36 Fork damper valve
- 37 Clip
- 38 Pinch screw
- 39 Fork crown
- 40 Fork crown stem
- 41 Handlebar and steering head lug
- 42 Buffer spring collar
- 43 Washer (Not now fitted)
- 44 Rubber sealing ring
- 45 Locknut
- 46 Fork stem adjusting nut
- 47 Clip
- 48 Clamp screw
- 49 Bolt
- 50 Spigot ring
- 51 Fork cover tube (top left)
- 52 Housing ring
- 53 Fork cover tube (bottom)
- 54 Fork slider extension
- 55 Fork slider
- 56 Plug screw with fibre washer
- 57 Gaiter for cover tube and extension
- 58 Clip

Front Forks - all models

The numbers referred to in this section are shown in Fig. 26.

Steering-head adjustment

Do not use a machine with movement in the steering-head bearings as the racking motion that takes place when the machine is being ridden over rough ground and when the front brake is applied will quickly destroy the bearings. To adjust the bearings support the machine by placing a wooden box under each footrest. Release the two Allen screws (38) which pass through the fork crown (39) and clamp the fork tubes.

Slacken off the lock nut (45) and tighten the adjusting nut (46) sufficiently to take up the movement, but leaving the forks free to move without friction.

When the adjustment has been made tighten the locknut and the Allen screws. With the machine supported in the manner described try to detect movement by raising the front wheel with one hand, holding the top of the frame and the handlebar lug with the other. Any movement in the bearing will be readily felt.

Topping-up forks

Apart from maintaining the oil level, the forks do not require individual lubrication. The oil level should be checked every 5,000 miles and topped up as necessary.

Draining the oil

Have a graduated container of not less than 10 fluid oz. available.

Support the front wheel to enable the forks to be fully extended.

Unscrew the inner fork tube bolt (22) to allow air to enter.

Turn the forks on full lock, take out the drain screw (56) and allow the oil to drain into a tray. This will leave $\frac{1}{2}$ fluid oz. in suspense in the forks.

Return the drain screw and pour in 6 fluid oz. of clean S.A.E.20 oil and tighten the top-tube bolt.

Removing forks as a unit

Support the machine with both wheels clear of the ground.

Disconnect the steering-damper plate from the frame.

Disconnect the steering-damper plate from the chassis.

Remove the front wheel and the front mudguard and stay.

Disconnect the speedometer or tachometer, if fitted.

Remove the handlebars and controls, providing some protection for the gas tank.

Detach front-brake cable from brake lever by removing the yoke and the adjuster.

Remove the rubber grommet and unscrew the fork inner-tube bolt (22).

Undo the locking nut (24) and disconnect the damper rod (25).

Remove the lock nut (45) on steering column, support the front wheel and take off the adjusting nut (46). Use a soft-faced mallet to disengage the handlebar lug from the fork tubes. Take care of the bearings. Take away the front-wheel support and remove the forks from the frame.

Refitting forks

When refitting the forks, in the reverse order, remember that a total of 56 steel balls are used for the top and lower steering-head races.

Removing fork slider

With the front wheel clear of the ground, unscrew the top fork-tube bolt and disconnect the damper rod. Release the fork-gaiter clips to move the gaiter and unscrew the fork-slider extension (54) before removing the front wheel and mudguard stays.

The oil seal (8) is a close fit in the slider and if a sharp jerk downwards fails to free it heat the top portion of the slider to facilitate its removal.

Reassembly is in the reverse order, using a length of wire to "fish" up the damper rod. Make good any oil lost during dismantling.

To take out a fork tube, the clamping screw (38) must be released before drifting the tube out of the two top lugs.



Clubman’s Calendar

03 Sep (Wed)	“Tracker Nite 6”, 5:00 – 10:00 PM, Santa Clara Lorin Guy, 408-242-1976	19 Oct (Sun)	Frank Forster, 831-688-2120
05 Sep (Fri)	“Fast Fridays” speedway, Auburn 530-878-7223	19 Oct (Sun)	AHRMA vintage MX, Hollister Hills www.AHRMA.org
06 Sep (Sat)	Flat track, Lodi Cycle Bowl, www.lodicyclebowl.com	26 Oct (Sun)	BSAOCSC “After the Gold Rush” Dual-sport ride, California City John Gardner, 310-920-3393 or Mike Haney, 760-365-9191
13 Sep (Sat)	Flat track, Lodi Cycle Bowl, www.lodicyclebowl.com	01 Nov (Sat)	BSAOCNC All-British Ride, Novato Don Danmeier, 415-898-0330
14 Sep (Sun)	NCNOC North Bay ride, Napa Tom / Liz Dabel, 408-272-0369 or www.nortonclub.com	16 Nov (Sun)	Northern California Section Vincent OC AGM & year- end social event Dave Molloy, 530-273-3726
14 Sep (Sun)	BSAOCSC Big Bear Dual-Sport ride, Big Bear Lake John Gardner 310-920-3393 Mike Haney, 760-365-9191	16 Nov (Sun)	BSAOCSC “Grand Putt” Dual-sport ride, Lake Elsinore Barbara Barrett, 661-742-5539
19 Sep (Fri)	“Fast Fridays” speedway, Auburn 530-878-7223	23 Nov (Sun)	BSAOCSC Swap Meet, Santa Clarita (TENTATIVE) British bikes only! Barbara Barrett, 661-742-5539
19 Sep (Fri)	AHRMA vintage MX, Spokane WA www.AHRMA.org	30 Nov (Sun)	NCNOC “Turkey Ride” Tom / Liz Dabel, 408-272-0369 or www.nortonclub.com
20 Sep (Sat)	BSAOCNC British Singles Ride, Geyserville Jim Romain, 707-894-3805	06 Dec (Sat)	Ariel OC of North America holiday party 626-966-7363
20 Sep (Sat)	Flat track, Lodi Cycle Bowl, www.lodicyclebowl.com	07 Dec (Sun)	NCNOC holiday party www.nortonclub.com
26 Sep (Fri)	“Fast Fridays” speedway, Auburn 530-878-7223	07 Dec (Sun)	BSAOCSC holiday party Barry Sulkin, 310-398-6406
27 Sep (Sat)	Gold Country Curmudgeons’ Girder Fork Ride, Ione Paul Adams, 530-676-1353	28 Dec (Sun)	NCNOC “Freeze Ride” 408-272-0369 or www.nortonclub.com
28 Sep (Sun)	WVM Oyster Run vintage show , Anacortes WA www.washingtonvintagemotorcyclists.org		
04 Oct (Sat)	Flat track, Lodi Cycle Bowl, www.lodicyclebowl.com		
05 Oct (Sun)	NCNOC ride & AGM Tom / Liz Dabel, 408-272-0369 or www.nortonclub.com		
05 Oct (Sun)	BSAOCSC Mount Baldy ride, Azusa Barry Sulkin 310-398-6406 Barb Barrett, 661-703-9249		
09 Oct (Thu)	Ariel OC of North America		
10 Oct (Fri)	West Coast Rally		
11 Oct (Sat)	(location TBD)		
12 Oct (Sun)	661-816-5566		
10 Oct (Fri)	“Fast Fridays” speedway finale, Auburn 530-878-7223		
11 Oct (Sat)	Flat track, Lodi Cycle Bowl, www.lodicyclebowl.com		
12 Oct (Sun)	season closer		
12 Oct (Sun)	Sacramento Swap Meet, www.norcalcycleswap.com		
18 Oct (Sat)	BSAOCNC/BSAOCSC Southern Sierra ride, Lake Isabella		

A complete listing of all AHRMA events
scheduled in the United States and Canada
can be obtained from AHRMA www.ahrma.
org or at 910-253-8012

For Sale
Front frame section to 1966 G12CSR. This
is a very late frame from a CSR twin with
the Norton forks and wheels. Very similar to
an N15CS or G15 frame, but has the proper
frame mount locations and spacings for a G12
or G80 engine. Frame appears straight. No
swinging arm or rear section (these are same
as N/G15) \$175.00 plus shipping. Crankshaft
for G12 with generator. \$100.00. Shortened
G80CS cylinder and a G50 rod—I was going
to make a short rod G80CS, but it is a project
I now must move on to someone else. Contact
me for details. I also have a couple of basket
case G9B/20B engines for sale. Contact me
for more information. Neil Peacock, email:
thumpers@wt.net, 720.236.8835 (Colorado)

For Sale
Spares for sale: NOS airbox G85? post 1963
twin/single? NOS Lucas 529 tail lamp lenses,
Altette horns, original tool kit tools, vcarious
literature and handbooks and manuals for 1957
singles call (916) 900-4319 for more informa-
tion

Wanted
1951 G9/G80 forks/front end complete
Gary (916) 900-4319

For Sale
1955 AJS 18CS with 1952 CS engine. 99%
restored in my shop. Pictures upon request.
Mac Christy, Pomona KS. 785-255-4368.
machief@hughes.net. \$4900.00.

Wanted
Plus 80 oil ring for a Hepolite piston. For a
1951 G80CS 500cc single. Dave at dblag-
don@shaw.ca or 250 962 1010.

For Sale
If any one is looking for a like new g 9 tank
good chrome, I have one for sale. John M
toold2care2005@yahoo.ca

For Sale
Factory Race Carbs. AJS-Matchless twin carbs,
special race heads, and hi lift cams. Carbs use
single float bowl. Fit G 12, or 31. \$ 595.00
SR-1 Mag 1950 's singles. New coil, wound
in UK. Has auto-advance, extra points and
springs. \$285.00 707 732 6566
Ron Stahlecker

For Sale
Three Matchless G80, All 1953,two
G80CS,one G80S, All three are restoration
projects in various stages of completion.
Original frames and motor/gearbox plus many
spares: tanks,toolboxes,mudguards,gearbox
es,jampots,etc. I would like to sell the entire
collection as one lot but would consider selling
each bike seperately. Reasonable offers and
trades considered. I have found the years have
gone by and I need to pass some of my projects
on to people with more youth and energy. I also
have several BSA and Norton projects I will
part with.
Bill Nelson manxman61@gmail.com phone
315-788-2585

Wanted
Petrol Tank for G15
contact wolf@bellnet.ca.

Wanted
Matchless Pillion Pad - Joe Morrison
Louisville KY 502-937-0988

Wanted
GP Carb - 1 3/16” Greg Wright
423-267-5513 or 423-886-7306

Wanted
Bob Black here, long time club member from
FL and PA. My son and I are working on his
'53 G3L and need a front end. sliders, dampners,
springs and tubes. I can get tubes but not the other
pieces. We have the triple trees and front wheel
but that’s all.
Bob Black 717 283 5324
norton850750@comcast.net

For Sale
1965 Matchless G15CS Norton 750 twin. Looks
like a G15CSR café racer. Runs good. e-mail
questions to larry@ljames.net. \$3500 in Seattle,
WA area.

Wanted
1 set front forks for Model 18 , 1940’s-50’s
Have AJS and Matchless Parts to trade.
John Fitzer (734) 765-6729

Wanted
Knee Rubbers Left and Right
1947 G3L
I have one mounting plate for pattern
Bob Topping (313) 563-1015

Wanted
Anything on Catalina,Big Bear or Greenhorn
races; pre 1970 mc magazines; British Car and
Bike magazine; Color pictures of late 50’s AJS/
Matchless off road cycles; Bates leather dual
seat.
Rogers,13900 Cooper Orbit Cove,Little Rock,
AR 72210

For Sale
Gas Tank 1948 on down remarkable shape
\$350.00
Pair of Jampots 1954 On down need restoration
\$100.00
Prop stand from 1950’s very good shape \$50.00
1952 front frame section for a twin with engine
brackets and head steady. Good condition.
1955 back frame section with swingarm, bot-
tom rails and hardware.. Good condition.
Brake drum #021597 Good condition.
Brake drum #01093 Good condition.
Crown #013631 Steel - Good condition.
Stand, center #014450 Will need work.
Stand, side, for single. Good condition.
Brian S. Shaw (760) 821-3366

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Free Catalog of Vintage Parts & Accessories
Send S.A.S.E. to ED ALLYN
30 Millstream Rd, Woodstock, NY 12498
845 679 2051

Wanted
Matchless G 50 - CSR I am a serious buyer
for a proper bike . I have been waiting
patiently over the years for one for sale .This
would be a bike for me personally and not
for re-sale
Mike Howarth 760-218-3410 michaelh-
howarth@yahoo.com

Wanted
Complete clutch assembly for 1954, 55 AJS 20b
call 207 357-3502 email chevy59tk@yahoo.com

Wanted
1-Generator #011833 E3-L-L1-0
1-Kick Starter #194-X-26
1-Primary cover #40-G2M-C1
Brian S. Shaw (760) 821-3366

For Sale
Buffalo/Niagara Falls NY area. I have run out
of room (too many bikes, Guzzi is living outside
now and Trident will soon be homeless too, so
gotta sell something and don’t really need two
1966 G-80 road models). Price \$9,250 (USD)
Contact me by email for JPGs (online photos).
Phone #s: Toronto office 647-847-0294, cellu-
lar 416-820-9267 (turned off when I am in US)
US 716-304-8881.
J. Randal (Randy) Montgomery

Wanted
I am looking for parts for my 1931 AJS S-4 proj-
ect. Will consider purchasing anything anyone
has for sale. Mostly looking for chain guard,
chain case, foot pets, handle-bars. Ron Kilian
Alaska 907-694-6220 rjk@ak.net

For Sale
A pair of toolboxes I’d forgotten I had. They are
the kidney shaped units, I’d say circa mid 50s.
There is surface rust inside and out, and the hinge
spot welds are broken on one, but both could be
easily restored I’m sure. I believe I paid about
\$100 for the pair, and would expect to get that for
them. If any one is interested, they can e-mail me
at - auden86@shaw.ca. I’m located in the Southern
Ontario region of Canada. Dennis Purvis.





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