

Apache on the Warpath!

STORY by RANDY WILSON

Nimble and versatile best describes the new 1960 Matchless "Apache" 650cc Twin. For a mount to use on or off the road, this cycle would be hard to beat. Trickling through traffic at 20 mph in high gear, cruising down the turnpike at 70 plus, sliding turns in a scramble, or mud-plugging through the woods are all within its capabilities.

"Tibby", the Matchless-Indian dealer in Springfield Mass. offered to supply me with an Apache to test. The one I was to use had just been taken out of the crate, and fired up for the first time after I got there. However, it ran perfectly from the start, and throughout the 90 mile run, never gave a bit of trouble.

I left Tibby's shop, and headed out of the city. Had to ride through some traffic first, and was immediately impressed with the ease of handling in city streets. I don't think a lightweight would be any easier to control. The combination of the smooth low-speed pulling, small tank, and high saddle location had something to do with it. Once on the open (but twisting) road, I began to really enjoy the nimble, sure-footed handling plus the surging acceleration. The Apache could be laid over so easily, and a sudden reverse curve taken with little effort. I felt at all times that I had full control over the cycle, and that it would do just about anything asked of it with complete safety.

A section of road under construction showed the handling on dirt to be just about perfect. I slid back on the narrow seat, and the riding position gave complete control. Fortunately, the position of the footrests allows the rider's weight to be taken by the legs over rough going.

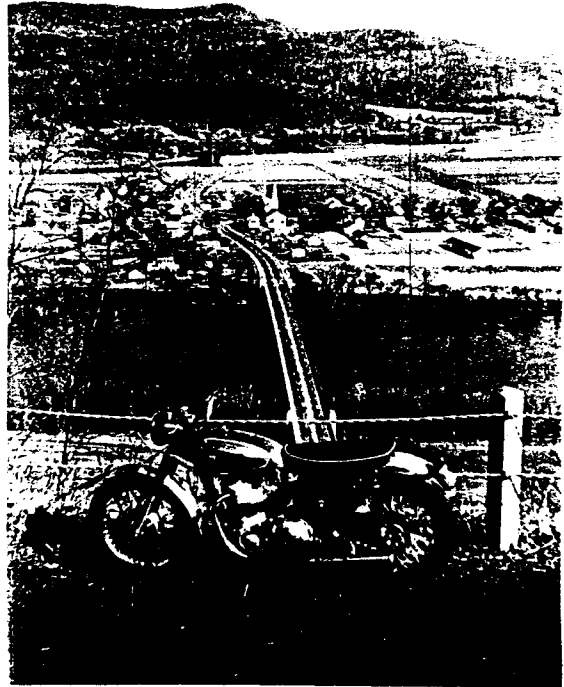
About every type of road was covered during the ride. A short detour to Mt. Sugarloaf was taken to try a narrow, twisting and steep mountain road. The Apache zipped up this like a mountain goat. Incidentally, for a beautiful breath-taking view of the Connecticut river and surrounding countryside, plan to visit this reservation if you are in the area. It will be worth your while.

On some straight stretches of road, the speed was put up to about 70 mph for a few moments. The Apache traveled down the road like an arrow at high speeds. The new double-tube frame really makes for fine handling, and the engine was extremely smooth at all speeds in high gear. Naturally, no top speeds were attempted with such a new engine. The brakes were very good and would stop the cycle on the proverbial dime if used together. The ride was on the stiff side on bumpy roads, but this is to be expected with a machine that is intended for rough going off the road on occasion.

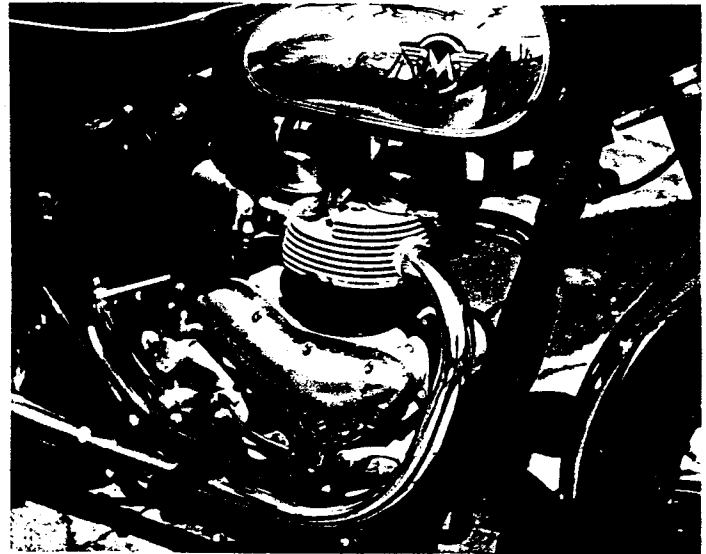
There is very little I could find at fault with the Apache. The side stand that snaps up as soon as the weight is taken off it, worried me, as the bike could fall over easily if moved, and leaned back against the stand that wasn't there. This is a minor point, and it is a safety factor against riding off with the stand down. Everything considered, this model is certainly one of the best of its type, and if you like to ride in the rough, as well as on the highway it will fill the bill 100%. Plenty of steam for any use, yet smooth enough to ride slowly on the road, or in the woods. Take off the headlight and mufflers, and install knobby tires, and you have a hot scrambler. Considering the Matchless reputation for quality, the Apache should give many miles of trouble-free riding.

Back the Attack!

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PLEASANT EARLY SPRINGTIME IN NEW ENGLAND, A VIEW OVER THE CONNECTICUT RIVER FROM MT. SUGARLOAF, WITH THE MATCHLESS "APACHE" IN THE FOREGROUND.



GLEAMING ENGINE ROOM OF THE "APACHE", WITH MUCHO POLISHED ALLOY, CHROME, AND BRILLIANT RED ENAMEL.



"WHY NOT DROP IN AND TRIAL RIDE THE NEW APACHE?"

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